

Catboat Association Bulletin



No. 191



Spring 2023

ON THE COVER

***Gull* seen resting at anchor during the 2022 Wild Goose Chase.**

Gull is a Mystic 20 previously owned by Bill Hoover until his death then by David Bliel who sold her a few years ago to John Perry. John now sails her on a lake in Arkansas.

Bill, with input from Peter Legnos, increased the rig to 344 square feet. She could fly under the right conditions.

Photograph by Butch Miller.

Catboat Association

www.catboats.org



BULLETIN NO. 191

Spring 2023

IN THIS ISSUE...

Editor: Skip Stanley

- 3 **From the Editor**
- 4 **Now Hear This**
- 6 **Crossing Over The Bar**
- 8 **Features**
 - 1947 BB Swan, *Tangerine* – The First Fiberglass Production Sailboat – John Harrison Hough
 - The 2023 Annual Meeting
 - 2023 CBA Awards – Fred Sherriff
 - Phil Carling Presents Raven's Tiller to CBA Steering Committee Chair Nate Titcomb
 - Inboard Electric Motors – Bob Luckraft
 - The Catboat Gourmet: Provisioning – Kate Grinberg
 - Your Sail is Your Engine, Sail Trim with Drew Staniar – Skip Stanley
 - Catboat Resource Show – Anne Morton Smith
 - Catboating For Beginners – Eric and Kurt Peterson
 - Members Who Crossed Over the Bar
- 24 **Boat Building and Maintenance** – Eric Peterson, Editor
 - A Marvelous Mystery - In Pursuit of a Catboat Legend, Part 8: Restoration Progress Thwarted – John Conway
 - Catboat Preservation Group – John Conway, Ben DeLong
 - Catboats Found, Part 6 – The Adventure Continues.... – Ed Dankievich
- 32 **Center Facing** – *Raven* Sketches by Henry M. Plummer
- 36 **Cruising** – Steve Flesner
 - Down on Dee Bay Hon – Steve Flesner
 - Block Island Cruise – Bob Campbell
- 42 **Racing and Rendezvous** – Steve Flesner, Editor
 - Catboats!* – *Wind and Water*, An Old Sculpin Gallery Celebration – June Schoppe
 - Great South Bay Catboat Regatta & Rendezvous – Mark Seal and Phil Linker
 - 2023 Race and Rendezvous Schedule – Steve Flesner
- 48 **Seamanship** – Brent Putnam, Editor
 - Maintaining a Proper Lookout: Communication – Brent Putnam
- 50 **Navigation** – Skip Stanley, Editor
 - Longitude, Part Two – The Solution I – Skip Stanley
- 52 **Keeper of the Light** – Jay Webster, Editor
 - Mark Allen Lovewell – Jay and Diane Webster
- 53 **Book Review** – Dan McFadden, Editor
 - Half-Hull Modeling* by Greg Rössel
- 54 **Short Tacks** – C. Henry Depew, Editor
- 56 **New Members** – Carolyn Pratt
- 57 **Cats for Sale** – Spencer Day
- 60 **CBA Membership Application**
- 61 **CBA Merchandise** – Mary Crain
- 62 **CBA Publications** – Mary Crain
- 63 **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
- *arts and photography:*
Craig Hansen
18 Greenview Court, Oakdale, NY, 11769
craig.hansen@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, Mary Crain, Spencer Day, Henry Depew, Steve Flesner, Michelle Hoover, Peter Knowlton, Ray Lane, Ned Lund, Dan McFadden, David and Kimberly Morrow, Anne Morton Smith, and Eric Peterson
- *line drawings:*
Unless noted, contributed by: Rex Stewart, Dave Park, Charles Chapin, Frank Lovewell, and John Kurgan.
- *photographs:*
All photographs contributed by the authors unless otherwise noted.

CBA Directory

- *policy, guidance, & general information:* **Nate Titcomb**,
Steering Committee Chair
11 Highview Drive, Bristol, RI 02809
(401) 924-4144 nate.titcomb@catboats.org
- *awards:* **Fred Sherriff**, *Chair*
208 River Road, Chestertown, MD 61620-2722
sherriffwlandfc@gmail.com
- *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) 214-7300 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:

Well, another Annual Meeting is in the books and what a meeting it was!

Now, you may be tempted to say, “You’ve been to one, you’ve been to them all,” but I have never found that to be the case. There’s always something different and something to learn. For sure, many of the same folks are there, but like a good hook in a pop song, they form the base supporting everything else, and the familiarity is nice. It’s great to see Geoff Marshall and a Sandpiper on display at the Resource Show (just how *do* they get that thing in there?) along with Squeteague Sailmakers, Sea Fever Books, (a personal favorite), Beetle Inc., Arey’s Pond, Brewer Banner, and many others. (See page 20 for a complete list.)

Then there are the seminars. Tim Kallman and Kate Grinberg graciously shared some very entertaining tales from their voyages and the lessons they learned along the way. Neil Titcomb gave a masterclass in decommissioning and commissioning a boat at the end of the season. Drew Staniar provided a detailed look at sail trim (which we can all use). Bob Luckraft and Ian Cooke discussed the latest developments in electric motors. And, of course, those new to catboating got some great pointers from Kurt and Eric Peterson on just how to do things right.

At the luncheon we remembered those we lost and recognized the contributions of others to the Association. Phil Carling made a unique presentation to the Association (see page 12). The keynote speaker was our own John Conway, who has over the past few years been restoring the venerable catboat (believed to be) *Marvel*. He brought along two members of the Krasniewicz family, one-time owners of *Susan*, one



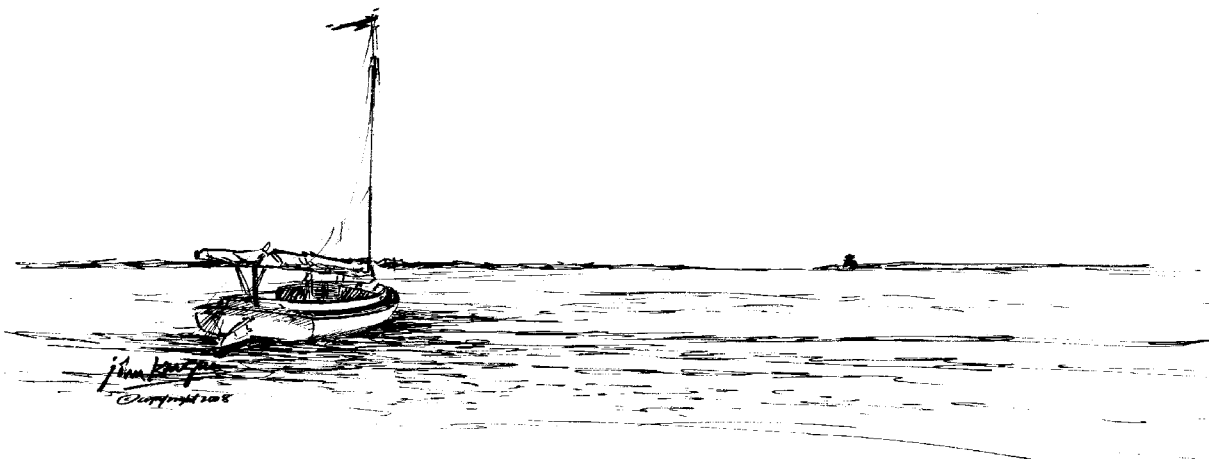
of *Marvel*'s previous names. In researching the boat's history, he found the boat had so many previous *suspected* names, he finally settled on *Suspect* as the new name for the boat. John continues telling the story of the restoration in this issue.

The day wrapped up with LCDR Kris Furtney, (USCG, ret.) giving a riveting, first-hand account of the rescues his ship, the cutter *Tamaroa*, made during a late fall storm in 1991. Kris was the Operations Officer. The storm became known as “The Perfect Storm.”

And finally, Sunday morning, Christina Brophy of Mystic Seaport, gave us a look at the many initiatives of the museum.

It was a great time. So, I urge you, if you haven't ever been to an Annual Meeting, or haven't been in a while, plan on attending next year. You'll be glad you did.

– Skip Stanley



Now Hear This:

The View from the Top

As I write this, the 2023 Annual Meeting has just passed over the horizon, and we sit on the precipice of spring, taking comfort knowing that the sailing season is just around the corner. The Annual Meeting was again a well-attended event with great seminars, a captivating feature presentation and, best of all a chance, to break the doldrums of winter with familiar faces, and to share a story or two.

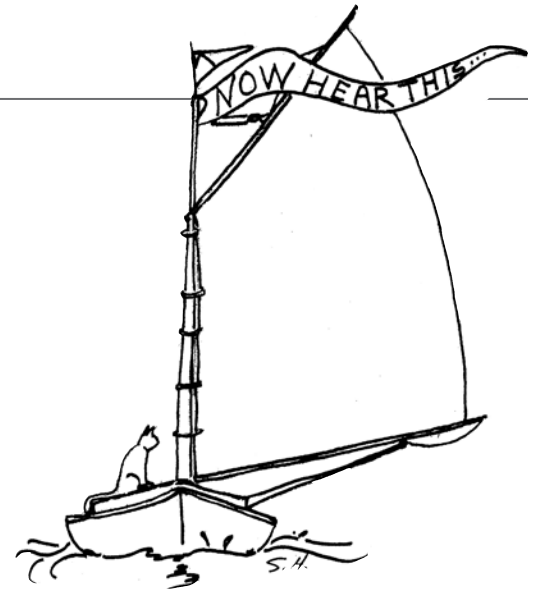
After the Sunday presentation the CBA Steering Committee met to discuss both next year's meeting (which will be in Mystic again for 2024, January 26-28) but also to ensure the Association is best serving the catboat community. One of the key items the committee agreed upon is to offer a free digital, one year CBA membership to everyone who purchases a catboat, new or used, through Arey's Pond, Beetle, or Marshall Marine. My personal hope is that we can make sure the new catboat owners have access to all of the great content available via our website. If you didn't already know, all of the historical bulletins are available to read as searchable .pdfs, as well as all of the historic year books. I do urge caution, as you can often find yourself down the rabbit hole as you go digging around reading old articles or looking up historic rendezvous results. Speaking of rendezvous, the summer schedule is filling up. I hope to see you all on the water this summer!

– Nate Titcomb, Steering Committee Chair

CBA Award Nominations

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

- **The John Killam Murphy Award.** The JKM Award is presented to an individual or group “for the advancement of the principles and the perpetuation of the traditions of sail as exemplified by The Catboat Association.”
- **The Dolphin Award.** Named after John Killam Murphy's catboat *Dolphin*, the Dolphin Award is presented “for exceptional service to The Catboat Association.”
- **The Henry M. Plummer Award.** From 1912 to



1913, Henry M. Plummer sailed his twenty-four-foot Cape Cod catboat *Mascot* from New Bedford, Massachusetts to Miami, Florida and back. The Henry M. Plummer Award is presented “to the skipper and/or crew who completes a voyage of note in a catboat or to recognize a significant act of seamanship.”

- **The Broad Axe Award.** Established in 1976, the Broad Axe Award is presented to recognize a “significant achievement in catboat construction.” This includes, but is not limited to, the restoration or refitting of an old catboat or building a new one.

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

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 manages the merchandise table at the Annual Meeting. For further details, please contact Tim Lund at tim.lund@catboats.org

New Photography and Arts Editor

The Bulletin staff welcomes aboard Craig Hansen of Oakdale, New York, as the contributing editor for photography and arts. Photographs, paintings, drawings and other works can be sent to him at craig.hansen@catboats.org or photoarts.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 call 1-800-395-2628, send an email to coopgroup@boat.us, or visit website: www.boat.us/group/default.aps. Remember to ask about insurance too.



**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



Crossing Over the Bar

**John A. Coyle June 1, 1941 –
September 13, 2022**



John Coyle of Beach Haven, New Jersey, and Useppa Island, Florida, passed away peacefully in his home of natural causes on September 13, 2022 in the presence of family. John was the beloved husband of long-time member and former Bulletin Editor, Gretchen Coyle.

Born in Paterson, New Jersey, in 1941, John grew up on the family farm, and was active in scouting, achieving Eagle Scout. He graduated from Plainfield High School then from Bucknell University where he excelled in football and wrestling as well as military science, and was a member of Phi Gamma Delta fraternity.

John honorably served his country from 1964-1966 in the United States Army Reserve first stationed at Fort Lewis Washington, then serving in Vietnam at Tan Son Nhut field hospital. He returned to help run the family retail business, Sink'r Swim, Inc., which had relocated from Harvey Cedars to Haven Beach after it and the family home were destroyed in the Storm of '62. There he designed several building additions to grow the iconic seahorse brand, "*Featuring as usual, the most unusual.*" Later, he was part of a partnership that rebuilt and owned Schooner's Wharf in Beach Haven.

Spending "the seasons" on Long Beach Island, John wintered in Spain, Portugal, Mexico, and Jamacia before settling on Sanibel Island, Florida,

where he enjoyed his Sailmaster *The Dutch Treat*. In the mid-1970s, he relocated to Useppa Island, restoring his 1912 home, Cayo Costa Cottage, to which he returned every winter.

John's major loves were building with his hands, sailing, and helping other people. He did projects in the barn he designed in Beach Haven on Leeward Avenue, and in his workshop under Cayo Costa Cottage, which were always open to friends and neighbors. John was a fine, self-taught model builder, giving many original creations to good friends and making auction donations to deserving organizations for fundraisers. He was also a natural leader, helping to found the Long Beach Island Historical Association, Useppa Island Yacht Club, and Tuckerton Seaport Museum. A supporter of historic preservation, he also restored the oldest standing house in Surf City, the Zelle-Snyder House.

John was a member of Little Egg Harbor Yacht Club for more than fifty years, chairing numerous committees, serving as a Trustee, Senior Trustee, and Commodore in 1993, skippering his E Scow, and chairing the National E Scow Regatta that won the St. Petersburg Yacht Club Trophy for race management in 1978. He had a great interest in A-Cats, organizing and towing them down the Bay, making sure they were available to all age groups and abilities. He ran an A-Cat Regatta at the Tuckerton Seaport and organized the donation of A-Cats *Ghost* and *Raven* to the New Jersey Maritime Museum. John crewed on a J/24 International One-Design Keelboat over the years in places such as Key West, the Chesapeake, and Barnegat Bay, and sailed from Tortola to Key West.

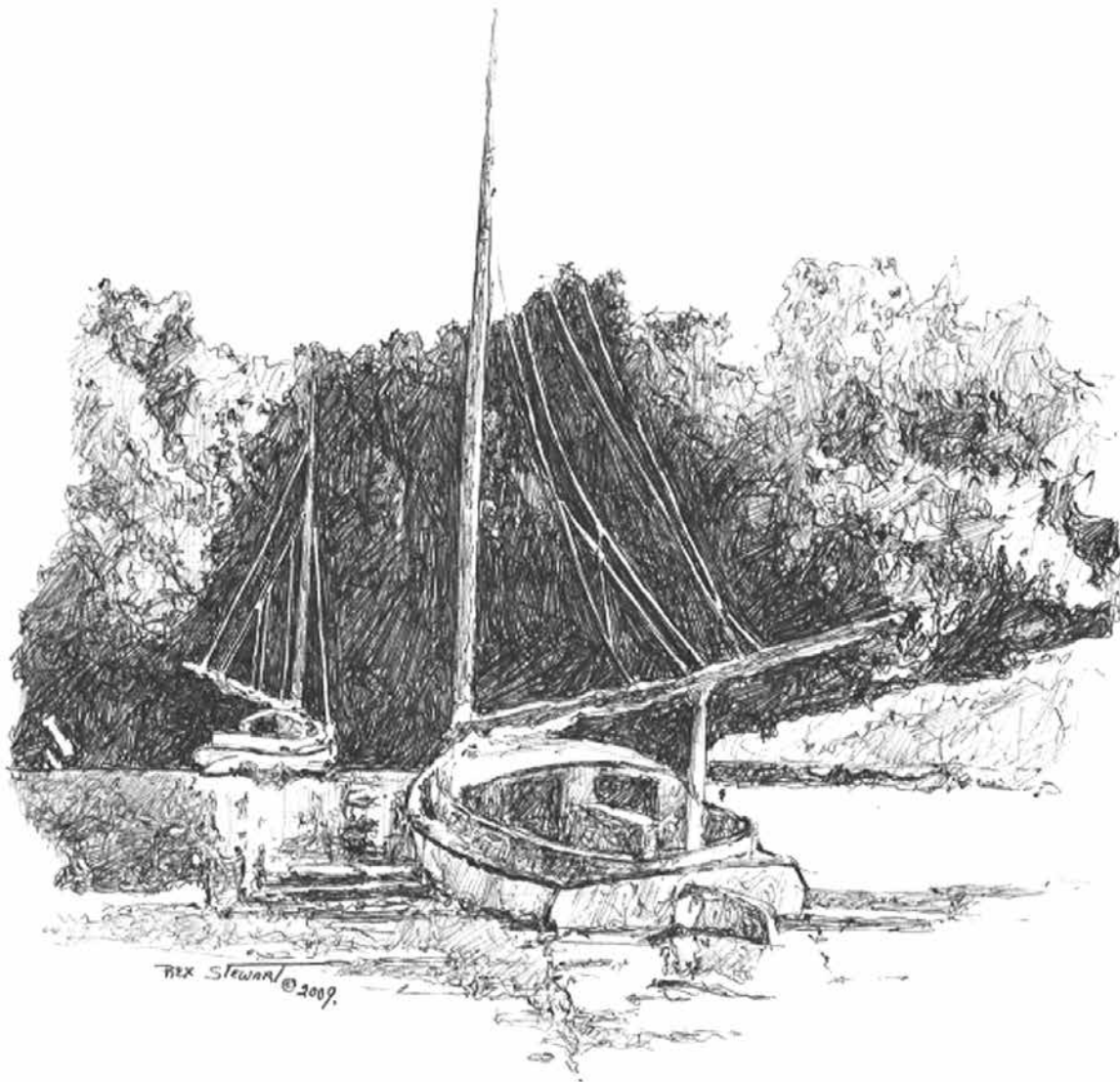
John also restored many boats, including *Whitecap*, designed by naval architect Charles Mower and built by Morton Johnson in 1924, sailing her for several years before donation to the Tuckerton Seaport Museum. He then restored *Rip Tide*, designed by John Trumpy and built at the Mathis Boat Yard in 1935, donating this vessel to a historical museum

in Camden, Maine. Thirty years ago, John started the first Useppa Rendezvous for Catboats, gradually turning it into the largest Sandpiper rendezvous and Sandpiper Worlds, sailing his sandpiper *Sink'r Swim*. He was inducted into the Barnegat Bay Sailing Hall of Fame in 2016 and celebrated as founder of the Useppa Island Yacht Club in 2021.

With a glint of mischief in his eyes, and a pep in his step, John brought uncommon energy, stinging humor, and practical insight to almost any situation. Forever an optimist, he was a believer in second chances and loyal friendships. He was a person of action, always the first to help a friend (or stranger) in need, to fix something that was broken, to establish

or maintain a garden, to lend just the right tool, to help someone move, to rebuild a community after a hurricane (Charley in Florida and Sandy on Long Beach Island), or to play a practical joke.

His was a life of giving, loving, and fostering personal relationships, placing the needs of others above his own. John always went the extra mile with all his pursuits, including dressing up as Santa, setting up the bonfire, organizing the fireworks, firing up the grill, giving someone a job to do, and making everyone feel included at the party. His independent strength, irreverent spirit, and faded baseball caps will be especially missed by those who loved him most.



1947 BB Swan, *Tangerine* – The First Fiberglass Production Sailboat

John Harrison Hough

1948 Model 100% Impregnated Fiberglass

Popular ← 1948 Model replaced by new 1949 Model illustrated above

“BB” CENTERBOARD SAILBOAT

One-Piece, Seamless, Molded 100% of Impregnated Fiberglass

The safest, strongest, smartest centerboard sailboat ever produced! Entire boat including hull, keel, transom, centerboard box, gunwale, fender and deck is molded entirely in one piece of Impregnated Fiberglass, the famous type of construction developed through years of cooperation with the General Electric Company's Engineering Development Laboratory, at Pittsfield, Mass.

Leak-proof, rot-proof and corrosion-proof, the “BB” hull is not affected by worms, termites, heat, cold, salt or fresh water, fungus or electrolysis. Great impact strength enables it to resist extraordinary shock and strain. It can be beached on rocky shores or strike submerged objects that would seriously damage wooden hulls.

Deterioration and maintenance is nil. No scraping, sanding, caulking, swelling or staining. It is ready for use at all times. Sustained economy makes the first cost practically the last.

Because the design and construction of the “BB” provides greater carrying capacity than other 12 1/2 footers, it is comparable with larger boats. Six adults can be carried safely and comfortably in open water. Extra buoyancy and freeboard keep it unusually dry, safe and comfortable.

Permanently buoyant, and practically unscapable, these great safety factors, plus the great strength of Impregnated Fiberglass resists leakage far beyond ordinary use. However, if an extraordinary accident results in damage, the “BB” can be fully repaired easily, quickly and inexpensively by a novice.

BEETLE BOAT CO., Inc., New Bedford, Massachusetts, U.S.A.

Power molders of Impregnated Fiberglass. Inquiries invited concerning low cost molding of this material for products and parts requiring great strength and resistance to deterioration.

remarkable sailing qualities, make the “BB” an ideal boat for children as well as adults.

Striking beauty is attained through unique design. Graceful flowing lines are unbroken by sharp corners. Compound curves and shears, impossible with wooden construction, are achieved through modern molding techniques.

Spars, designed for the “BB” by the Aluminum Company of America, are made of special extruded, corrosion-resistant aluminum, with a built-in groove that replaces ordinary sail tracks, slides and booms. The great strength and lightness of this type mast eliminates the use of stay wires. Balanced one-piece rudder has adjustable aluminum tiller.

Without question, the “BB” is America's greatest boat value. Comparable in cost with lower price boats constructed of common materials, it figures even lower in all-over costs, as its upkeep expense is practically nil. Resale value remains high, as nothing deteriorates. No other centerboard sailboat offers so many superior advantages.

SPECIFICATIONS. Length 12 1/2 ft. Beam 6 ft. Draft 9 inches. Weight 300 lbs. constant. Sail area 90 sq. ft.

Price at factory, New Bedford, Mass. \$499.00 without sail. Sail \$48.00. No Crating charges. Terms: \$100.00 with order, balance C.O.D. Prices subject to change without notice.

1949 Advertisement for BB Swans.

A short time ago, I was fortunate to acquire one of the first fiberglass production boats ever built, which just happened to be a catboat. She is the second oldest known fiberglass production boat in existence:

BB Swan hull number 6, sold first in 1947. Number 5 is in the Mystic Seaport Museum.

I was looking for a very stable small sailboat that could be easily launched off the beach at the Palm Beach Sailing Club. Another Sailing Club and Catboat Association member, Brent Putnam, had recently purchased a 1951 BB Swan, needing cosmetic restoration. This boat seemed to have possibilities. Brent provided me with several Catboat Association Bulletin articles on the history and restoration of BB Swan number 5 (Bulletin numbers 136, 140, and 141). I am a collector of classic boats and so it really intrigued me.

Fortunately for me, one of the first BB Swans built came up for sale on Facebook. Located in upper New York state, it had been owned by the same family since new and had been stored in a barn for the last thirty to forty years. The boat's New York registration had it built in 1945, although the boat was not marketed by Beetle until 1947. The hull was actually built by General Electric in Massachusetts. According to the CBA articles, they had not developed a catalyst to cure the resin, so the hull was baked in an oven to cure it. There was no glue at the time that would stick to the fiberglass—the wood deck and coamings had to be bolted to the hull. They had not yet developed gel coat—the boat was painted with automobile paint. The Beetle Boat Company in Massachusetts finished off the hulls built by GE. The first ones like mine had wood decks and coamings. All fiberglass boats were built from 1949 onwards.

After striking a deal, the seller delivered the boat to my friend, Jim Moores in Beaufort, North Carolina, who does restorations. Fortunately, the boat needed only a little structural repair. Jim did an outstanding job restoring the boat to nearly new condition. For coating, he used Awlgrip, closely matching the original orange hull and yellow decks. The mahogany deck and coamings were in excellent structural condition and only needed revarnishing. All hardware is original and was re-chromed.



During restoration at Moores Marine in Beaufort, North Carolina.

The original sail had been damaged by rodents. I sailed the boat initially using a sail borrowed from Brent, while the new sail shown was being built to classic specifications by Sperry Sails in Massachusetts. I added a thwart so I can row the boat if the wind dies and to get my butt off the deck occasionally.

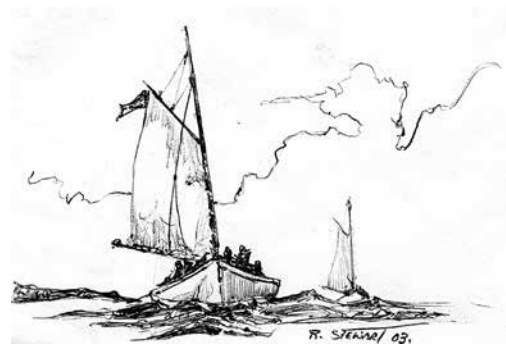


The author sailing *Tangerine* off the Palm Beach Sailing Club.

The sailing performance of the boat exceeded expectations. She is really easy to launch off the beach, is very stable and comfortable. The draft with the board down is just two feet. I'm too old for capsizing, and although this boat could capsize, it would take a serious mistake in high winds to do it. I continue to be amazed how much attention this strange little boat attracts, particularly from people who do not know anything about boats.



Tangerine at anchor.



The 2023 Annual Meeting

The 2023 CBA Awards

Fred Sherriff, Chair

The Catboat Association Awards Program began in 1966 with the creation of the John Killam Murphy Award to recognize a member who advances the principles and perpetuates the traditions of sail exemplified by the Catboat Association. The program has since expanded to include the Dolphin Award to recognize significant contributions to the Association, the Broad Axe Award to recognize significant achievement in building or restoring a catboat, the Henry M. Plummer Award to recognize a significant voyage or act of seamanship, and the Editor's Choice Award to recognize significant contributions to the Catboat Association Bulletin.



The perpetual CBA awards, from left to right, the Dolphin, the Broad Axe, the Plummer, the Editor's Choice and the John Killam Murphy Awards.

The Henry M. Plummer Award

The Plummer Award was presented by Brent Putnam.

“This year’s recipients, Ryan and Mailsye Peterson made a voyage from Fort Myers, Florida, to the Patuxent River, Maryland, on the Chesapeake Bay. They were relocating *Capucine*, a Menger 23, which is owned by Mailsye’s parents. Their journey started in late May 2020 and was concluded that July and took them through the Intracoastal Waterway, onto the Chesapeake Bay, and into the Atlantic Ocean.

While they honed their skills in voyage planning, navigation, and seamanship, they encountered thunderstorms, hordes of mosquitos, and a balky engine and gained priceless sailing experience. They arrived in Patuxent River, Maryland, after forty-six days; a voyage of over 1300 miles.

Their story appeared in CBA Bulletin 185 in the spring of 2021 and was aptly titled, “The Girl, Me, and the Cat - 1300 Miles at Five Knots.”



Brent Putnam presenting the Henry M. Plummer Award to Ryan and Mailsye Peterson.

The Dolphin Award

The Dolphin Award was presented by Diane Webster.

This year’s recipient, Spencer Day has provided exceptional service to the CBA, in many roles, for many years. Since joining the Catboat Association in 2003, Spencer has been a key member of the steering committee and working behind the scenes. During this time, he has managed the Cats for Sale classified ads on both the website and in the CBA Bulletin. In his typically low-key manner, he works closely with the seller (assisting in crafting the ads), posts the ads to CBA website and then removes the ads when the boats are sold. He’s put his information technology skills to use leading the charge on ensuring web site security and, most recently, assisting with online membership renewals.

An avid reader and prolific writer, Spencer has contributed numerous articles and book reviews to the CBA Bulletin. Until recently, he and his wife,

Lois, sailed *Catzilla*, a Marshall 22, out of Milton, Massachusetts.



Diane Webster presenting the Dolphin Award to Spencer Day.

Broad Axe Award

The Broad Axe Award was presented by Frank Newton.

This year's recipient, Matt Cline, was recognized for his complete restoration of a 1973 Herreshoff America Catboat from 2018 to 2019. Matt found the America on the Cats for Sale website, bought it and brought it to Springfield, Ohio to work on. The work entailed:

- A total rebuild of the cockpit
- Making new companionway doors
- Stripping and refinishing all brightwork
- Repairing and refinishing the gaff jaws
- Making new mast hoops
- Removing and reseating all deck hardware, including some that was no longer needed
- Repainting the deck, mast, boom and gaff
- Refurbishing the engine
- Rewiring the electrical system

He shared the story of the rebuild on the YouTube video blog *Salvation Navy*, which is dedicated to the restoration of sailboats. Not only did he show what worked but also what didn't work he showed both minor and major repairs to the hull, problem solving, and new fabrications (e.g., making a new mast spindle and new mast hoops). He easily provided viewers with excellent tutorials on the use of fillers, epoxy, primers and paints as well as techniques for fiberglassing, installing hardware, applying nonskid and even cleaning navigation lights.

Launched in 2018, he named the boat *Seahawk* after the hotel in Atlantic Beach, North Carolina, where his family vacationed when he was a boy.



Frank Newton presenting the Broad Axe Award to Matt Cline.

John Killam Murphy Award

The John Killam Murphy Award was presented by Dawn Peterson.

This year's recipient, Butch Miller, has continually promoted catboating, and held numerous leadership positions, for well over a decade, in both the Catboat Association and the Chesapeake Catboat Association. Most notably, for many years he has coordinated both the Prospect Bay and Goose Chase rendezvous and, most recently, has been the Director of the CCBA's Long Cruise, an eight-to-ten-day cruise of nearly 300 nautical miles with many ports of call in Maryland and New Jersey. In addition, he's provided articles to the CBA Bulletin. For many years, he served on the CBA Awards Board.

Off the water, Butch promotes catboating and continually strives to bring in new members into both the Catboat Association and the Chesapeake Catboat Association. His enthusiasm for catboat sailing, foresight and leadership, made him a shoo-in for the position of Commodore of the Chesapeake Catboat Association.



Dawn Peterson presenting the John Killam Murphy Award to Butch Miller.

The Editor's Choice Award

Editor's Choice Award was presented by Skip Stanley

The 2023 Editor's Choice Award went to Ned Hitchcock in recognition of his eight years, as the Contributing Editor of the Book Review column. During that time, Ned provided reviews of twenty-three books, writing sixteen of these reviews himself. These covered a wide range of topics and genres: from history to creative non-fiction, to how-to's, guidebooks, and even a children's book.

A former university professor of English and Theater, Ned has a collection of about 125 maritime and seafaring books ranging from fiction to whaling voyage logs to technical manuals, books on design and building, and of course, on catboats. These include the works of such authors as Herman Melville, Richard Henry Dana, Ralph Stanley, Nathaniel Philbrook, and Stan Grayson; some are early and rare editions.

He has a broad knowledge of sailing boats throughout history: the hulls, rigging and sail design of boats from various centuries and cultures. Always insightful and fun to read, his reviews provided not only a glimpse of each book's content, but his thoughts on their value to the reader.

In his sixties he acquired a plywood knock-off of a Beetle Cat followed by two larger catboats, all of which he sailed with his wife, Terry, on the waters of Cape Cod, Buzzards Bay, and beyond.



Mark Lovewell accepting the Editor's Choice Award from Bulletin Editor Skip Stanley on behalf of Ned Hitchcock.



Phil Carling Presents *Raven's* Tiller to CBA Steering Committee Chair Nate Titcomb



Nate Titcomb accepts *Raven's* tiller from Phil Carling.

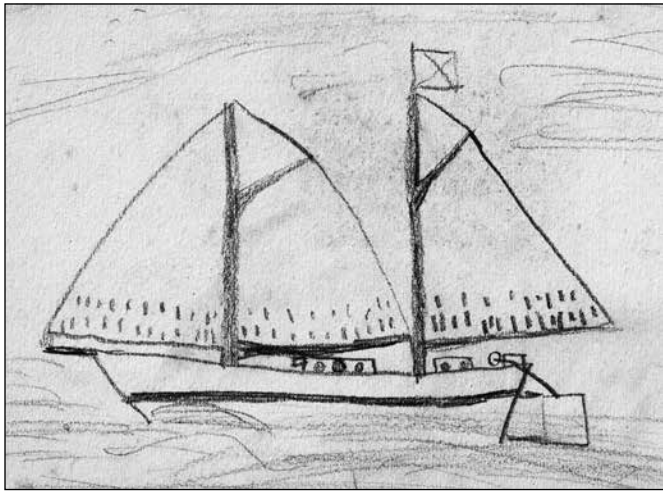
How the Chairman Got the Tiller

Phil Carling

Once upon a time there was a teenager who loved sailing and went on a cruise from Padanarum to Newport. It was August, 1883 and the boat was a cat-yawl painted black, about thirty feet overall, including a large barndoor rudder. That teenager was Henry M. Plummer, Sr., who was clearly a talented pencil artist and put together a sketch book of about fifty drawings during the cruise.

That sketch book lay hidden away for 150 years until it resurfaced when Oliver Smith, grand-nephew of HMP Jr. (see the Winter CBA Bulletin) asked Phil Carling (*Tabby*) to build an archival clam shell box to better preserve it. Phil, noting that the cat-yawl was named *Raven* (hence the black hull) was also the name on a beautifully carved six foot long tiller that had been given to him by his friend, Lewellen Howland, yachting historian, author and benefactor of the New Bedford and Mystic museums. He knew Phil was a catboater and he had been aboard *Tabby* many times as a judge at the Antique and Classic boat show held at Salem every August.

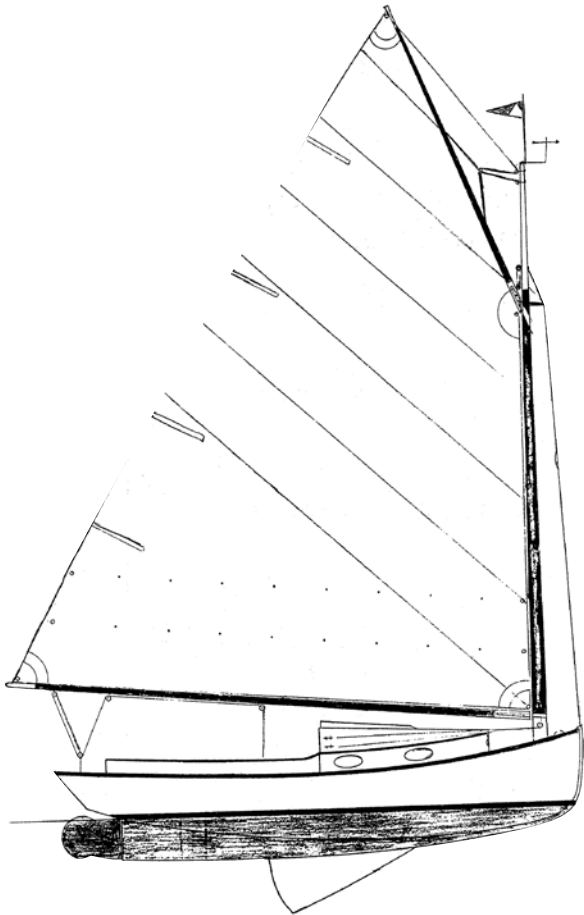
The amazing fact that the tiller was from HMP's *Raven* was unexpectedly confirmed not by one of HMP's drawings but by a single drawing in the Sketch Book by a clearly less skilled hand.



Miss Constance Whitney's sketch of *Raven*.

Apparently, the artist was a “Miss Constance Whitney,” who included in her drawing the heavy and long tiller with the decorative knob on the end.

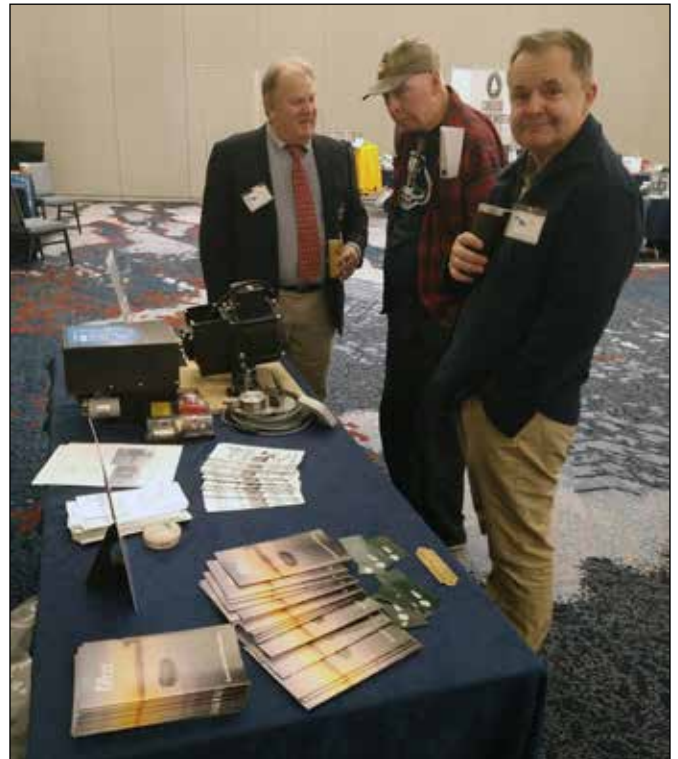
Given its lineage, and the need for the CBA to have a steady hand at the helm, the appropriately named Steering Committee Chair agreed that the tiller be placed in his or her possession as an ongoing symbol and reminder of that responsibility.



Inboard Electric Motors

Bob Luckraft

Ian Cooke and I and shared our experiences and insight sailing with an electric inboard motor. We both are extremely happy with our choice, and agreed that electric propulsion is much more enjoyable than firing up an internal combustion engine. Anyone considering electric is encouraged to watch the many informative videos on YouTube made by people who have gone with an electric motor on their sailboat. Both Marshall Marine and Arey's Pond have experience installing electric motors in their catboats. There were a lot of questions asked and answered in this seminar. Much of the information below is from my prepared power point presentation.



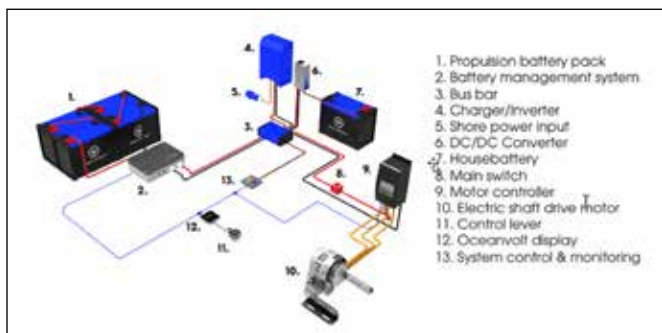
Speakers Bob Luckraft (left) and Ian Cooke (right) talk electric motor propulsion with Tom Hyland (center).

As with most things, there are pluses and minuses. Going from an internal combustion engine to electric propulsion will likely require some changes in the way you sail your catboat. That being said, there are many wonderful, not so obvious, pluses to be had with electric propulsion. Some can be easily quantified, while others need to be felt or experienced, to truly

be understood. As an example, think about how hard it is to explain the joy of sailing to a powerboater that hasn't been on a sail boat. Likewise try explaining to a sailer the joy that one feels zooming around on a motorboat.

Imagine it's 2023, and it's time to re-power your catboat, you should be asking yourself—diesel or electric?

This transition is not answered as easily as it was when marine propulsion simply moved from gasoline to diesel. During those days, we were moving from one internal combustion engine to another. The diesel engine vibrated and weighed more; it was certainly louder and smellier. Once started, however, it was more dependable and safer to run than its gasoline counterpart. Sound dampening, rubber motor mounts and taller engine covers were installed to accommodate the diesel engines. After decades of familiarity with a diesel, accepting a change to electric might not be easy; change seldom is. Recent technological advancements in batteries have made electric motors quite practical in many cases. That's the real game changer.



A typical electric motor system.

Electric motors for boats have been around for a long time. Elco, the original electric boat company introduced their electric boat way back in 1893. Elco is still around and thriving 130 years later. Lithium iron phosphate (LiFePO4) batteries in particular are at the forefront today, with even better battery types in the works.

Ian and I strongly recommend watching Will Prowse on YouTube for LiFePO4 battery education. Not all LiFePO4 batteries are alike, and when it comes to LiFePO4 batteries, you tend to get what you pay for. Ian built his own propulsion battery bank while I went with AGM [absorbent glass mat] batteries from Battle Born, which are known for their quality.

As sailors, we all should assume that our primary propulsion is our sail. So, ask yourself, Do I need an auxiliary motor? If so, when and where? Some typical uses of an auxiliary motor include: leaving the dock, entering the slip, moving around an anchorage/mooring when there is no wind, emergency response, motor sailing, day sailing, coastal cruising, passage making, among others.

There are several small electric outboard motors that are certainly worth looking at when considering auxiliary power on a small catboat or dinghy. These include motors from: Torqeedo, ePropulsion, Elco, Aquamot, Combi, EClass Rechargeable Boats, Elva, EP Carry, Electro-Mobile, Golden Motor, Karvin Krautler, Parson, Ray, Remigo, and Rim Drive Technology.

Why use an Electric Motor?

- They are small, lightweight and the various components can be located around the boat and are simple to use.
- The throttle/shifter is electric; there are no cables.
- There is no transmission; the motor forwards and reverses itself.
- It has instantaneous torque when going from forward to reverse. A transmission motor on the other hand, has a lag point, where the motor goes to a low stall point of 500-600 RPM before it shifts and you can give it power.
- The brushless motor is always on. That makes it quite reliable in an emergency.
- There is very little maintenance, which translates to time and cost savings.
- It is emission-free.
- There are no through-hulls for the exhaust.
- My motor is small and air cooled; so, there are no raw water through-hulls. Some electric motors are liquid cooled with the use of a heat exchanger.
- A waterproof option is available, which I chose.
- It is quiet, though not silent, but there is very little noise. There is no vibration.
- There is no fuel to spill (no fuel) nor smell when running.

The Diesel Engine:

- It's considered pretty dependable.
- It can run for many hours on a full tank.
- Fuel is readily available but pollutes both air and water with Nitrous oxides (NOx), particulate matter (PM) and carbon monoxide (CO).

- It is large. The engine and fuel tank are heavy and take up a lot of real estate in the boat.
- It smelly, even when off, the smell of diesel is there; and it's loud, it's hard to relax when everyone has to raise their voice.
- The vibration of a running diesel engine can be felt throughout the boat.
- Its many parts require constant maintenance: injectors, fuel pump, water pumps, belts, alternator, starter, control cables, exhaust system, fuel tank, filler cap, etc.
- Difficult to start in cold weather.

Elements of an Electric-Only Propulsion Boat:

- The batteries provides all onboard needs.
- The controllers maximize charging from renewable sources.
- A fossil fuel source is a last resort.
- DC generator (if present) only runs when it can be properly loaded for efficient power generation.
- Generator control is automated.
- Carbon footprint is drastically reduced, towards zero.
- Simplest version uses shore power, which works well for boats mostly day-sailed
- On a light wind day, you can run the electric motor on low power and motor-sail at 4 or 5 knots—in peace and quiet!
- Low power consumes little battery power. In comparison if you have diesel engine, you probably will drop the sail and power with all that noise.
- Going from one knot to two knots will double your power consumption; going from two to three knots is double that.
- Slower speeds increase your range. Going past hull speed will really consume battery power.
- Knowing the desired hull speed is important in choosing the correct motor and the battery bank.

About Solar Panels

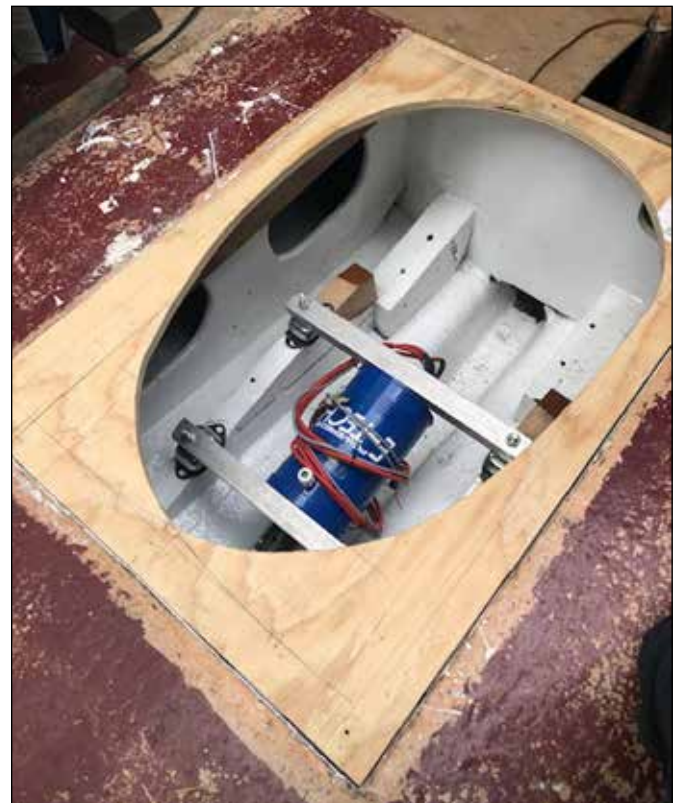
Flexible solar panels are not good at dissipating heat and develop hot spots that reduces the output. In six months to a year, expect the output to drop thirty to fifty percent. Will Prowse (YouTube) recommends if you do want to go with flexible solar panels don't go with the cheap Chinese panels.

Final Considerations

- Cost and availability of an all-electric boat.
- Electric propulsion motors are available today.



Electric Yacht's shaft driven electric motor installed in fifteen foot wood catboat.



E-tech's shaft driven electric motor installed in a Marshall 22.

- AGM batteries are a low initial economic choice; Li-ion Phosphate are justified in certain applications.
- Good option for boats that mostly day sail
- Good for cruising with adequate renewable power and/or dc output generator.
- Repowering cost is equal to or less than diesel engine.
- Most AGM's and LiFePO4 batteries can be classified as traction batteries as they are designed for high charge and discharge rates and deliver power to the motor very quickly. Not always the case with traditional flooded batteries and some AGM or Gel types.
- High charge and discharge rates to non-traction batteries may cause overheating and possible fire.
- If AGM batteries are discharged more than fifty percent damage and a shorter battery life may result.

Information Sources

- Bell Marine <https://www.bellmarine.nl/>
- BlueNav <https://bluenav.com/> (EU)
- Elco <https://www.elcomotoryachts.com/>
- Electric Yacht <https://electricyacht.com/>
- ePropulsion <https://www.epropulsion.com/>
- E~Tech <https://starboats.eu/electric-drives/> (EU)
- OceanVolt <https://oceanvolt.com/>
- Thoosa <https://www.annapolishybridmarine.com/>
- Torqeedo <https://www.torqeedo.com/us>
- Thunderstruck-ev <https://www.thunderstruck-ev.com/> (DYI)



OceanVolt's shaft driven electric motor installed in a sixteen foot Arey's Pond Lynx

The Catboat Gourmet: Provisioning

Kate Grinberg

Whether you're planning a day trip or a multi-day cruise, provisioning is an essential part of the planning process. In addition to providing adequate nutrition for you and your crew, thoughtful provisioning and good meals help boost morale all around. Whether finishing a long day in fair winds or recovering from a big weather event, there is nothing like ending a long day on the water with some cocktail hour treats followed by a great meal. Cruising days revolve around mealtimes, and the investment in careful meal planning pays itself back in countless ways.

Unlike stories told by round-the-world competitors (now there's a good catboat story!), there is no need to rely solely on your can opener for every meal, or Spam, dried soup packets and energy bars for sustenance. Whether you are an accomplished home cook or an aspiring galley chef, you can create a home cooking experience with just a few adaptations. While some cats have a larger galley that can accommodate a two-burner stove, we have gotten accustomed to making one-pot meals with our simple system: one burner; no oven, no grill, and no refrigeration other than ice in the cooler. It's a good idea to provision more than enough stove fuel (butane in our case) for each trip to avoid spending time locating a West Marine en route, inevitably requiring an inconvenient detour.

Drinking water is, of course, the most important provision of all. One rule of thumb is to allow about one gallon of water per person per day, which is more than the one and a half to two liters often recommended. We use reusable five-gallon jugs for water, and refill them dockside at every opportunity along the way. (As a general rule, we like to avoid plastic and never buy single use plastic bottles.) We also take a couple of reusable grocery bags and use cardboard boxes when available, and discard the packaging around cereal and cracker boxes beforehand to save space and keep as much packaging off the boat as possible.

There are an infinite number of provisioning lists available online. We keep one basic list, now dog-eared and marked with countless revisions. Considering the length of the trip, we try to provision for a minimum of three days and have been able to

shop and store food on board for up to eight days before needing a resupply.

For the most part, we take what we would buy at home, and use the most perishable items first. Taking lessons learned from experience backpacking, we carry dehydrated vegetables, soup packets and TastyBite envelopes for those quick dinners when we arrive at an anchorage late (or in a storm), tired, or find ourselves caught with no resupply available. This saves not only space but ensures that we have a variety of different, ethnic flavored dinners when the perishables are long gone.

One key strategy we use for provisioning for a long cruise is to buy simple and basic ingredients that allow for flexibility in meal planning. For the most part, we plan around one-pot meals and choose a wide variety of flavors. We freeze chicken ahead of time and purchase only perishables that can be consumed in the first few days, selecting vegetables that will hold up in a thawing cooler (think carrots, cabbage, brussels sprouts, etc.). After one cardboard “meltdown” and finding eggs scrambled in the bottom of the cooler, we’ve learned to carry eggs in a hard container. We get rid of all packaging boxes around oatmeal, boxed rice, etc. and store the contents in marked ziploc bags. Although these chores take extra time on shore, we have never regretted advance preparations.

By keeping a few cans of chicken, salmon, some canned beans and pasta, lots of fresh garlic on board, a hungry crew can be fed for days, if not weeks! Canned chicken and/or salmon can be used to make Thai curries, Mexican fajitas, and Asian stir fries. Having a wide variety of spices and condiments on board is essential, such as curry, cumin, oregano, soy sauce, Thai green curry, coconut milk and mustard. We simplify our larder by taking one bottle of olive oil to replace butter and to use for sauteing vegetables, frying eggs, pasta sauces, etc.

Of course, treats are essential: chocolate, fine cheeses, pickled herring—you get the idea.

Meal prep on a catboat requires advance planning and sometime requires a bit of ballet-art. Preparation is key. We pack the cooler to access the more frequently used items easily and stow items in the lockers according to meal type—breakfast and dinner in one, lunch and snacks in the other.

The design of the Marshall 22 galley is perfect for one person to cook from a seated perch on the edge of the cockpit. The cook gathers and prepares everything in advance, e.g., vegetables cut, cans open, spices located, etc., making sure that the needed ingredients

are within arm’s reach. We always assemble the food from the cooler on the engine cover for easy turn-and-reach. Collect spices, cans, and dry goods for an easy access near (or in) the sink. When it is time to cook, for example, start with onions, add meat or fish, and vegetables in order of timing. Sticking with one pot is the key, although we might make a side of rice or pasta beforehand and set it aside to be served later with the meal.

Finally, we don’t neglect the ambience factor: we enjoy eating in the cockpit at a table on top of the engine cover, or down below when protection is needed. In either case, a candle (battery powered) along with a glass of wine certainly helps to elevate the on board dining experience.

Here’s hoping that you will enhance your next cruise with variety and some new galley repertoire. I’m happy to share recipes. Feel free to connect: kathryngrinberg@gmail.com. Fair winds and bon appetit.

Kate’s Basic Meal List:

- *Salmon burgers
- Fajitas
- Stir-fried tofu and snow peas (purchase frozen)
- *Easy chicken curry
- *Black bean and corn chili
- *Sweet and spicy tofu with soba noodles Thai peanut noodles
- Pasta with pesto
- *Gnocci with roasted peppers
- Turkey burgers with spinach and feta
- White bean/tuna salad
- Creamed pasta with chickpeas and spinach

**Printed recipe.*

Kate Grinberg is a retired science teacher and has been an avid catboat sailor from her earliest years. She and her husband, Tim, cruise regularly between New England and the Chesapeake Bay in their Marshall 22, Curlew.



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

Your Sail is Your Engine with Drew Staniar

Skip Stanley

The following summarizes Drew's sail shape presentation at the Annual Catboat Meeting.

When Drew started working on this presentation six months before the Annual Meeting, he realized he didn't know much about sail shape. So, he reached out to a number of experts including Tony Davis of Arey's Pond, Marc Daniels and Julia Doyle-Kingsbury of Squeteague Sails, Steve Thurston of Quantum Sails, Ben DeLong of the Catboat Preservation Group, and renowned catboat racer David Morrow. He also spoke with folks at the Herreshoff Marine Museum about Nat Herreshoff's catboat, *Sprite*. Drew credited these people for providing much of the information he presented.

He acknowledged that there were likely people in the audience who had forgotten more about sail shape and catboats than he would ever know and thanked all for attending.

Though there may have been attendees who raced, he directed his talk mostly at the daysailer.

A Properly Trimmed Sail. He started with a couple reasons for having a properly trimmed sail.

1. A Happier Crew – the boat isn't heeling as much; so you don't have people unnecessarily worried about capsizing.
2. A Happier Skipper – a well-trimmed main minimizes weather helm, reducing the strain on the helmsman's arms and back and the boat will go faster which means a shorter passage.

Sail Trim Basics. Many of the discussions of sail trim in books focus on generating power from the sail. The three sources of power are angle of attack, sail twist, and draft. Drew's presentation concentrated on draft, which he believed is the most critical factor in powering the sail.

Sail Draft. Draft, in short, can be considered the amount of curvature, or camber, in the sail. This can be thought of four ways:

1. A Full Sail – some depth in the camber. This is good in a medium wind with waves on the water.
2. A Flat Sail – trimmed close, medium breeze,

flat water produces better pointing but is more challenging for the skipper, who has to pay close attention for maximum benefit.

3. Draft Forward – good when pointing/close-hauled.
4. Draft Aft – off the wind, you might ease your outhaul to get more power.

There are six ways of shaping the sail on a catboat:

1. The Sheet. The sheet is the primary sail control line on the catboat. To weather: the sheet controls twist and leach tension. Off the wind, a rule to go by: "When in doubt, let it out." Ease the sheet and see what happens.
2. Throat halyard – controls luff tension up to the throat.
3. Peak Halyard. The peak halyard controls peak tension. Tightening the peak halyard pulls the draft forward. However, be careful not to over-peak the sail.
4. Boom Outhaul. The boom outhaul controls the depth of the lower portion of the sail. Some sailors adjust the foot a lot, while others are not so concerned with it.
5. Gaff Outhaul. The gaff outhaul controls the depth of the upper portion of the sail. Set it for the winds forecast that day.
6. Reef Points. Reef points usually are set for the expected winds. Putting a reef in at the dock or the mooring is easier than underway. It's relatively easier to shake out a reef once underway.

On *Pandora*, the crew constantly plays with the main sheet and tries to never cleat it. They sail two-handed: the skipper steers the boat, the person managing the mainsheet and providing constant feedback to the skipper, being careful not to over-sheet the sail. Over-sheeting is pinching and will slow a heavy catboat. When going fast, notice where the boom is relative to the stern of the boat. Drew recommended actually marking the mainsheet for future reference.

In light air, to get additional camber (hence power) in the sail, *Pandora* will have scallops in the sail between the mast hoops. To create a draft in the sail (and less wetted surface) the crew will sit to leeward. In less than nine knots of wind, they go for all the power they can; above nine knots, they tighten things up. And in heavy air (ten to fifteen knots), everything is stretched. Above nineteen, they drop the sail, turn on the iron genny, and open the cooler.

Drew showed a number of photos demonstrating the mistakes and corrections in sail trim. If you would like a copy of the presentation, email him at the address below.

Steering. If you're constantly adjusting that barn door rudder, you're slowing the boat down—it's the biggest brake on the boat.

Centerboard Position. On *Pandora*, the centerboard is lowered as reefs are tied in. 2nd reef—deeper board. Normal position on *Pandora* is about halfway down. In heavy, heavy air, the board is brought up. Only rarely is the centerboard all the way down. To offset weather helm, raise the board.

Some Things to Avoid:

- If there are wrinkles along the foot, the boom outhaul is too loose.
- If there are lines in the sail parallel to the gaff, the gaff outhaul is too tight.
- Make sure the topping lift is loosened and lazy jacks are not distorting sail shape.
-

Sail Care:

- Use a sail cover to (to keep the sun off it as much as possible.
- Wash your sail, get the salt off; no mechanical action, no harsh chemicals.
- Don't let the sail flog; if possible, keep some tension on it.

Time for a New Sail? Today's sails are built with curves in them. If you're gonna sail, enjoy all of them. Make each sail the best it can be. Technology is

getting better all the time, older than five years, you're behind the times.

Drew owns Pandora a very fast wood catboat. His brother Butch purchased Pandora in 1992 and together they began to race her a decade later. Under Drew's guidance, Pandora has competed in over 40 rendezvous or PHRF races, placing first in thirty-three of those races (83% pct). In 2016, Pandora also won "best in show" at the Mystic Wooden Boat Show. Drew can be reached at dstaniar@gmail.com

Catboat Resource Show

Anne Morton Smith

As the annual meeting rebounded from a few pandemic years, it was great to see a full exhibit hall packed with people chatting, learning, browsing, shopping, and enjoying themselves. The membership truly appreciates our extended family of purveyors of anything and everything that supports our unique relationship with the water.

Looking ahead to 2024 and beyond, we are excited to grow and evolve this special space, and hope you will reach out to our co-coordinators (below) with your recommendations for vendors and exhibitors - remembering that YOU are encouraged to participate in the show too. Show us what you've got!

Ben DeLong: ben.delong@catboats.org

Jen Daly-McFadden: jen.daly-mcfadden@catboats.org

Special thanks to those who joined us in 2023, with an extra cheer for those marked with an asterisk who contributed to the fun with a door prize or two:



The 2023 Catboat Resource Show.

Arey's Pond Boat Yard*
 Beetle, Inc.*
 Brewer Banner Design*
 Catboat Preservation Group
 Connecticut River Books*
 Kirby Paint*
 Pleasant Bay Community Boating
 Cape Cod Maritime Museum
 LBI
 Layton's Loft*
 Marshall Marine*
 New England Beetle Cat Association
 Pert Lowell, Co.*
 Sea Fever Books *
 Squeteague Sailmakers*
 S.N. Smith & Son
 T & L Tools



Sharon Brown with Bill Womack (right) and Michelle Buoniconto (left) of Beetle, Inc.



Ben DeLong of the Catboat Preservation Group



Julia Doyle-Kingsbury (left) and Stacii Robbins, of Squeteague Sailmakers, with and Stacii's partner David.



Sarah Murphy and Samantha Notick of the Cape Cod Maritime Museum.



Geoff Marshall (left) of Marshall Marine and an unidentified member.



Tony Davis of Arey's Pond Boatyard with Cathy Taylor of New England Beetle Cat Association.

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



Catboating for Beginners

Eric and Kurt Peterson

Always a staple of the Annual Meeting, two of the Peterson brothers once again brought their wisdom and experiences to those new to sailing catboats by highlighting the basics before discussing individual challenges with participants.

Raising Sail

After covering some basic terminology—including the boom, gaff, peak halyard, throat halyard, topping lift, luff, foot, and leach—they outlined the procedure for raising sail.

Raising sail on a catboat is a little more complicated than on a Marconi-rigged sailboat. We recommend getting underway (under power) and getting clear of the mooring field (so you can relax and not worry about hitting any other boats). Then bring the boat up into the wind and raise the sail. By heading into the wind, you take the pressure off the sail, and won't start sailing right away.

Keeping the gaff parallel to the boom, pulling both halyards at the same time till the throat is tight, cleat off the throat halyard. Continue pulling the gaff the rest of the way up with the peak halyard, getting the lines tight. Cleat off the peak halyard. Coil and hang both halyards. You want a nice "crease" all the way up the sail from boom to peak. Loosen the topping lift (it stays loose).

Points of Sail

Points of sail were explained: beating, going upwind; reaching, across the wind; and running, downwind and the differences were explained. Catboats don't like to be pinched because of the lack of a jib. You want the boom over the aft quarter. You can't sail directly upwind; you're going to sail forty to forty-five degrees off the wind. You're better sailing off the wind and keeping up your speed. When reaching, the sail is about halfway out; when running the sail is ninety degrees out. You can really fly downwind....

Centerboard Positioning

Unlike a boat with a keel, a catboat gets its stability from its wide beam, not the weight of the keel. The centerboard provides directional stability only. You can just put it down and leave it down—there's nothing wrong with that. If you're racing, generally the board is down when close-hauled, halfway down when reaching and up when running.

Reefing

Reefing is more difficult on a catboat than a sloop. There are usually two to three sets of "reefing cringles." Some cats have even more. Most important is to reef *before* getting underway. It is *much* easier when stationary; not fun when underway. The Golden Rule: "Reef Early, Reef Often." The guidelines:

- 10-15 knots – 1 reef
- 15-20 knots – 2 reefs
- 20-plus knots – 3 reefs

To put in a reef:

- Leave the boom in the boom crutch, raise the gaff about a foot, level with the boom;
- Run a line through the grommet in the leach and the one in the luff—pull tight. Tie in the points starting from forward. Don't go around the boom, just under the sail (although on some older boats you have no choice but to go around the boom). The points can be somewhat loose.
- Raise the sail back up.

Scandalizing

Scandalizing means lowering the peak of the sail which reduces the amount of canvas exposed to the wind. Kind of an "emergency reef," it's worth remembering if the weather surprises you.



Members Who Crossed Over the Bar

Arthur Bloomer – who sailed *Two Sisters* out of Chatham, Massachusetts.

John Coyle – husband of Gretchen Coyle, who sailed *Sink'r Swim* out of Useppa Island, Florida.

Ruth Freeburg – who sailed *Kiddy Kat* out of Portland, Connecticut. She and her husband John were founding members of the Catboat Association.

Doris Johnson – who sailed *Mom Cat* and then *Gran Cat* of Plymouth, Massachusetts. Doris was a long-time member of the Steering Committee, Lead Editor of the CBA Bulletin, an annual Meeting featured speaker, photographer, historian, and friend.

John Manning – who sailed *Madacat* and *Romeow* out of Madacat Harbor, Nantucket, Massachusetts.

Luis Thiem – who sailed *Peep Hen* of West Glover, Massachusetts.

Major Hermann Eric von Carp – who sailed *Blowfish* out of Shelter Island, New York.

Bill McKay – husband of Maureen (Moe) McKay, who sailed *Calico* out of Mashpee, Massachusetts. A long-time member, writer, Steering Committee member, writer, and Lead Editor of the Bulletin, Bill was beloved by all he met.

*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."



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



Boat Building and Maintenance

Eric Peterson, Editor

A Marvelous Mystery, In Pursuit of a Catboat Legend - Part 8: Restoration Progress Thwarted

John Conway

The last installment of our tale closed with the question “Can summer really be that close?”

We had hoped that the long-awaited re-launch of *Marvel/Sunnyside/Susan* was just a few weeks away in July 2021. Then the sea-God version of *Murphy* stepped in to thwart that goal.

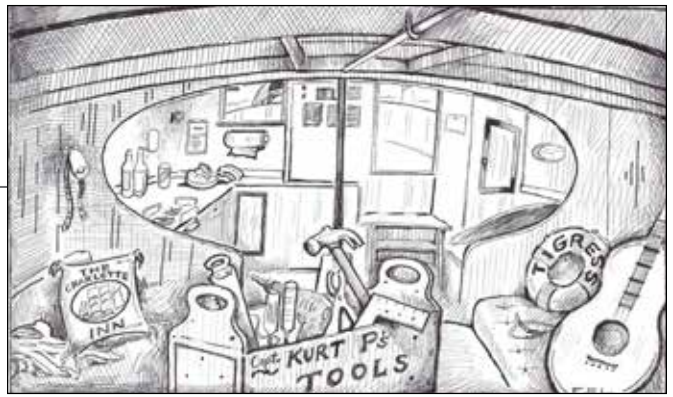
Medically Scuppered

Two significant medical problems conspired to set back the restoration project just as we approached home plate.

George Schuld, our talented boatwright and centerboard expert, suffered a tragic industrial accident that nearly cost him his right thumb. This would have him out of action for all of the summer and unable to install his incredible, computer designed and fabricated G10 centerboard into the Olde Girl until September.

About the same time, my doctor discovered a large, potentially malignant tumor growing in my upper right thigh (a rare liposarcoma). This was successfully removed on June 16th and turned out to be benign(!). But hospitalization and recovery would have me out of action for over a month. Insurance rules prevented *Marvel's* volunteer restoration team from working on the boat unless I was present.

We held out hope that we could recover from these setbacks and have *Marvel* re-launched in September. This plan was thwarted when I contracted bacterial streptococcus pneumonia that had me virtually bedridden for yet another four weeks until mid-August.



So much for a fall launch.

In September 2021, restoration work resumed. The revised plan had all work scheduled to be completed before the snow flew so that we could celebrate a marvelous relaunch in late April or early May 2022. As my neurosurgeon friend says in the O.R. prior to all his surgeries, “What could possibly go wrong?”

Progress Unthwarted

Fortunately, several tracks continued during the restoration’s medical hiatus.

At the risk of being redundant, 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. a *Bottom-Up*.
- **Track 3:** Chronologically traces the current restoration project from acquisition to re-launch.

Former owner, Jeff Megerdichian, and Kathryn Greene and Tom Krasniewicz, two of the children of former owner, Walter Krasniewicz, continued to supply Track 1 input.

Simultaneously, Track 2 continued to chug along thanks to the generous efforts of historians Stan Grayson, Joe Chetwynd, and Andy Crosby, the great, great grandson of the builder H.F. Crosby. As you will see, new information from both these tracks, contributed further to the marvelous mystery swirling around this historic catboat...and, in some cases, *have actually deepened the mystery.*

Track 1 Update

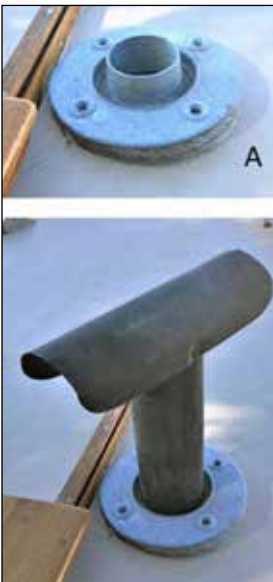
Kathryn Greene, on a trip east from her California home, along with Tom, her Connecticut-based brother, journeyed to Westport Point, Massachusetts, and spent a day inspecting the boat they knew in their childhood as *Sunnyside*. This was the first time either of them had seen the boat since approximately 1987. It turned out to be quite a valuable and emotional visit.



Kathryn Greene and Tom Krasniewicz inspect the boat they knew as *Sunnyside*.

“I can’t believe she still exists,” A skeptical Tom whispered. Kathryn echoed Tom’s sentiment.

Many tales of family adventures and mis-adventures spilled forth as the pair explored the boat. (More of these in a future installment.) Relative to the restoration they were able to point out modifications made “post-Walter” and, in so doing, identified holes, cutouts and other physical artifacts that had had us wondering, “I wonder what used to be *here*?”



The hole in the cabin roof held flue-pipe hardware (A) and the boat’s Charlie Nobel (B).

One observation regarded the placement of the hole in the cabin roof for a flue pipe and a “Charlie Nobel” (smokestack for the coal stove).



The flue pipe misalignment revealed cabin modifications.

A Shipmate No. 1 stove (above) came with the collection of loosely boxed artifacts when we took ownership of the boat. It could not be placed in the current cabin layout as it did not align with the flue pipe passing through the hole (below).



With the flue pipe misaligned, there was no place to mount her Shipmate #1 stove.

After some debate between the siblings, it was decided that someone “post-Walter” had re-configured the cabin layout to accommodate a newer galley cabinet. In so doing, they had eliminated a place for the stove. Kathryn and Tom agreed, however, that the stove was once located on the starboard side of the old girl beneath the flue pipe. A photograph of *Sunnyside* at Mystic Seaport, circa 1980, with Walter Krasniewicz proudly sitting in her cockpit, confirms this. The Charlie Nobel is indeed located on the starboard side of the boat’s cabin roof. So, the Shipmate #1 must have been located directly beneath it on a shelf of some sort.



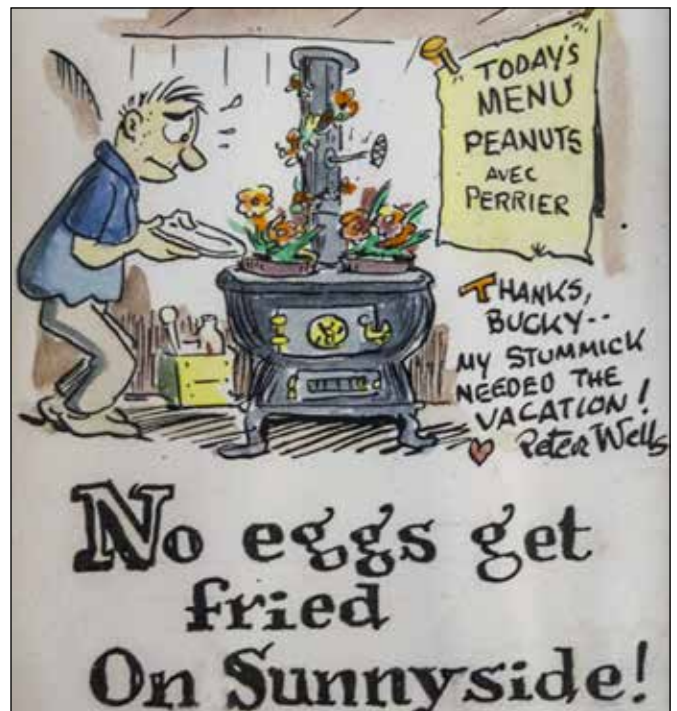
The position of the Charlie Nobel in 1980 confirms the original position of the stove.

“I bet your dad would be upset that the stove had been removed after all of the effort he had invested in *Sunnyside*’s resurrection and renovation, eh?”, I offered.

With a bit of a wink, Kathryn replied, “I don’t think so. He never cooked anything on that thing as far as we know. Don’t you remember the cartoon that Peter Wells drew? That says it all.”

Additional comments and point-outs made by brother and sister allowed us, where appropriate, to restore the “pre- and during-Walter” position of a number of missing hardware items (cleats, cabin items, etc.) now that we knew what went into the voids left by their removal.

During the visit, Kathryn and Tom were joined by Andy Crosby and his wife Michelle. They all posed for an historic photo that effectively spans the years from the boat’s building through the late 1980s.



Elimination of the Shipmate stove would probably not bother Walter.



Left to right, Michelle Crosby, Andy Crosby, Kathryn Greene and Tom Krasniewicz pose by the boat’s helm for an historic photo that spans over a century of ownership.

For those of us involved in the boat’s current restoration, it was by all accounts a very memorable day.

Track 2 Update.

Just before I took ill, historian/author Stan Grayson was becoming convinced that our restoration boat might not be the *Marvel*...even though her title documents from 1904 say otherwise. Stan has referred to the Quincy (Massachusetts) Yacht Club Annuals

that show Daniel and Charles Crosby (D & CH Crosby) as *Marvel's* builders and that the H.F. Crosby builder's plate on our boat is a better representative of her actual provenance.

To validate Stan's beliefs, I reached out to historian Joe Chetwynd. I knew that he had access to the QYC Annuals. I wrote to him asking if he would be interested in examining the Annuals to determine if they identified any D-Class boat built by H.F. Crosby. His response exceeded our expectations.

Joe replied, "John...I have excerpted all the Crosby-built vessels from the QYC enrollments. For each year, I have listed the Crosby vessels enrolled per year, and noted their particulars, including which of the several Crosby's who built them. I would note that the names are as follows:

- DH & CH Crosby, Cotuit, MA
- D & CH Crosby, Osterville, MA
- H. Crosby, Osterville, MA
- H.F. Crosby, Osterville, MA
- C.E. Crosby, So. Orleans, MA
- Wilton Crosby, Osterville, MA
- N. Crosby, Osterville, MA

Please send me your mailing address and I will send the list to you. – Joe."

I did and a few days later, a thick, three-ring binder arrived in the mail. In it, Joe had compiled copies of all of the QYC Annuals from 1890 through 1914—the last year they published these remarkable yearbooks.

Each Annual listed, for each member's vessel, her: Name; Owner; Type; LOA; LWL; Beam; Draft; Year Built and Builder.

From Joe's incredible find (and assuming that the data in the Annuals is accurate...more on that later), we now know that *Marvel* was built in 1894 (!) not 1904 as her 1904 registration papers claimed;



Historian Joe Chetwynd supplied a compilation of QYC Annuals from 1890 to 1914.

that she was initially owned by a Mr. Reed (1894), later co-owned by both Reed and a Mr. A. A. Lincoln (1902), then by A. A. Lincoln alone (1903) until Ira Whittemore came along in 1904.

In other words, Ira Whittemore, one of the creators of the D-Class of catboats, bought *Marvel* as a 14-year-old used boat(!). Throughout all of these years, the Annuals identify Daniel and Charles H. Crosby as her builders not H.F. Crosby.

Can we depend on the accuracy of the QYC Annuals? Not necessarily.

In the case of *Marvel*, for example, her listed dimensions vary (slightly) from year to year: 24.6x24.0x11.5 (1902), 25x24x11.3 (1903); 24.7x23x11.3 (1904) and when sold in 1907 24.6x24x11.0. Apparently, the QYC left it up to the boat owners to supply the specifications.

So, it is conceivable that *Marvel's* builders may have been listed incorrectly from year to year as well. Perhaps that is why Ira Whittemore, when he sold her in 1907, decided to identify her as a Crosby boat without boatwright attribution.

MAISIE	F. S. Patch.....	C. B. Cat.	20 10	19 2	9 6	2 6	....	W. F. Maybury, Quincy.
MARGERY A..	Adams & Bennett.	C. B. J. & M.	19 10	12 3	6	1	1901	W. S. Bennett, Quincy.
MARVEL	Ira M. Whittemore.	C. B. Cat.	25	24	11 3	3	1894	D. & C. H. Crosby, Osterville.
MAY G.....	Arthur J. Cavanagh	C. B. J. & M.	.....	.....	.....	.....	.....	A. J. Cavanagh, Braintree.
METEOR	John Chellman....	Keel Cat.	19 6	15	9	2 6	.....	.....

The QYC Annuals contained comprehensive details of member's boats and their builders. (Note the entry for *Marvel*.)

All of this does raise the question though, “If we were not restoring *Marvel*, what catboat were we restoring?

To investigate this, and assuming the HFC builder’s plate on our boat was originally “original”, we poured through the QYC records to identify club member catboats identified as H.F. Crosby boats.

The QYC Annuals list only three HFC catboats; *Ida J* (1890), *Wenonah* (1888) and *Elaine* (1890). Only one of these, *Elaine*, owned in 1902 by a J.P. Bainbridge and in 1904 by Harry C. Brownell raced as a D-Class cat... and for only one race during the inaugural year of D-Class racing, 1904. Curiously, someone has crossed out the entry for *Elaine* in the only 1904 QYC Annual we have. (Figure 10) Was this the work of a race victor annotating his Annual? Maybe.

We do know that after 1904, *Elaine* and Harry C. Brownell disappear from the QYC Annuals. Were they given the proverbial boot? Did Brownell switch clubs? Yet another mystery.

The Research Hunt Goes On

Is *Sunnyside* really *Elaine*? Were *Marvel*’s QYC D&CH Crosby builder attributions wrong over all those years?

Many on our team believe we have the *Marvel*.... There are just too many coincidences. Yet.... When Walter found her she carried an H. F. Crosby builder’s plate not a D&CF Crosby plate.

Some in the Catboat Association claim that you can’t always rely on the builder’s plate to determine provenance. Apparently, the Crosby clan were sometimes known to have the last family member who worked on the boat (could be as simple as the member who painted her) affix their own, unique plate.

While we may never know the true identity of *Sunnyside*, undaunted detectives that we are, we will continue to follow several Track 2 threads in hopes of resolving this marvelous mystery.

The first thread depends on whether the Marine Registration Division of the State of Connecticut has luck in tracing *Marvel* from her last known stop in that state.

The second effort will focus on determining the history and provenance of the D-Class boat *Elaine*. Why was she raced for only one year? Who was Harry C. Brownell? Was he any relation to the famous boat transportation Brownell’s of Mattapoissett? Did the *Elaine* somehow also end up in Connecticut as did *Marvel* for Walter K to later discover and resurrect?

The quest...and the marvelous mystery goes on. (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/>

DOROTHY, 3d.	Frank F. Crane...	C. B. Cat.	27	23	11	2 4	1833	Smalley, Harwichport
EKRUB III	W. E. Burke.....	C. B. J. & M.	16 2	12 6	4 2	4	1900	Mather L. & C. Co., A
ELAINE	Harry C. Brownell	C. B. Cat	25	22 6	11	2 2	1890	Crosby, Oosterville
ENIGMA.....	G. Wesley Sargent.	C. B. J. & M.	32 4	21	9 4	1 2	1895	Wm. Maybury, Quincy
ETHEL S	G. F. Swift.....	C. B. J. & M.	19 10	15 4	7	1	1901	Swift, Quincy.

Someone scratched out the 1904 entry for the H.F Crosby D-Class catboat *Elaine*.



CATBOAT PRESERVATION GROUP

A NON-PROFIT ORGANIZATION DEDICATED TO THE REVIVAL OF HISTORIC CATBOATS UNDER SAIL

John Conway, Ben DeLong, Editors

The Catboat Preservation Group (www.CBPGroup.org) is on a mission to locate historic catboats and find ways to place them back under sail. This will provide individuals the opportunity to experience firsthand the thrill of serving as passengers or crew.

Save This Cat

In this continuing column we identify one or more catboats that members of the Catboat Preservation Group consider 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).

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, identified by the CBPG, 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 warrant 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 two of the latest. For an expanded history and information regarding each boat contact us as above or at www.CBPGroup.org.

Marmalade - A rare Chappaquiddick 25, Taiwan-built in 1974

In the 1970's, One Design Marine, of Toms River, New Jersey, had a Chappaquiddick 25 built, in Taipei, of Taiwan of mahogany with teak exterior trim. Information gleaned from CBA Bulletin No. 30 indicated that, as of January 1, 1970, the price for a new 25'-3"X24'X12'X3', gaff-

rigged catboat, designed by Edward S. Brewer was \$18,000, FOB New York. Features included: 522 square feet of sail area, 5'-10" of headroom, Volvo diesel power, an enclosed head and hanging lockers.



Marmalade circa 2012



Marmalade 2023

About three years ago, in an unfortunate accident following many decades of active sailing, *Marmalade* sank. We believe that an electric bilge pump had reverse siphoned ocean water into this lovely catboat. *Marmalade* was taken out of the water and has been stored ashore since then. The hull appears to be in remarkably good shape. The decks and cockpit sole will need replacement. Any attempts to save her Yanmar 3GM are unknown. Please contact the CBPG (info@CBPGroup.org) for her location, volunteer opportunities and additional particulars.

BREAKING NEWS – As we go to press, we are pleased to announce *Marmalade* as the first successful CBPG rescue! Her new caretaker has already taken possession, and steps have been made to stabilize the old girl.

Tradewinds - A “Golden-Age” Cat-Ketch

Tradewinds is a rare cat-ketch built in 1913 by an unknown shipwright. CBA member John C. Scott has endeavored to have her restored and moved north from the Carolinas to more suitable New England waters. See Bulletin No. 188, spring 2022. John recently secured a replacement engine for the boat but seeks help with its installation and with the boat’s continuing restoration in general. Parties interested in learning more, *especially volunteer opportunities*, can log onto John’s *Tradewinds* website: <https://catboat1913.com/>



Tradewinds circa 2000.

Donations Needed: As presented at the 2023 CBA Annual Meeting, the restoration efforts and on-going maintenance of our historic flagship *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/

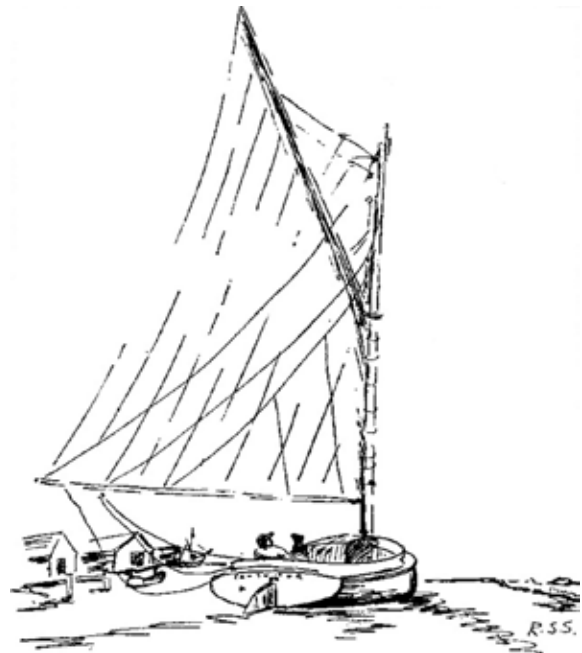
Note: All donations made to the CBPG are tax deductible.

Between restoration, ongoing maintenance, insurance and mooring/storage fees we need to raise \$5000 for this season. Please be as generous as possible to guarantee an exciting spring, summer and fall for this remarkable catboat to be enjoyed by all. Thank you.

Volunteers Needed: 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 strongly encouraged. If you wish 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.

Suspect will welcome as many crews and passengers as possible at CBA Rendezvous throughout the 2023 season. For dates, sign onto the Rendezvous Schedule at www.catboats.org. To sign-aboard contact us at: info@CBPGroup.org

– John E. Conway, President



Cat Boats Found, Part 6 – The Adventure Continues....

Ed Dankievitch

Summer 2022 very rapidly turned into Fall 2022. It's crazy how a day at work can last for eternity but a warm summer day will pass in a flash. I had great plans to take *Catherine*, a Charles Witzhull Herman Cat, on an adventure up to Essex, Connecticut, back in August, but the event was canceled. My own schedule became very busy when my boss took another job. It's no fun doing the work of two people. Less fun when you only see one paycheck. Still, I managed to get out on the water, even if they were only a few trips on a ferry boat.

There is nothing like being on a boat. The smell of the clean ocean air that welcomes you to take a dip on a hot afternoon.

Speaking of boats, I made a lot of progress on the Herreshoff America cat. Her seats have been reconstructed and a new centerboard installed. She floated in mid-September, and I sailed her. (My wife actually enjoyed being on her.) Being a bit larger than *Catherine* makes for a more comfortable boat. However, I'm never happy with all things and this boat was no exception. Her tabernacle mast, while it works, proved to be clumsy when rising her sail. The hinge bolts would snag the hoops. I was able to replace them with flat head bolts and flush hex nuts. Both of which should improve things by eliminating the potential for snags.

I'm a guy with two catboats.... Okay, both are for sale (my wife would prefer the America due to her larger size). I really like how she handled around a dock. With the outboard inside the boat in front of the rudder, she steers like a normal inboard boat. As I'm sure some of you know having an outboard off to one side, outside the boat on a bracket, is clumsy at best around a dock. But it is better than paddling.

One thing I did notice about the America is that she does not come about as well as *Catherine*. When tacking *Catherine*, she will snap around with very little loss of speed. And she can spin very tightly, hugging a mark on a racecourse. The America likes to go straight. You need a lot more rudder and more room to get her to think about coming around. More rudder, more loss of speed. I think it's due to the plumb bow that the America has. I'm wondering if the Marshalls respond the same as *Catherine*? One day I'll have to sail one to see. I do know that *Catherine* has proven to point very high into the wind. The



Catherine after her last fall sail.

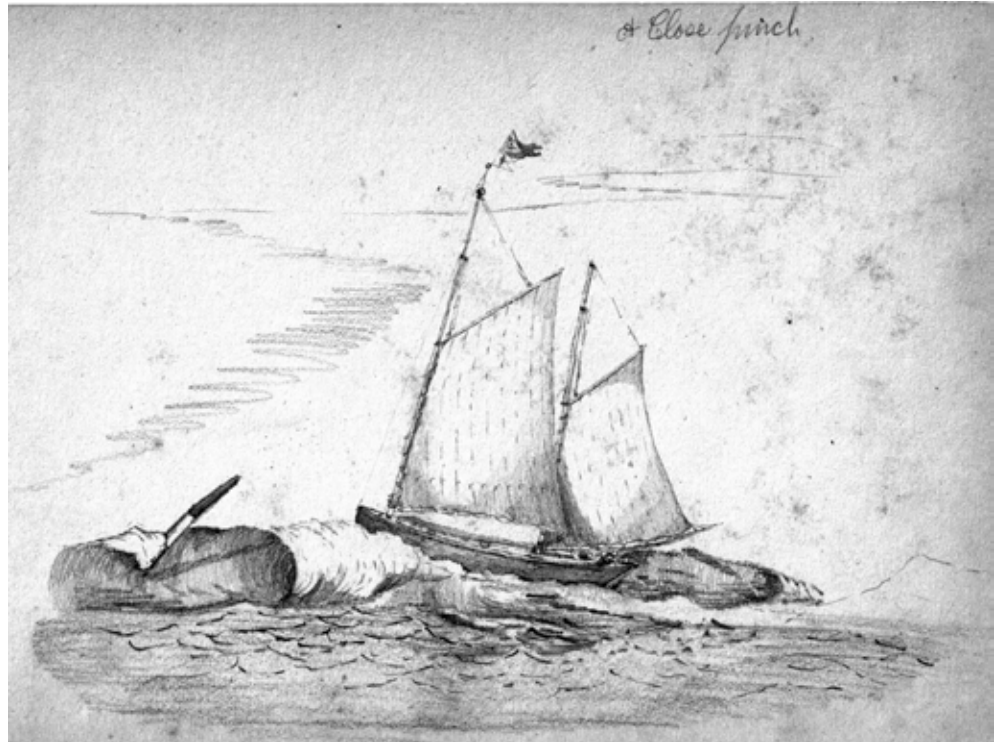
(Continued on page 34)

Sketches by Henry M. Plummer aboard the cat-ketch Raven, in 1882, when he was seventeen. Raven was Henry Plummer's father's boat.

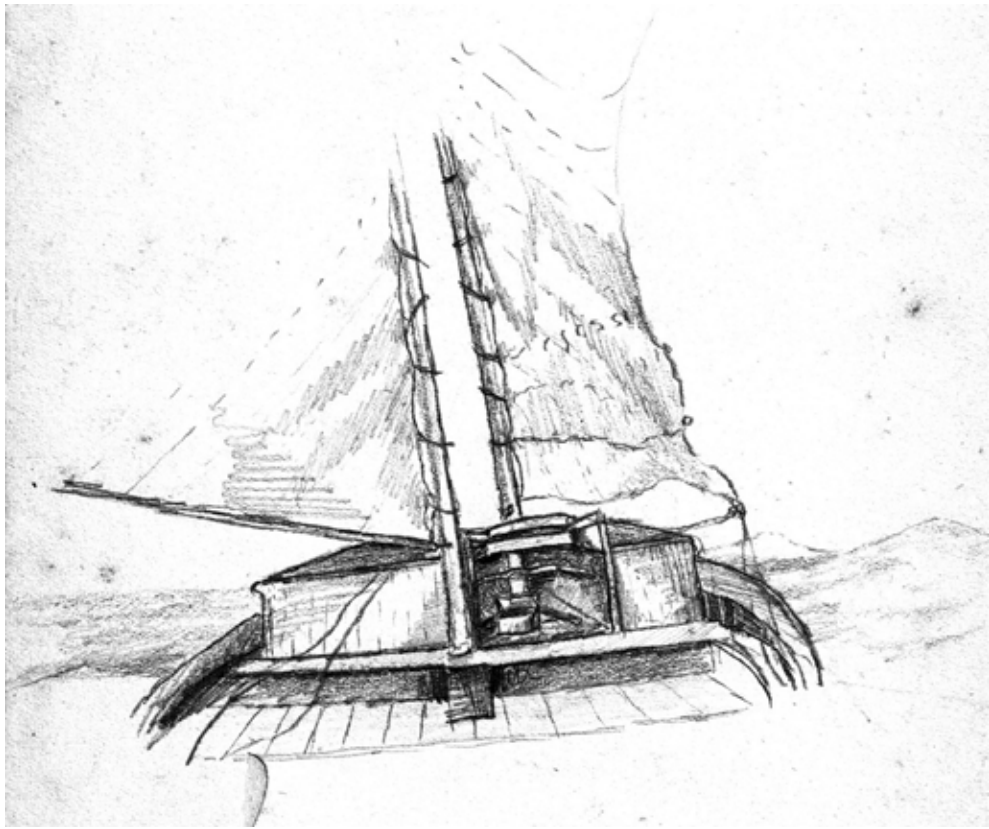
The sketches are in a book owned by Oliver Smith, the great-great grandson of Henry Plummer.



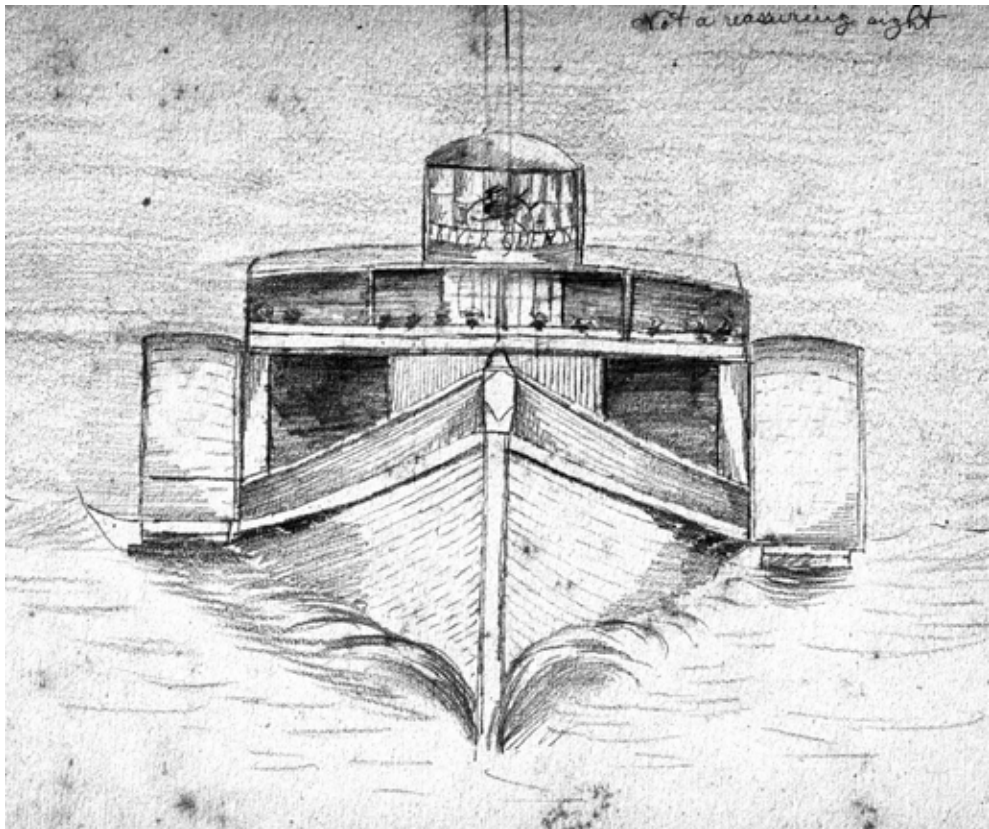
The title page of Henry Plummer's sketch book. Barely visible are the letters "HMP" overlaid in the center of the flower at the bottom.



A close pinch.



Raven in a calm.



...not a reassuring sight.



The A-frame and mast removal setup, before things went sideways....

That \$350 was sounding good at this point. But I was at the point of no return. I couldn't re-step the mast. But I was able to grab the end and walk it aft, outside of the boat and away from the power lines. Only now it was going to land on another boat in front of me and I'm rapidly running out of chain on my fall!

All ended well. The short version: I had to get very creative, but I got the mast and the A-frame down and on the trailer. There weren't any sparks nor power outages. And no boats were crushed. I've since learned that a Herman Cat's mast is roughly four feet longer than an America's mast. I had the wrong balance point. I've got quite a few more grey hairs. But as they say, "No good story ever started with a salad."

I've got lots to learn. The adventure continues....



Herman Cat *Grace* coming home.



Grace ready for her winter nap.



Cruising

Steve Flesner, Editor

Down on Dee Bay Hon

Steve Flesner

Oh, oh...this don't look good for crab cakes!

The 2022 winter crab dredge survey resulted in the worst overall crab abundance in the history of the survey. As a result, the Maryland and Virginia Department of Natural Resources has reduced bushel limits on boats from two bushels to one bushel over at least April – June. Not good news for watermen and the cost of crab meat. On the other hand, you take the good with the bad, and the good is an almost 100% increase in the oyster harvest enabling DNR to extend the 2023 oyster season by two weeks in Virginia and parts of Maryland.

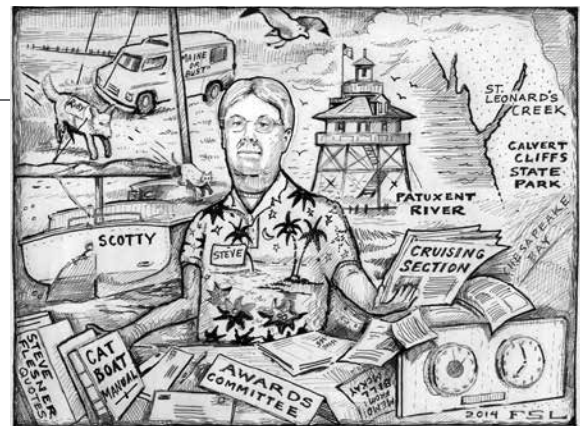
Like I said, you take the good with the bad; sort of like racing a catboat and then the wind dies...!

Block Island Cruise

Bob Campbell

I wanted to sail to Padanaram for the Catboat Rendezvous, but changed plans when I learned my granddaughter, Hope, would be competing in the C. J. Buckley National Team Race, then coming to the Sayville Yacht Club for the C 420 South Shore Championship. Hope races with the Newport Beach 420 Team (NB4T) and we are very proud of her achievements. My son and granddaughter would be catching the last ferry from New London to Orient Point on August 2nd. I figured I could take a shorter cruise and still be home in time to make preparations for their arrival.

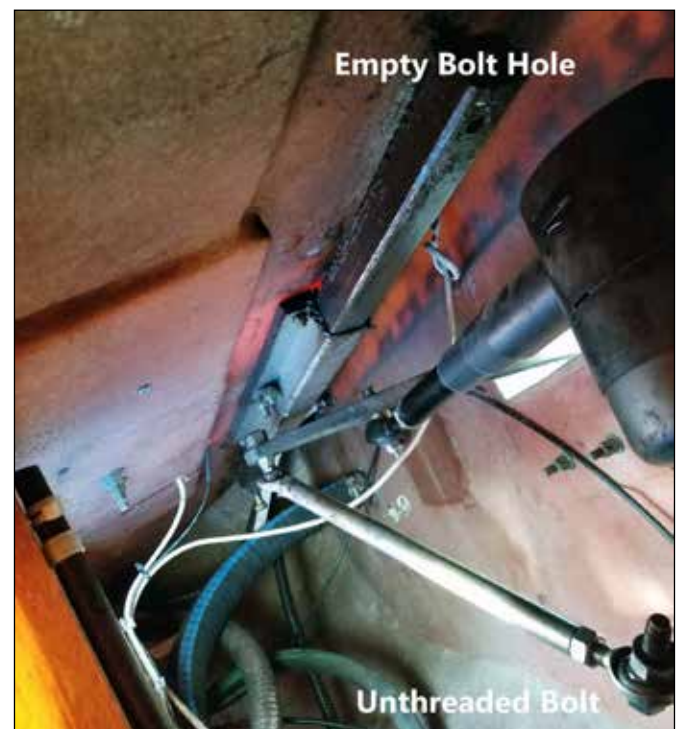
The new plan was to sail to Block Island from Greens Creek in Oakdale on the Great South Bay on Monday, July 25. But NOAA put out a small craft advisory that extended from the weekend before until Monday for the bays on the south shore of Long Island, and until Tuesday evening, for the ocean waters out to twenty miles. So, I thought, we could



slip out of Moriches Inlet at midday on Tuesday and be on our way.

We packed *Whisper*, a Marshall 22, on Monday, and arrived at the boat bright and early Tuesday morning. The diesel fired up, we slipped the dock lines, and pushed the shift lever forward. *Whisper* started to move out of the slip, and I spun the wheel to turn into the fairway, but she kept going straight. That's when I looked over the stern and realized the wheel was not connected to the rudder. Into neutral and back into reverse went the gear shift.

I had had the same problem last fall and Geoff Marshall had been kind enough to talk me through the repair. But I guess I didn't get it right. Heck, I know I didn't get it right!



The steering wheel didn't work because this bolt came loose.

But now I knew what had to be fixed.

Andy Kepert, proud owner of a Marshall 18 and my companion for the cruise, helped me remove the steering wheel and engine panel and get the rack back into the channel under the pinion gear. There we found that the old lock washer had been worn flat and the red Loctite had lost its grip, probably because I was unable to completely wash the grease out of the threads with stove alcohol. I bought a 42-cent star lock washer at the local hardware store. Andy was able to fit the lock washer and thread the stainless-steel bolt back into the threads at the end of the rack. He torqued the bolt until it groaned, or maybe that was Andy groaning, and we were ready to screw the engine panel back into place and bolt on the steering wheel.



The star lock washer between the steering rod and rack was replaced.

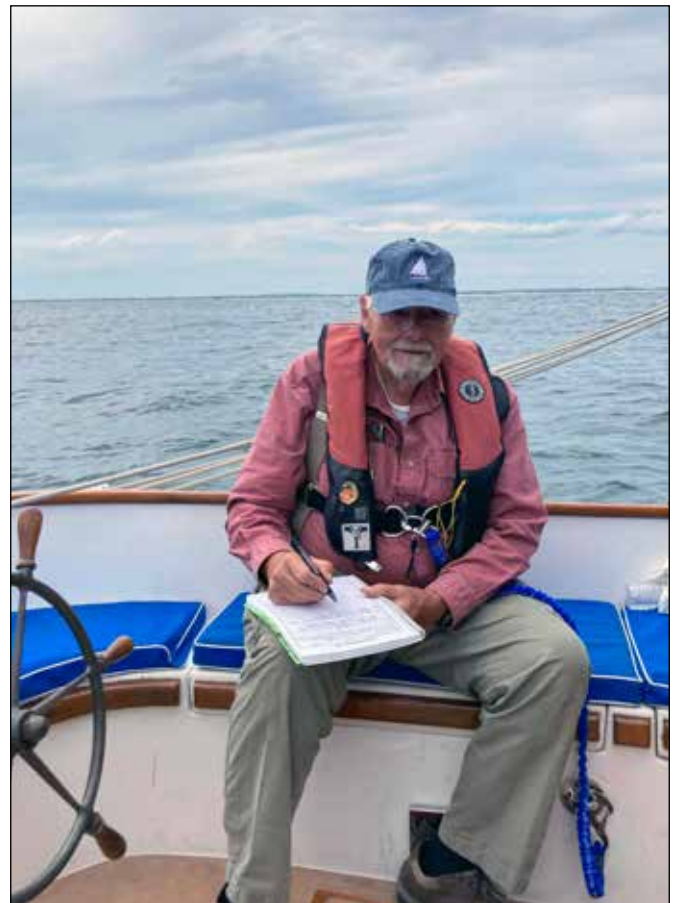
At eleven o'clock, we made another attempt to start our cruise. *Whisper* ran the ten miles to Bellport where we dropped sail and waited for the Smith Point Bridge to open. Then it was time to thread the buoys leading to Moriches inlet. The wind was light, but the surf in the inlet was riotous, despite the incoming tide. The small craft advisory was still up more than a day after the wind had settled down because the ocean swells were still rolling along. When those waves run perpendicular to a beach, the shallow inshore waters have a way of bending their path so that they come in parallel to the beach.

All of the small fishing boats were working the flat waters inside Moriches inlet. Looking out into the ocean, there was a gauntlet of white water pushing over the bar. There are no buoys in the inlet. The people who use Moriches know to turn west after

entering the ocean, then run parallel the beach until they pass the shallowest part of the offshore bar, then turn south out into deeper ocean waters. On a day when the sun is high, the tide is coming in, and the water is calm, you can see the darker colored water where it's deep and the lighter colored water over the bar. This wasn't that kind of day.

I took *Whisper* outside the Moriches breakwater, then west; always looking at the beach for landmarks and watching out to sea for the smaller surf. The depth finder was showing deeper water and it was time to turn offshore. I eased the throttle forward on the three-cylinder Kubota diesel and met the first wave. *Whisper* pushed through and accelerated down the back of the wave. Then the second wave lifted us, and white water rushed down both sides of the boat.

All the time the water was becoming deeper in the troughs and I could see an end to the line of breakers rolling in toward the beach. There was seventeen feet of water under us now. *Whisper* crested the last big wave and we were out. The ocean swells were moving east at a long comfortable pace. We raised the sail and turned east toward Montauk Point.



Bob records the barometer reading and whisper's position.

Keeping a log with hourly entries provides a record of the boat's position and weather observations. The wind can build gradually or change direction. Looking back at the log entries for several hours shows the cumulative changes. And, if you need to call for help, you will have a position that is no more than an hour old.

Having a barometer on board and recording air pressure could be the first warning that the wind will strengthen. Meteorologists create weather maps with isobars that indicate air pressure. When the lines are close together, this indicates stronger winds in that area. Think of those isobars as elevation lines on a topographic map. When the elevation lines are close together, the terrain is steeper. Since winds blow from high to low pressure, the steeper the gradient the faster the winds. It's normal to have small changes in barometric pressure during the day. But large changes, up or down, mean the winds are going to change. Making a log entry every hour will make you aware of those changes.

Safety, when I sail alone or on the ocean, starts with a good personal flotation device preferably with a harness. My personal flotation Device (PFD) is a Type V that automatically inflates when the vest is underwater. I also have a handheld VHF with my Mobile Marine Service Identities (MMSI) lashed to my PFD. *Whisper* has two oversized padeyes, one through bolted to each side of the cockpit with a large backing plate. A tether with a quick release safety hook attaches to my harness and a double action safety hook connects to a padeye. The reason for the two different kinds of hooks is that the one attached to the boat cannot be accidentally released, as could happen at night when moving around the cockpit. The snap shackle with lanyard attached to my harness is made for an emergency quick disconnect. This is to avoid getting dragged alongside the boat if I were to go overboard.

When inflated, the PFD looks like two large bright yellow balloons, and floats 35 pounds of dead weight, a game changer in ocean waves think what it will do for you in the bay. But inflatable PFDs are not for small children or people who cannot swim. In addition to the Type V, *Whisper* also carries Type III flotation PFDs and Type IV throwable PFDs.

The sun was setting, and Block Island would not appear until morning. We stayed offshore and let the autopilot keep *Whisper* on course. Through the night our Class B Automatic Identification System (AIS) kept sending out its signal. My wife would later tell me she could see *Whisper's* progress on the

Marine Traffic app. By 06:30 the next morning we were sailing up the channel to New Harbor on Block Island.

Block Island is not the place I remember. There are mooring fields all along the edge of the ferry channel and precious little space to drop anchor. But nosing around the shallows in a catboat is as good as it gets. We found a place in six feet of water to lower the 22-pound Lewmar Epsilon anchor and pay out fifty feet of rode. I backed down slowly and expected the anchor to dig in, but it didn't. Looking over the side, I saw a big silver fish on the bottom. But it wasn't a fish, it was the shiny stainless steel Epsilon anchor laying on its side. Despite the big heavy keel at the bottom of the anchor, it never settled in an upright position, and it never dug its sharp point into the sandy bottom of New Harbor.

The Epsilon looks like a Rocna anchor with a roll bar on top, but that's where the similarity ends. The weight of the roll bar had pulled the Epsilon over onto its side, and delayed its sharp point from digging in. I hauled the anchor up and repositioned the boat. Andy went over the side and swam down to manually dig the Epsilon into the bottom. This time when *Whisper* backed down, the anchor held fast. But I had no confidence that the Epsilon would turn and reset itself if the wind shifted.

I've taken to carrying a small, four-pound Fortress anchor as my secondary. It's light and its holding power is tenacious. Andy immediately put the Fortress over the side and it set. It dug itself in so well that when we left, I had to drive the boat around it in circles before it would break free. Next sailing season, I'm going to replace the Epsilon with a twenty-pound Rocna Vulcan.

Being back at Block Island brought back a pleasant memory from the '70s: "Aldo the Baker."

One Sunday morning at nine o'clock I was awakened by somebody playing "The Barber of Seville." I tried to roll over and go back to sleep, but the noise kept coming closer. Our three children began an excited banter that made me think we were about to have a collision. When I went up on deck there was a white Boston Whaler, with a guy wearing a chef's hat and an apron, hanging onto a bow rope to keep his balance. The only word that I remember is "Figaro," but what a voice! When Aldo wasn't singing, he was selling.

Of course, when Aldo saw our kids, the attraction was magnetic. They wanted to see him as much as he wanted to see some adult on deck with a soft heart and a bit of coin. And there I was.

As the Boston Whaler approached, the children looked down and saw stainless steel trays full of such pastry delights as they never imagined they would ever encounter on a boat surrounded by water. As the little boat came alongside, they could smell the aroma of warm baked goods wafting up to the deck. Their eyes turned from the pastry to me and back to the pastry. They didn't whine, they didn't cry, they didn't beg. They just looked. How could a father deny them a treat?

So, I told them to pick something they would like for breakfast. They each did and Aldo handed up their choices. Even the adults saw something irresistible to have with a cup of coffee. When everyone was finished, I handed down a \$20 bill, more than enough for five bakery items in the '70s. And it was, but Aldo had no change, or so he said. Have another he told us, and without hesitation we did. Breakfast was taken care of for the next three days. Aldo was happy, the kids were ecstatic, and I was \$20 lighter. But Aldo was an opera singer and a practiced salesman. He knew his audience and they adored him.

When Aldo died, his son put on the white apron. But alas, the only word he ever sang was "Andiamo" [let's go]. The ambiance was no longer there, but the bakery items were just as good. On this trip, almost fifty years later, there was no singing, just a boat wending its way among the moorings, selling baked goods to people who had no idea that there once was a Block Island baker who sang the story of an Italian barber.

We fueled Wednesday night. There was some delay because neither Payne's, Champlin's, nor Ballard's had any diesel. They were all waiting for a tanker truck to come over from the mainland. So, we put a buoy on the anchor rode and we nestled the Marshall 22 into a tiny gap between two big sportfishermen. One was waiting for 400 gallons, the other needed 600 gallons. Andrew told the dock attendant we wanted six. The fellow did a double take; then Andrew clarified by adding gallons, six gallons. That was doable. We filled our little twelve-gallon tank and went back to our buoyed anchor.

The following morning at 7:00 a.m., we hoisted sail and ran down the ferry channel into Block Island Sound. There wasn't much wind, and the tide was against us, so it took a while to get to Montauk. The wind, if you could call it that, was hardly the forecasted six to twelve out of the south. We motor-sailed along at 2,000 RPM with the main strapped in tight, averaging about five knots. The destination was Shinnecock Inlet with an ETA of 18:00. That would

put us there with two hours of incoming tide left and two hours of daylight.

The ocean was carpeted with gentle waves and the sun shone warmly. Visibility was excellent and we watched the landmarks on Long Island's south shore beaches crawl by. This wasn't sailing, it was transiting. The sort of thing you do when you're delivering a boat and it's going to take a while.

Whisper is equipped with a Garmin hydraulic autopilot below deck and a Garmin chartplotter with a masthead wind instrument. To this, I added a standalone ICOM IC-M605 AIS receiver with emergency MMSI transmit capability. It has a command mic mounted inside the companionway. There is also a Si-TEX MDA-5 Class B AIS receiver/transmitter connected to the NMEA 2000 backbone. It works with the Garmin chartplotter to put AIS targets onscreen, issue proximity warnings, and plot intercepts.

A benefit of the Class B AIS is that the signal it transmits is picked up by nearby vessels, search and rescue units, and Marine Traffic monitoring software. In line with the transmitter, is a switch that can silence the signal. When *Whisper* is docked or in an anchorage, the transmitter is switched off to prevent false alarms on nearby vessels. I switch it on when underway.

My wife has the Marine Traffic app on her phone and receives emails when *Whisper* sails or stops, and there is also a noon position report with course and speed. For a limited number of times each month, the app shows a map with the path *Whisper* has sailed. So far, we just use the free tracking services, but a basic tracking program is available for ten dollars a year.

The Garmin system is capable of steering a compass heading, steering by wind direction, or steering to a waypoint programmed by the user. New software and updates are downloaded onto any smartphone or iPad using the Garmin Active Captain app. Then those updates are uploaded to the Garmin chartplotter through the integrated WiFi network on the chartplotter.

Geoff Marshall installed my unit in 2017 and Garmin continues to update the software through the Active Captain app on my phone. The 2022 map I'm using lets the Garmin chartplotter plot a course to a waypoint that takes the boat around any obstacles. Perhaps I'm too cautious, but I prefer to plot my own path around obstacles. Like using GPS in my car, I often know how to go someplace more directly than the Garmin does.

On the thirty-mile run from Montauk Point to Shinnecock Inlet, I used the Shinnecock red and white midchannel buoy as my go-to waypoint. This has the advantage of calculating an ETA, displaying range and bearing to the buoy, and crabbing the vessel to keep it on course if current or wind changes push *Whisper* sideways. I've been using this feature for five years and have confidence in its accuracy. That's because I use the latitude and longitude to make pinpricks on a paper chart and cross reference them with the depth readings from the sonar or by looking at nearby buoys and landmarks. In my case, when I transit the south coast of Long Island, I run along the ten-fathom line. That keeps me far enough offshore that I can see landmarks by day and not get into the breaker zone at night. It also keeps me inside the commercial fishing fleet and out of the inbound Nantucket traffic lane for large commercial shipping.

Visibility remained better than five miles all day and our ETA at the Shinnecock midchannel buoy remained 18:00. We didn't know it but, as the sun dropped lower in the sky, advection fog began to form out over the ocean. By 16:30 things began to change. The south wind blowing at six to ten knots moved the fog bank toward the land began to obscure the beach. Andy switched the running lights on and brought the foghorn on deck. By 17:30 visibility was down to 100 yards and our position was three miles east of the Shinnecock midchannel marker.



Advection fog blew in from the ocean.

Shinnecock is homeport for a fleet of commercial trawlers. They are well equipped with radios, fish finders, and radar; and they fish in any weather. Having a VHF radio mic by *Whisper's* companionway made it easier to transmit securite [se-cure-i-tay] calls, listen for fog signals, and blow an airhorn. I programmed a waypoint in the middle of Shinnecock Inlet on the chartplotter. Aside from the red and white midchannel buoy, the only other aids to navigation are a pair of 2.5 second flashers mounted on the ends of the breakwaters, but they don't make sound signals.

As *Whisper* approached the red and white buoy, we reduced speed and began announcing our presence with securite messages on channel 16, giving unseen vessels, and the Coast Guard, our distance and bearing to the buoy, our course and speed, that we were a sailboat broadcasting a Class B AIS signal, and blowing a foghorn every two minutes, and our intention to enter Shinnecock Inlet under sail.

We switched to manual steering and passed the red and white on the landward side without ever seeing it. We turned toward the inlet, eased sheets, and verified on the chartplotter that *Whisper* was in a direct line between the red and white buoy and the waypoint I had set in the middle of the inlet. Then I engaged the autopilot and transmitted another securite message identifying *Whisper* as a vessel under sail, one mile south of the entrance to Shinnecock Inlet, approaching the inlet at five knots, transmitting a Class B AIS signal, and blowing one long and two short blasts on a fog horn every two minutes.

The chartplotter had drawn a pink line from the red and white buoy to the waypoint I'd set in the middle of Shinnecock Inlet. *Whisper's* avatar, moving along the pink line on the chartplotter's screen, showed our off-course error left or right in feet. There was also a range and bearing to the waypoint. We saw and heard nothing but our own fog horn and the muffled sound of the idling diesel under the engine hatch cover. In the real world, a thick fog obscured all visual references. In the electronic world everything was crystal clear.

The securite call on channel 16 was repeated a half mile later and again as we reached the mouth of the inlet. The chartplotter counted off the final feet to the entrance waypoint and beeped when we arrived. Then Andy said we were in the inlet. He saw people fishing on the west jetty, but we couldn't see the east jetty. Visibility was fifty feet, if that. I took the boat off

autopilot and steered along the west jetty, blowing the foghorn as we went. In the bay, visibility was perhaps 100 feet. We dropped the sail into the lazy jacks and motored along the trawler docks, blowing one long blast every two minutes. The depth finder helped us to find a shallow anchorage close to the beach and we put the anchor down. I left the steaming light on and Andrew hung his LED headlight on the end of the boom. *Whisper* was in shallow water far away from the channel. There was a nest nearby: Mr. and Mrs. Osprey were dining in tonight. So were we.

The sun found us in the morning. After breakfast, we began threading the shallow channels that would take us through the three bascule bridges in the Quogue canals that lead to Moriches Bay. The sun was high and behind us, making it possible to see and avoid the sandbars as we picked our way toward the Smith Point Bridge. Once past the bridge, we were in Bellport Bay. The clouds were back, and the wind blew from the west at fourteen knots. There was room to sail again, and *Whisper* beat her way west to Patchogue Bay, then Great South Bay, and then we were home.

Notes:

Shinnecock Inlet

Shinnecock Inlet has a deep-water, straight line of entry approach that does not change. That makes it possible to use a chartplotter to navigate when fog obscures the aids to navigation. The current moves through the inlet at up to 2.5 knots and wave conditions can be hectic. Outgoing tides always create larger waves, so running the inlet with an incoming tide is preferred. On this trip I sailed a broad reach through the inlet in flat water with an incoming tide and a gentle following breeze. Conditions, except for the fog, were ideal.

Moriches Inlet

Moriches Inlet is treacherous and requires local knowledge. There are no buoys and the bars are always shifting. This is not an inlet to run in fog.

Fire Island Inlet

Fire Island Inlet is marked by buoys that are frequently moved because the sandbars are continually moving. Because of this, their positions are not marked on charts. Even when a chart shows a buoy or sandbar for Fire Island Inlet, the accuracy is questionable. The only safe way in and out is to visually follow the buoys marking the channel. In the past, when I left the inlet, I always made a drawing with the compass bearings and distances between each set of buoys. Then I would start at the midchannel buoy and return the way I had left, making another diagram for the way back. The in and out compass bearings between the same set of buoys were never exactly 180 degrees apart because every boat has its own magnetic deviation fingerprint. My preparation took patience, but there have been occasions when I have had to sail a boat I was delivering back into Fire Island Inlet in fog, and my drawing made the re-entry possible.

Rudder Stick

Whisper is docked in a protected slip on Greens Creek. The only wave action is from passing boats. This summer I had not been using the rudder stick. When I last backed into my slip the rudder was connected to the wheel. Wakes from passing boats must have loosened the last few threads, causing the wheel to become disconnected from the rudder. Using a rudder stick eliminates that unwanted movement in a rack and pinion steering system such as found on a Marshall 22. Geoff Marshall told me that they are now spot welding the connecting bolt into the rack so this cannot happen. I've also come to realize that my Garmin autopilot is independently bolted to the metal rudder tiller arm. The autopilot could continue to steer the boat if the standard steering connecting bolt fell out. This will work in open water, but not for steering in close quarters with other boats.

Resource:

Automatic Identification System (AIS) Overview | Navigation Center (uscg.gov)



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



Racing and Rendezvous

Steve Flesner, Editor

Catboats! - Wind and Water An Old Sculpin Gallery Celebration

June Schoppe

Greetings catboaters!

Mark your calendars for **July 15th, 2023** when all catboats are welcome to gather in Edgartown Harbor for the third Old Sculpin Gallery Celebration: *Catboats! - Wind and Water*.

Captains will gather at 10 a.m. in the historic Old Sculpin Gallery building, home of the former Manuel Swartz Roberts boat shop, to meet, greet, have a cup of Catboat Coffee Company java and hear the Parade and Race instructions laid out by Captain Kurt Peterson of *Tigress* and Tot Baylay, race coordinator of the Edgartown Yacht Club.

The EYC celebrates its 100th Anniversary this year and has offered to oversee all aspects of the catboat race in the Edgartown outer harbor.



Participants in the race will also have the honor of being yacht club members for the day, entitling them to hang out there after the race and after the post-race awards ceremony and reception, which will take place from 5-7 at the Old Sculpin Gallery.

The Day's Schedule:

10:00 – Captains meeting at the Old Sculpin Gallery (across from the Chappy Ferry)

11:45 – Catboats assemble for the start of the Catboat Parade in the opening of Katama Bay

12:00 – Catboat Parade begins through Edgartown Harbor

12:45 – Catboat races start, outer harbor

5:00–7:00 – Captain and crew reception and presentation of awards at the Old Sculpin Gallery

To participate, please register your catboat with Kurt Peterson at: catboatkurt@yahoo.com no later than July 8th.



Great South Bay Catboat Regatta & Rendezvous

Mark Seal and Phil Linker

Under absolutely ideal conditions, the Annual South Bay Catboat Regatta and Rendezvous was held as usual at the Sayville Yacht Club in Blue Point, Long Island New York on Saturday, September 10, 2022. The competitors were divided into three classes: Marshall 18s, and two handicap classes, catboats 18 feet and over and catboats under 18 feet. With moderate southwest breezes, ten to twelve knots, lighter than our usual Great South Bay afternoon sou'westers of fifteen to eighteen knots, three races were held under the excellent supervision of our perennial PRO, Doug Shaw, aboard Phil Linker's 42 foot Monk trawler serving as the Committee Boat.

Competition was unusually intense, even resulting in an unheard-of General Recall of one of the Marshall 18's start, and an amazingly-close finish on corrected time in the under 18 foot handicap category of two seconds in one race and 1.8 seconds in another.

RESULTS

Marshall 18s	
Place	Skipper
1	Joseph Huberman
2	Lou Tusso
3	Mike Azzaretti

Handicap over 18 ft	
Place	Skipper
1	Bob Campbell
2	Mark Seal
3	Ann Martin

Handicap Under 18 ft	
Place	Skipper
1	Charlie Huberman
2	Kate & Carol Kennedy
3	Phil Linker

Following the races, a delicious dinner was served by the staff of the Sayville Yacht Club under the direction of Club Manager Chris White, consisting of a raw bar of Great South Bay clams and

oysters, shrimp cocktail and assorted hors d'oeuvres, a filet mignon main course with fresh Long Island corn on the cob, rolls, salad, and apple pie a la mode for dessert. The yacht club bar, of course, did a brisk business as well!

In addition to race results, three additional prizes were awarded:

Oldest Boat – a 1968 Marshall 18 owned by Lou Tusso

Prettiest Boat - *Bertha*, an Atlantic City 24 owned by Matt Rainis

Furthest traveled – *Bertha*, an Atlantic City 24 owned by Matt Rainis



55th Annual North of the Cape (NOTC) Race 2022

Michael Thornton

The 55th annual NOTC was held on Saturday July 16th. The Plymouth Yacht Club in Plymouth, Massachusetts, provided refreshments and supper for the visiting yachts the night before on the lawn overlooking Plymouth harbor. The racers gathered for the start on Saturday at the Kingston Nummet “No. 4” nun at noon.

The weather cooperated with a steady breeze which allowed for an upwind start, with first leg of race headed toward Browns Bank off Plymouth Beach. The first rounding was to port at head of Plymouth Beach, around Plymouth nun “No 2.” Ella Withington had an early lead in *Sparky* with Dan May in *Baclaju* dueling it out with Jerry May in *Maytime* headed to the first mark. After the rounding, racers headed to Clarks Island in a tight grouping sailing between Clarks and Saquish Neck into Duxbury Bay.

The wind stayed steady through the entire race and the catboats rounded Clarks Island tacking their way back to Kingston Bay.

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



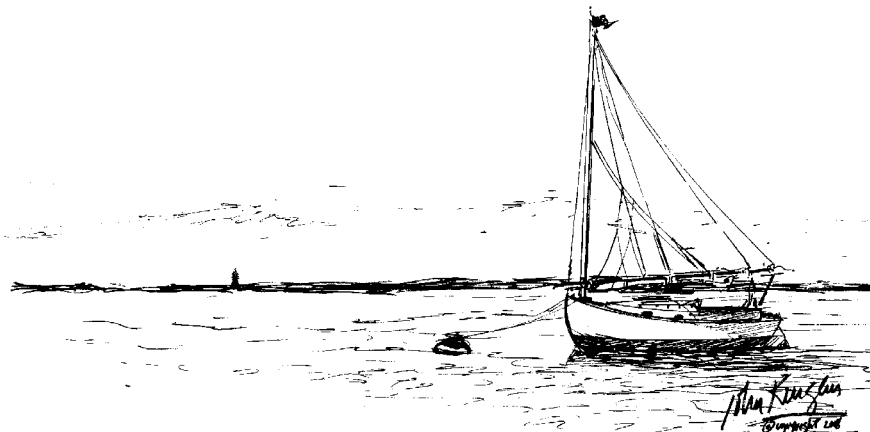
Racinig in a tight group.



From left to right, Ella Withington (*Sparky*), Jerry May (*Maytime*), and Dan May (*Baclaju*), in front of the NOTC Marshall Cup Trophy.

RESULTS

Place	Boat	Captain	Time	Make
First	<i>Baclaju</i>	Daniel G. May	3:05	Shiverick 18
Second	<i>Maytime</i>	Gerald V. May	3:08	Marshall 22
Third	<i>Sparky</i>	Ella Withington	3:10	Marshall 22
Fourth	<i>Tip Not</i>	Randy Crandon	3:18	Marshall 22
Fifth	<i>Sarah J</i>	Joe Johnson	3:28	Marshall 18



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!!

July 1, 2023

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

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 15, 2023

Catboats! - Wind and Water
An Old Sculpin Gallery Celebration and the
Edgartown Race and Parade of Sail
Edgartown, MA
Contact: Kurt Peterson
508-524-6903
catboatkurt@yahoo.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 Livingston
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 12, 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 1/2 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 1/2 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 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 8-9, 2023 (Race on the 9th)

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

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 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

September 23, 2023

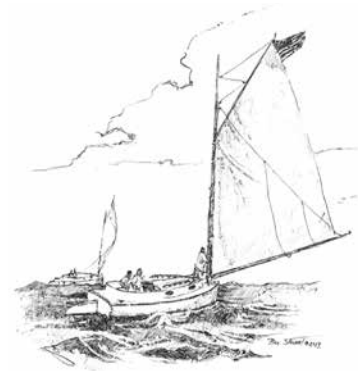
Wickford Last Chance Rendezvous Wickford, RI
Pleasant Street Wharf
Contact: Rex Brewer
401-261-7974
Brewer_rex@hotmail.com
Eric Collins
Pleasant Street Wharf
401-641-8993
pswinc@verizon.net

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



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](https://www.instagram.com/AreysPond)

Sailing Techniques and Seamanship

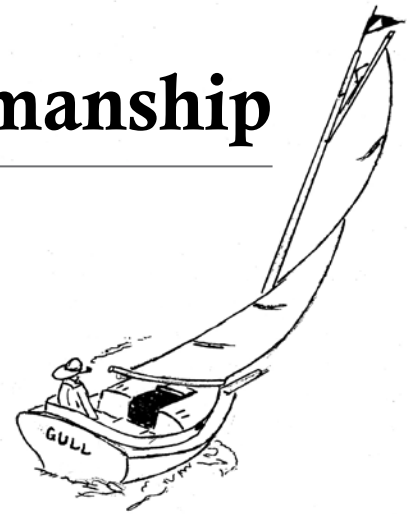
Brent V.W. Putnam, Editor

Maintaining a Proper Lookout: Communication

I was out sailing with some friends recently. It was a wonderfully relaxing sail—good company, ten knots of wind, and quiet seas. For our friends Alison and Lloyd, it was an opportunity to hone their limited sailing skills. As they took turns at the tiller, our friend Ken coached. I was the rail meat.

In order to avoid boat traffic on the Intracoastal Waterway, we were weaving our way through a mooring field. Although we were all keeping an eye out, we suddenly found ourselves within arms' length of a rather large Beneteau.

As you might have guessed, this wasn't planned—thankfully, there was no collision—we were able to maintain a course that brought our port side parallel to the starboard side of the moored Beneteau.



However, the woman in the cockpit was likely a little surprised—if not alarmed—by how close we came.

Rule 5 of the Nautical Rules of the Road—formally known as the COLREGS (Convention on the International Regulations for Preventing Collisions at Sea)—states, “Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.”

Let's break that down.



Grayson maintaining a proper look-out.

“Every vessel shall at all times maintain a proper lookout by sight and hearing...” Lloyd had the tiller, but he didn’t see the Beneteau; neither did Ken or I. Alison later revealed that she saw the Beneteau but didn’t think she needed to say anything—she thought the skipper and helmsman had seen it. And I, with nothing better to do, should’ve been looking around (you can bet that I did afterward!).

Why didn’t Lloyd, Ken or I see the Beneteau? Because the visibility to leeward was compromised by the sails. Unless sailing dead downwind, every sailboat will make some leeway—they will slide to leeward even as they move forward. Unfortunately, the physics of sailing are such that this is where the sail(s) will be, often inconveniently, blocking the view toward the very direction you’re sailing. Moreover, if you are sailing dead downwind, the sails will still be inconveniently blocking the view toward the very direction you’re sailing.

How does one deal with this? Maintaining a “proper lookout” is not just looking ahead. It is accounting for the conditions in which we’re sailing. This brings us to the next point.

“...as well as by all available means appropriate in the prevailing circumstances and conditions...” When my son Grayson and I sailed *Lazy Lucy* from North Carolina to Massachusetts, we had to keep a schedule as I only had two weeks vacation, so there were several occasions when we sailed at night and even in fog. This, and the fact that we had to cross several commercial shipping lanes, necessitated something more than just our eyes and ears.

Radar is an option, but it’s expensive, requires special installation, and has a learning curve. We hoisted a radar reflector at night and in the fog, but that only made us more visible to vessels that had radar. How would we be able to see them under those conditions?

Automatic Identification System (AIS) is a global standard that uses radio transceivers to track ships at sea. AIS transmitters are required on all vessels over 300 tons and all passenger ships. It uses the maritime VHF channels 87B and 88B (161.975 MHz and 162.025 MHz, respectively) and requires no special installation, so many smaller vessels also have transmitters installed.

We had no transmitter, but our VHF radio included an AIS receiver which gave us the name, speed, heading and more information about the ships around us. Indeed, we found AIS to be especially

helpful as we crossed Delaware Bay on a hazy day, the alarm warning us about ships in the area went off long before we could see the ships visually.

Whether we’re talking radar or AIS, these electronic eyes are what the COLREGs means by “all available means.” The intent of the COLREGs is to prevent collisions at sea. If you have a way of “seeing” other boats and avoiding a collision, you’re required to use it.

That said, during our wonderfully relaxing sail, there were no other “available means” other than sight and sound.

“...so as to make a full appraisal of the situation and of the risk of collision.” We clearly failed on that account. Why? Lloyd was focused on what was ahead of us. Ken and I were oblivious. Alison thought everyone else saw what she saw. However, it wasn’t our individual observations that failed. We simply failed to communicate. A full appraisal cannot be made without proper communication.

I know a flight instructor who teaches at a flight school in Phoenix, Arizona, that has a contract with several Chinese airlines. Why are Chinese airlines sending their pilots to Arizona? To train them to speak up. In the Chinese culture, authority and seniority are very highly respected, so much so that it can create dangerous situations. If a copilot sees a danger, they must be able to speak up and even question the pilot, their superior officer. If they’re not trained to do this—if they fall back on their cultural norms—something bad could happen.

A benefit of AIS is that you can hail vessels directly. Press a button and an alarm goes off on the receiver. Someone keeping watch on the receiving vessel will know instantly that someone else is hailing them via AIS. Although we never needed to use it, Grayson and I had the ability to get the attention of the ships around us if there was a danger of collision.

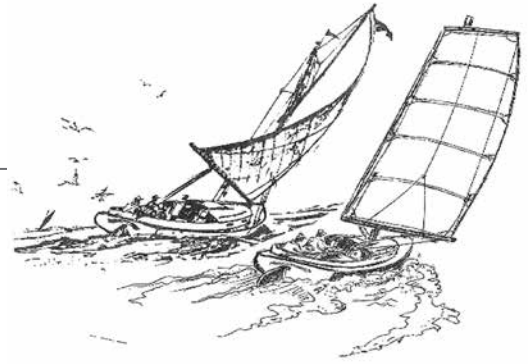
Immediately after the close call, we all started talking more. We had been too relaxed and had failed to communicate. No one could make “a full appraisal of the situation” because no one of us had enough information to do so even though collectively we all did.

Whether you’re having a relaxing sail, or crossing shipping lanes in the fog, make sure you maintain a proper lookout by all available means. Use all the tools you have, including communication among the crew and between vessels.



Navigation

Skip Stanley, Editor



Longitude, Part Two – The Solution I

The longitude problem had plagued sailors for centuries. For want of a means of determining how far east or west they were, ships, their cargoes and crews, would continue to be lost, and not temporarily, as in losing their way, but for good.

As global trade increased, finding a solution to the longitude problem became more and more urgent. It was following the loss of four ships and crews under the command of Admiral Sir Clowdisley Shovell, that Parliament passed the Longitude Act of 1714. This act offered a prize of twenty thousand pounds to anyone who could find a solution to the longitude problem. But even as a solution was being sought, ships continued to be, and get, lost.

In 1741, the HMS *Centurion* under the command of Commodore George Anson and with orders to disrupt Spanish shipping, rounded Cape Horn and entered the Pacific. Once there, heavy weather pounded the ship for *fifty-eight days* without letting up. Anson tried to stay along the sixty degree south parallel and, when the weather abated, he figured he'd gone about 200 miles west. He then turned north for Juan Fernandez Island where he hoped to resupply the ship.

Within a few days, and sooner than expected, he sighted land. But it turned out to be Cape Nior on the western edge of Tierra de Fuego! Instead of sailing west, he had actually been blown back to the east. He had no choice but to turn west, then north again, finally reaching the latitude of Juan Fernandez Island, thirty-five degrees south, but did not see the island. Was it to the east or west? He turned west. Then, fearing he'd made the wrong decision, turned east only to arrive at the coast of Chile (which was under the control of hostile Spain). He turned around again, this time finally making it to Juan Fernandez. He later realized he was probably two days sailing from Juan Fernandez Island when he turned around the first time. The error cost eighty sailors their lives.

Because longitude is based on the rotation on the earth and that rotation is the basis for timekeeping,

it follows that the solution to the longitude problem would be time-based.

When the justification for the Act was presented to Parliament, it was none other than Isaac Newton who provided its language. In his statement, he outlined the most promising areas being explored for possible solutions. Three of the four involved the determination of time at sea (the fourth was merely a refinement of dead reckoning techniques.) Of the remaining three, two were astronomical and one was mechanical.

The two astronomical solutions were geared toward determining time using predictable, observable celestial events. One solution was to use the eclipses of the moons of Jupiter. Galileo Galilei, who was familiar with the longitude problem, had observed the astonishing regularity with which Jupiter's moons passed into the shadow of the planet. So regularly, he professed, that you could set a watch by them. Further, this occurred more than 3000 times a year.

But Galileo had the advantage of a stable, powerful telescope, not something found on the rolling ship. This method was quickly discarded.

The second astronomical solution, also based on a "regular celestial event," was the lunar distance method, or lunars. To put it simply, the moon was treated as the hands of a clock with the sun, stars, and planets serving as the dial. Basically, the time of predicted distances, measured at Greenwich, would presumably be the same at sea. This required three things:

1. An accurate means of measuring the angular distances between celestial bodies.
2. An accurate almanac providing the predictions of the locations of celestial bodies.
3. The mathematical knowledge to perform the calculations.

The first would be satisfied through the development of the reflecting quadrant by John Hadley, a country squire, in the 1730s. The quadrant, also called a reflecting quadrant, used a pair of mirrors, a rocker arm and scale to measure the angular distance between, or the altitude (above the horizon) of celestial bodies. The quadrant was the precursor to the sextant still in use today.

The second requirement was satisfied by the publication of the “star catalogue” of the first Astronomer Royal, John Flamsteed in 1725, then refined by a number of individuals including Tobias Mayer. These were tested by Nevil Maskelyne, a future Astronomer Royal, and found adequate for determining longitude by lunars.

These two developments would also benefit the final solution.

The third, however, would prove to be its eventual undoing. The math required to compute longitude by the lunars, was formidable—taking in excess of four

hours, and was not something the average sea captain could do. But it could be done and, therefore, was used by mariners until a better method came along.

That better method was, of course, the advent of a timekeeper capable of keeping accurate time at sea. But that didn’t happen overnight as we shall see in part II of The Solution.

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.



**DOCK
WITH US
THIS
SUMMER!**

**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



Keeper of the Light

Jay and Diane Webster, Editors

One of the talented catboaters we enjoy greatly is Mark Alan Lovewell of Vineyard Haven, Massachusetts. Mark sails his Marshall 22, *Sea Chanty*, out of Edgartown, usually attending the catboat races on Cape Cod and the Islands. Mark has also been a member of the Bulletin Editorial Board and the CBA steering Committee for many years. He was awarded the John Killam Murphy Award in 2016 for upholding and perpetuating the traditions of catboating.

For many years Mark has hosted a catboat rendezvous and parade of sail in Edgartown Harbor and at the Vose boathouse, which his family has owned for generations. It is a unique spot for a catboat gathering with its wonderful view of the harbor. Guests recite poetry, update one another on current events in Edgartown, and a variety of delicious dishes are served with Maureen (Moe) McKay's ham soup being a favorite.

Mark has hosted the catboat race and rendezvous in Vineyard Haven for many years and opens his home for the cookout and libations that follow.



Mark makes a living as a writer and photographer for the Vineyard Gazette. For fun, he often entertains singing and playing sea chanties with his girlfriend, Molly Conole. They play most often on the Islands but have also played for catboat friends on the mainland and the Catboat Association Annual Meeting. These impromptu, outstanding “music fests” keep the light side of catboat meetings and rendezvous at the top. Mark also often entertains the guests on cruise boats that visit ports on Martha’s Vineyard, Nantucket and Cape Cod.

The music and singing provided by Mark and Molly at catboat events truly add great entertainment and fun to our sailing rendezvous and meetings. Catch Mark and Molly who also appear on Facebook Live, Sunday nights at 8:00 p.m., for their “Sunday at Sea.” Check it out.

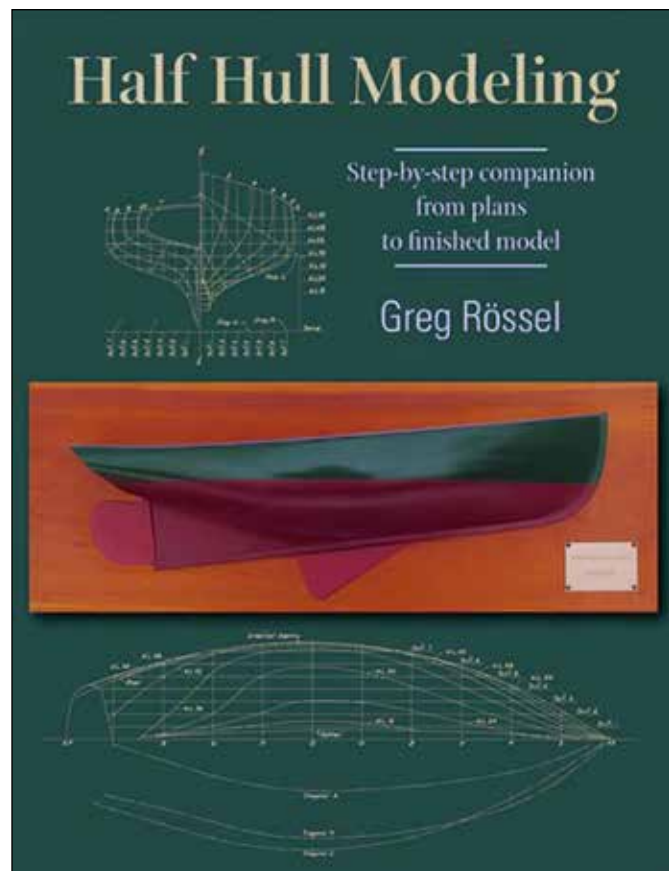


Book Review

Dan McFadden, Editor

Half-Hull Modeling

By Greg Rössel



Half-hull boat models have a special attraction for people like us who are drawn to classic boats. I like to think every other Catboat Association member does the same double-take I do every time I see a model on the wall: “Is it a catboat?”

Alas, it usually is not. But Greg Rössel offers you a way to increase the population of catboat half-hull models with his recent book, *Half-Hull Modeling*. Rössel is a Maine-based boat builder, author, and instructor. He is both knowledgeable and a little witty. If you are interested in wooden boatbuilding and have not picked up his book *Building Small Boats*, I encourage you to do so.

Like that work, this is an instruction book. Rössel efficiently takes you through the stages of building a half-hull model: choosing woods, glues, finishes, custom jigs (just two!), and the small assortment of



tools you need to do the job. He explains each step clearly and offers those small tips that can save you a lot of time and aggravation.

Now most of you may not be interested in carving a model, but as *WoodenBoat Magazine* design editor Mike O’Brien observed, in his promotional blurb, this is an “entertaining read.” I would add educational as well. Half-hull models were originally developed as reference tools to enable boat builders to design and build accurate hulls to specification before the era of paper plans and CAD software. Rössel is conscious of this, and his explanation of the process is bathed in the appreciation that translating a complex shape described in paper plans to a collection of wooden parts is the reverse of what a boatbuilder or shipbuilder did in the nineteenth century (and in many cases more recently). By walking you through the details of what a plan shows, and how to accurately capture it in 3-D, you get a better understanding of how shapes are represented and the subtleties of good hull design.

I like to think I am one who knows his way around a lines plan, but there are points where the paper is misleading. Rössel quotes Joel White on why sheer lines on paper often need to be tweaked by the boat builder to “look right.” What looks good on paper misses some of the effect of curves and depth. A beautiful sheer in a blueprint can droop in reality. Who knew? Similarly, his description of accurately translating the lines of a curved, raked transom is positively Newtonian. I can’t say I completely understand it, but he inspired me to get out some scrap wood and figure it out in real life.

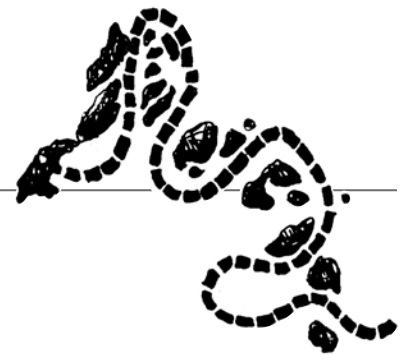
Rössel also walks you through an ingenious, yet classic, method of taking the lines off an existing model. In an age of inexpensive photogrammetry, I doubt many will take him up on that, but I am so glad he included it. Someone needs to document these things and every once in a while the power goes out.

As one who has made two half-hull models—you can read about my Sanderling model in *CBA Bulletin* No. 183—I recommend reading and rereading Rössel’s book and paying attention to the little tips he offers before you start: there is a lot of learned wisdom in those witty lines.



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.

“Oh, I Forgot To Tell You About That”

Many years ago, I read about some people who were moving a boat to a marina for its annual maintenance and the owner could not come with them. They sailed on a starboard tack for a couple of hours and then changed to a port tack to head for their destination. One of those aboard noticed the bilge pump was now running constantly and water coming up through the floor boards. A desperate search was undertaken to find the leak to no avail. They called the Coast Guard on their radio and explained the problem and the need for a more sufficient pump than the bilge pump that was doing the best it could. The Coast Guard diverted one of their smaller vessels that was on a safety check patrol and it arrived with a pump. The additional pump stopped the rising water. When the sails were lowered and the auxiliary motor turned on, the leaking stopped.

The Coast Guard stayed with the sailboat as it motored to a pier and tied up. No leak was found and the bilge pump stopped working. Later when the owner was contacted by phone, he reportedly replied, “Oh yeah, the stopper valve for the head leaks on a port tack. It’s on my maintenance list to be replaced when the boat is pulled. I forgot to tell you about that.”

Borrowed Boats

My wife and I have “borrowed” a number of boats over the years to serve as the race committee for the local MORC and then yacht club fleets and found such an action to not always be a good thing. In one case, the owner of the sloop we were using as the committee boat took the key to the engine with him when he boarded the sailboat he was helping

to crew. We were stuck until the race was over and the owner came back on board. In another case, the cleat for the anchor line pulled out and I had to find another place to secure the rode. Needless to say, we went looking for another more suitable boat to be used as a committee boat. After some looking, we ended up with a Sisu-22 which had a Perkins inboard diesel and room for us. It was also trailerable and could be kept in the backyard when not in use. Also, it was easier to do maintenance in the evenings after work when necessary. Borrowing a boat can be an experience you may not want to have.

Heat Exchanger Leaks

Have you recently checked the over-pressure relief valve on your boat’s water heater (assuming there is one)? Every water heater is supposed to have a safety valve to release the water in the tank, if the pressure exceeds the safety setting for that type of tank. What brought this to mind was a report on a house water heater’s release valve failure, and the resulting flooding of the area due to the increased pressure on the system. If your boat’s water heater is not connected to the dock water line when you are away from the boat, the flooding will be limited to the water in the boat’s system. However, if your system is connected to the dock’s fresh water system, major flooding may follow if the safety pressure is exceeded. Read your owner’s manual as to how to check the heater’s safety valve and give it a try to make sure water comes out of the relief hose and over the side of the boat (and not into the bilge). You also might want to check your house’s hot water heater while you are at it.

Some boats are equipped with an air cooling system that uses a heat exchanger to provide cold air to the interior of the boat. Some heat exchangers use fresh water system and use—and only work when attached to—fresh water from the dock. In both cases, a fitting failure can put water into the boat. A fellow sailor had a seawater cooling system on his boat; he was quite proud of it and how cool it kept his boat

during the hot summer months. He took some friends down to show them the system and discovered that sea water had leaked into the boat. The bilge pump was keeping up with the leak only because it was connected to the shore power through the battery charging system. Some quick repairs soon followed. Had the bilge pump failed, the boat would have been flooded and probably sunk in the slip.

Vertical Clearance

I read an interesting article about a sailboat whose masthead light hit a lift bridge it was going under even though all the calculations showed that there should have been about five feet of clearance between the top of the mast and the bridge. In the investigation that followed, it was found that the gauge indicating the bridge's height was calibrated incorrectly—it was lower than the gauge indicated. The error was not discovered earlier because this was the first sailboat to need the full height. The gauge has since been recalibrated so that the height shown matches the actual height the bridge when raised.

Glues

While at the dentist for a crown replacement recently, I asked about the adhesive being used. After applying the adhesive and the crown, a blue light was aimed on the area for a few seconds to set the adhesive. The dental assistant told me that the adhesive was “self setting” and the blue light speeded up the process from “in a few minutes” to “now.” You do not need the blue light part of the process (just wait a bit for it to set) as that device is a couple of thousand dollars. The product my dentist uses is called “RelyX.” If it's strong enough to hold a crown, I figured it might hold other things around a boat. For more information on this product go to your web browser and read the information provided. If there is a dentist among those reading this, comments on this product and/or alternative dental adhesive effectiveness would be appreciated.

Is That Wreck Your Boat?

How well is your boat identified? After a storm, if it goes missing, how will whoever finds it know it's yours? Following major storms along the coast, boats sometimes go adrift and can end up elsewhere. Many small boats do not have vessel identification numbers; the only identification being the name on the transom or side of the hull. If the boat is documented, the posted documentation number inside the boat (in a visible place) can be traced and the owner identified (if the documentation paperwork is current). You might want to post your name and contact information someplace visible inside the cabin. Before you try to create something of this nature, check with your local Coast Guard Auxiliary about the availability of a Coast Guard identification sticker (they're free). The sticker is designed for use on canoes and kayaks, but is suitable for other types of watercraft.

Mainsheets and Outboard Motor Clearance

One problem with an outboard motor on the stern of a sailboat is the mainsheet getting caught up when tacking or jibing. One approach might be to hold the tiller between your legs, bring the mainsheet in, and move it over the outboard. It is very necessary to control the slack while doing so to not get caught up in the “loose” line. Another approach is to run a line from the port stern cleat to a fairlead mounted on top of the engine nacelle, then down to the starboard stern cleat, making a triangle. The main sheet, kept clear by the triangle, is free to move back and forth on the traveler and should not wrap around the engine.

Lithium Batteries

While much has been written about lithium batteries, an article by Mike Smith, “Lithium Batteries: Are They Safe?”, published in the March, 2023 issue of *Power and Motoryacht* starting on page 92 is quite informative on the status of such batteries when the magazine went to press.



New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Winter 2023

Jeff Barlow, Bridgeton, NC

Deborah & Henry Christner, Washington, NC

Donald & Liz Dill, Haw River, NC

Michael Jones and Judith Powers, St. Petersburg, FL

Michael Karns, St. Paul, MN

Dave Reusser, Brecksville, OH

Heidi Rothenhaus, Annapolis, MD

John and Bonnie Sell, Manitowoc, WI

Michael Sowa, Guilford, CT

Dixie Squires, Saco, ME



Atlantic City, 1950 or 1951

My father-in-law, Fred Creuter, in the white shirt at the stern, takes his cousin, Loretta (to his left) and my future wife, Nancy (to her left), for an evening sail outside the breakers (Atlantic Ocean).

The First Mate is sitting on the engine cover. He played the banjo and sang.

The next morning, the boat took a party out fishing.

A small piece of history.

– Dave Park



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



191-2. 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



191-5. 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 gallows. 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

191-3. "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



191-6. 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

191-9. 1920-ish Charles Crosby Catboat Aficionado sought to complete restoration that has been short-circuited by health issues. Valiant is available as pictured here: <https://dougmcq000.wixsite.com/valiant> . Her site also



includes copies of Catboat Association articles by previous owners, my restoration progress, etc. Constructed with mahogany over steam-bent oak with pine decking. Hull completely refastened with silicon-bronze screws. Valiant has the unusual design with under-slung rudder & Edson oscillating steering system. Per catboat lore, it is half-again wide as it is long with a beam of 10.5' and LOA of 22'. Items included, but not pictured, are: (1) Complete set of spars (2) Two (ill-fitting) sails (3) 10K GVW EZloader trailer customized for this boat with keel bracing (but no brakes). Valiant has been out of the weather for the past 30 years and is currently residing Charleston, SC. Get a piece of history for \$10,000. For additional information contact: Doug.McQuilken@gmail.com

191-10. 2019 Marshall Sanderling Inboard Nanni 10hp diesel engine. Hinged mast. This is an almost new boat, in excellent condition, always stored indoors. White hull w/ red molded boot stripe; running lights; self-contained Sealand head, solar vent, drop leaf table, shelves over berths, louvered doors on forepeak bulkhead, lazy jacks, jiffy reefing, spring cleats, teak centerboard trunk cover, bronze steps on rudder and transom, tiller tie off kit, bow eye, boom tent cover, Harken mainsheet system, Cetol Gloss finish, flag halyard, cockpit and bunk cushions, Ritchie bulkhead-mounted compass, Raymarine depth sounder; sail cover, storage cover, electric bilge pump, Load Rider Trailer w/spare wheel. Located SW Florida but plan to tow it to CT in Spring of 2023. \$69,000. J. Amendola artec@artec-machine.com (203) 901-4794



191-11. 1969 Marshall 22. Boat ran well 2 years ago when put away and winterized. Motor rebuilt, new gas tank installed. Spar end cap needs replacing and boom crutch bracket needs repair. Needs TLC. No trailer. \$8,000. At Beatons in Brick NJ. Contact Brian (732) 569-1398 brianhsails@gmail.com



191-14. 1981 Marshall Sanderling 18' catboat. Mast hinge. All rigging. Good sail with sail cover. Recently serviced 4 hp, two stroke Johnson outboard engine. Cabin cushions. Cockpit cushions. New porta potty, never used. Bronze transom and rudder steps. Marshall swim ladder. Danforth anchor. Port bulkhead needs work. Port bench cockpit seat needs work. More photographs available. Trailer with newer wheels and tires included. Located on Cape Cod, MA. \$12,000. Call or text Richard at 508-428-8280 email: wianno75@msn.com



191-16. 1983 John D. Little Catboat 16'. Built at Mile Creek Boat Shop, Washington, ME, from Lapstrake marine plywood with decks of plywood with Dynel overlay and Sitka spruce spars. She sports a small cuddy cabin of varnished oak with 2 berths, thru hull fittings, and solar powered electric bilge pump. Inboard motor could be added if so desired. She includes a Thurston sail, blue sail cover, white cockpit cover and cushions, all in good shape. Also included are almost new steel centerboard, boom crutch, cabin lights, running lights, fire extinguisher, life preserver, fenders, anchor, a 2015 Tohatsu 3.5 hp long shaft outboard motor and a 1998 Calkins trailer. Boat can be seen in Scituate, MA. Please call Arey's Pond Boat Yard to schedule a viewing at 508-255-0994 or visit areyspondboatyard.com/brokerage/john-d-little-catboat/ for more images. BEAM: 6'9", DRAFT: 1'4", HULL #: MLC00043J383; PRICE: \$11,900



191-17. 17 Ft Sitka Spruce Mast. Garage kept, in great shape, not used in 10 years. From 14 ft Arey's Pond Catboat. Located southern NH. \$995. Contact John Pappalardo (603) 352-4583 jpappala@gmail.com



191-18. 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

191-19. 1973 Herreshoff 18' 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. \$10,000 OBO. Located in South Alabama. respond to jimbo@jpcolemanlaw.com

191-20. 1975 Herreshoff Eagle 22' gaff sloop. Built by Nowak & Williams. This beautiful hand crafted Eagle is hand laid up fiberglass by the original people who built the "America" catboat. The only difference is that they added a 4' bowsprit and moved the mast back to make it a sloop rig, keeping the gaff rig mainsail. Jib has self-tending boom. The engine is a 9hp ELCO electric outboard which is in a well. Sails are 4 years old, which include the main, jib and top sail. The original boat had wheel steering with no access to engine compartment. I changed it to a hand carved mahogany tiller. The cabin interior is in original good condition. Includes a Venture single axle trailer purchased new by me in 2015 and kept in garage since then. Located Deep River, CT. Sale benefits a non-profit Veterans organization. Asking \$14,500. Contact Raymond Hayes email pay.4ward.rh@gmail.com 860-227-4154



191-21. 1975 Cape Dory Handy Cat 14'. In great shape for its age and ready to sail. She includes a 2021 4-cycle Honda 2.3 HP outboard motor and a 1981 trailer, main sail, boom tent, carbon mast & gaff, Harken mainsheet system, Semco teak finish, Edson motor bracket, anchor and fenders. Currently located in Cazenovia, NY. See more at <https://areyspondboatyard.com/brokerage/handy-cat-cape-dory/>. Please call APBY for more information or to schedule a viewing, 508-255-0994.



191-24. 2017 Herman 18' Cat. Homebuilt to plans from Wooden Boat. Cold molded and fiberglass Hull. Tabernacle mast. Two sails, one very used, one in very good condition. 5hp Hangkai outboard. Porta potty. New centerboard trunk this past winter. Trailer. Asking \$7,750. Contact Ed at Dankievit@aol.com 631-786-5456



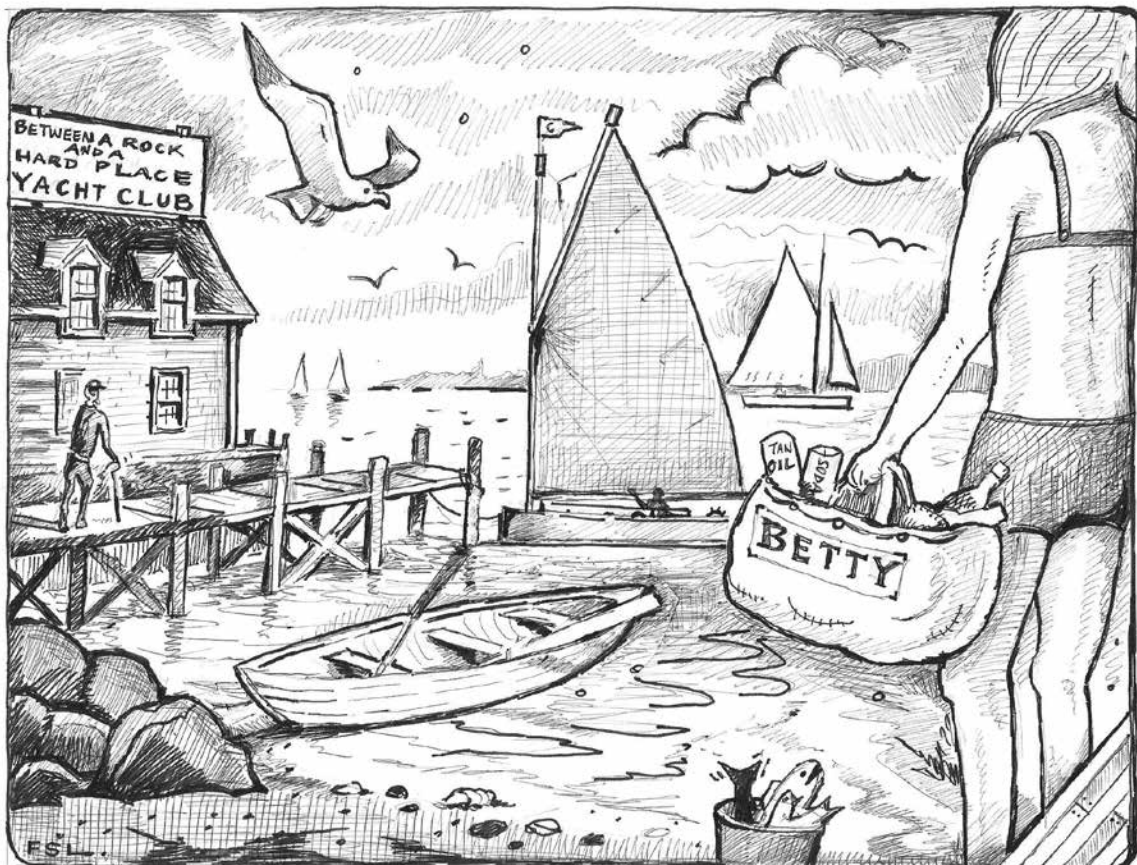
191-22. 2022 Yamaha 4hp 4stroke long shaft outboard. Less than 2 hours of use. Has internal fuel tank and external 3.5 gallon fuel tank. Includes manual. Currently winterized and stored indoors at local marine store. Will deliver within 100 miles of Beverly, Mass. For cost of fuel and tolls. Great motor for small to medium catboats or daysailer. \$1500 OBO. Contact Martin by text to 978-314-9409 or email osloson@comcast.net

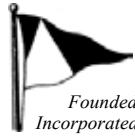
191-23. 1964 Herman Cat 17'. Not your typical Cape Cod Shipbuilding boat. Could be the prototype with a lot team trim, before Ted Herman started production in 1967. Grace was fully restored in 2009 including a new Yanmar diesel. Her gaff rigged sail was replaced in 2013.



To make traveling easier Grace now sports a tabernacle mast. Also included is a trailer. Asking \$9,950. dankievit@aol.com

191-25. 1973 Herreshoff America 18' Catboat. Builder: Nowak and Williams. Tabernacle mast. Flag sail in good condition. Rebuilt cockpit seats. New centerboard. New rudder. 6 Hp Mercury outboard. Trailer. Asking \$7500. Contact Ed at dankievit@aol.com 631-786-5456





Founded 1962
Incorporated 1983

The Catboat Association Member Registration

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

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

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

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

Membership Secretary, 78 River Street, South Yarmouth, MA 02664

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	

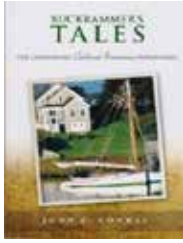
*Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** _____

Name
Address
City, State, Zip
Phone

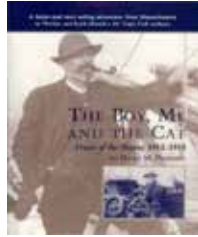
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? mary.crain@catboats.org; 508 758-8081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



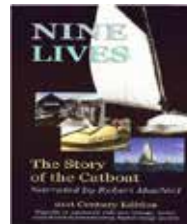
The Boy, Me and the Cat



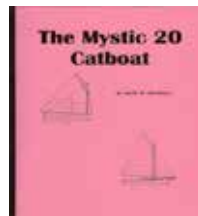
The Catboat and How to Sail Her



The Catboat Era in Newport



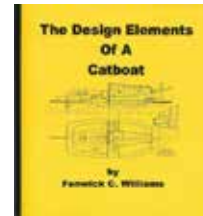
Nine Lives DVD



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! Send your images and ideas to photoarts.editor@catboats.org

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.

And don't toss that Bulletin!

The Bulletin is a great way to spread the word about the CBA. When you're finished with it, pass it on to a friend (maybe one who even has 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



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.

PADANARAM



BOATWORKS

Portsmouth, RI
info@padanaramboatworks.com
401.251.4280



ON THE BACK COVER

Painting by Tom Sieniewicz

The 1957 Concordia Beetle Cat, *Pequod*, in Broad Cove, Somes Sound, Maine, 2012

I remember, in order to get a better angle on my childhood sailboat moored in Broad Cove on Somes Sound, I waited for low tide and set up my easel and paints on the rocky shore. Many painters will tell you that when painting is at its best, you lose track of time. I remember suddenly wondering why my feet were getting wet. Even when my sneakers were soaking wet, I persisted—the painting was mostly done by the time the water was at my knees.

As a result, the painting was a little rushed and more impressionistic than my usual more careful work in oils. Painting boats at anchor has many challenges especially when they spin around. This may also be my excuse for why the curves of my *Pequod* are not exactly right in the picture.

I will just have to try again.

