

Catboat Association Bulletin



No. 192



Fall 2023

ON THE COVER

Start of the 2023 “Catboat Rally” in Beaufort, South Carolina

Photo by Bruce Harmer

Catboat Association

www.catboats.org



BULLETIN NO. 192

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THE CATBOAT ASSOCIATION BULLETIN

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.

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify Carolyn Pratt at the address above.

From the Editor:

A Sailor's Mindset

One aspect of seamanship I've noticed is an organizational mindset that becomes ingrained the more time we spend in the water. We learn the value of an uncluttered boat and an uncluttered mind. We learn to take care of things, that need to be taken care of and not leave them for the next guy. We do things simply because they need to be done, not because we want credit for it. We know that, often, things can't be just left to themselves. Boats live in an indifferent environment. The ocean doesn't care about you, but neither is it out to get you.

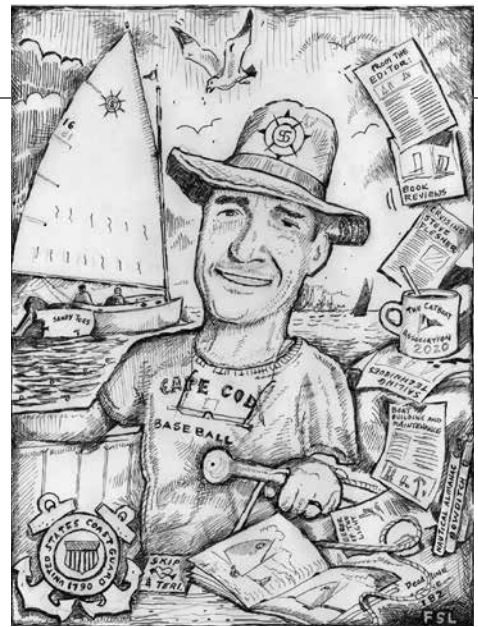
It's easy to take for granted the lessons boats, especially sailboats, teach us such as taking care of yourself, being organized, looking out for others, and keeping your cool.

Anyone who has spent any time on a boat knows first-hand what "gear adrift" means. You quickly find out how scrambled a cabin can become after a day of rocking and rolling in heavy seas if you leave your stuff unsecured below. The last thing you want is for the gear that has to be picked up to be yours. So, you learn to stow your gear right away.

You get in the habit of tidying up the cockpit after raising sail—coiling and belaying the halyards and the topping lift. Likewise, in short order, you stow the mooring lines and fenders, lest you be one of "those guys."

We do things the way they are supposed to be done. We look out for the crew. On the helm, when we make decisions, we inform others of our intentions. We use standard commands, e.g., when tacking, "Ready about, helm's (or hard) a lee."

We strive for economy of movement. We may struggle a bit early in the season, our movements



feeling inefficient and clumsy. But by the end of the season, we're much more comfortable moving from one task to another. Things that seemed to take forever at the beginning of the season, take much less time.

We learn to stay cool when things go wrong—there's no time to complain. The four P's of crises management come to mind: Pause, Process, Plan, and Proceed. Unless immediate action is required: Pause – don't panic, take a minute to size up the situation; Process – evaluate what happened; Plan – decide what needs to be done; and Proceed – take the necessary action to remedy the situation.

"A place for everything and everything in its place." Gear is stowed when not in use—so we can find things when we need them. At the end of a day's sailing, back on the mooring or in the slip, everything goes back where it belongs.

These are just a few of the things boats teach us; things that form, intentionally or not, a sailor's mindset.

Skip Stanley, *Editor*



Now Hear This:

The View from the Top

It's hard to believe that another sailing season in New England is winding down for all but the heartiest of our group. As we spend more time putting our boats away and preparing for winter projects and activities, it is always a great time to reflect on the fun and events of this past season. Personally, I wasn't able to spend as much time on my Sanderling as I'd like, but this is the direct impact of adding to the CBA member roles, one new catboat kid at a time. Joy and I welcomed our daughter Caroline in July, and while she is an absolute blessing, a newborn is not conducive to a sailing schedule.

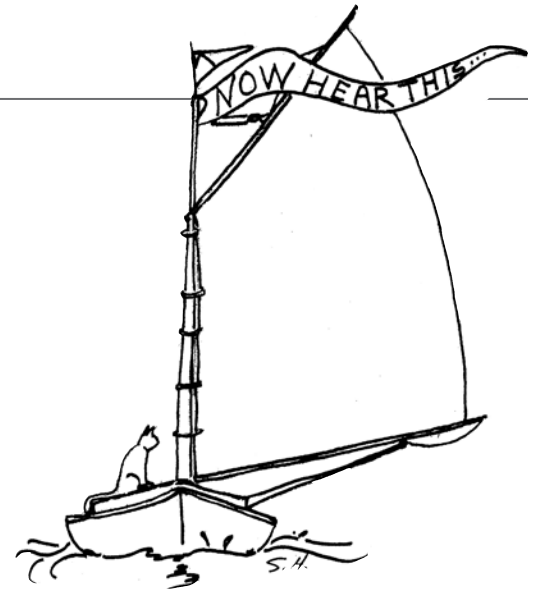
While Caroline has not been sailing yet on a catboat, she made a special appearance for the builder's plaque pinning ceremony aboard *Suspect* shortly after her birth. We were kindly hosted by the Catboat Preservation Group for the ceremony and able to crawl all over the boat and to see the efforts of that group to draw attention to the history of such a neat boat!

I hope everyone has had a great season, with memories made, and hopefully stories to share. I'd like to remind everyone that the CBA steering committee is hard at work preparing for the next annual meeting in Mystic. We already have a fantastic slate of seminars in the works and are looking forward to the Catboat Resource Show being the best yet. I hope to see many of you there.

Nate Titcomb, *Steering Committee Chair*

Annual Meeting 2024

The 62nd Annual Meeting will be held January 26-28 at the Mystic Marriott in Groton, Connecticut. As always, there will be a welcome/happy hour Friday evening. Saturday's agenda includes: the Catboat Resource Show, CBA publications and merchandise, six breakout seminars, and a luncheon with a keynote speaker (TBD when the Bulletin went to press). Please see the flyer online at <https://www.catboats.org> for a complete list of activities.



Photos Needed for the Annual Meeting Slide Show

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

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 also serves on the Steering Committee and manages the merchandise table at the Annual Meeting. For further details, please contact Nate Titcomb at nate.titcomb@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@boatus.com, or visit website: www.boatus.com/group/default.asp. Remember to ask about insurance too.



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Crossing Over The Bar



Ned Lund

It is with a heavy heart that we announce the unexpected passing of long-time member and Steering Committee member Ned Lund on June 1, 2023. He was eighty-five.

Ned was an avid and skilled sailor, earning many trophies over the years, cruising and racing around Buzzards Bay in several boats named *Red Squirrel*.

The first *Red Squirrel* was a Beetle Cat bought for Ned's sister Zoe, who was ten years older than Ned. She sailed it for several years. It was painted red because Ned's mother wanted to be able to see her daughter from the porch of the family's summer house. Apparently, red squirrels had gotten into the house over the previous winter and done some damage, so that seemed to be a fitting name.

Ned sailed in that boat from an early age, eventually taking it over and racing with the New Bedford Yacht Club when they had three fleets of Beetles in the weekend races.

The '54 hurricane Carol wrecked the first *Red Squirrel*, delivering most of the boat to the front yard—the transom remains mounted in the house as a memento, faithfully repainted a gleaming red every decade or so.

After that boat, the name was given to a Celebrity, a class of twenty-foot sloops that became popular for racing in many ports, but not in local waters. The name then went to a small open boat that Ned and Judy finished in Seattle, Washington, and trailered to sail in local waters there and in the San Juan Islands.

Soon after settling in South Dartmouth, Massachusetts the next *Red Squirrel* was their first Marshall catboat, an 18. The family cruised in it quite a bit, until they outgrew it—it didn't fit five big bodies well. Then came the Marshall 22, the *Red Squirrel* familiar to local CBA members. The family sailed her until Ned finally had to admit it was a lot to handle.



Red Squirrel

Ned was long-time member of the New Bedford Yacht Club, having joined in the early 1950's. He also enjoyed singing with the New Bedford Choral Society and the New Bedford Harbor Sea Chantey Chorus and was active as an officer in the First Unitarian Church of New Bedford. He lovingly worked to keep up the family cottage at Nonquitt and will be fondly remembered driving around town in his yellow convertible VW.

Ned was born in 1937 in Providence, Rhode Island to Edward Griffing Lund, Sr. and Lois Coffin Lund, and was raised on the campus of Providence Country Day School where his father was headmaster. He graduated from Harvard College in 1959 and Yale Medical School in 1963. He married his high school sweetheart Judith Navas in 1960. After serving in the Air Force, Ned settled in South Dartmouth and started his own medical practice, later forming Pediatric Associates of New Bedford, caring for multiple generations of children. His special interest was in helping disabled children and he served as Medical Director of the Schwartz Center.



Ned and Judy on board *Red Squirrel*.

Ned was predeceased by sisters Zoe Allen and Nancy Lund. He is survived by his wife, Judith (Navas) Lund, children Julie (Lund) Sharpless and her husband Ned, of Chapel Hill, North Carolina, Timothy E. Lund and his wife Sharon, of Needham, Massachusetts and Amy C. Lund, of South Dartmouth, Massachusetts. In addition, he leaves four grandchildren whom he adored, Meegs Lund, Will Sharpless, Erin Lund and Leigh Sharpless, his sister Dottie Sager of Palo Alto, California, and many nieces and nephews. He will be greatly missed by all who knew him.



Beats Going to the Mall

William Kornblum

My grandson, Theo, and three buddies celebrated the end of their first year in high school with a visit to our family home in Long Beach New York. The boys were eager to be off on their own.

The weather was beach-perfect. “Maybe we can go for a sail in the late afternoon, before dinner,” my son suggested. That afternoon we did see the boys for a moment. They grunted at us, then grabbed their bikes and headed for the boardwalk. A beamy catboat can’t compete with girls in bathing suits, I concluded. Theo’s dad, my son, Captain Noah, suggested we might go out on the boat the next morning after breakfast. Yes, I thought, the wind would be more favorable than anyway.

We keep the *Victor* five minutes from the house, in Island Park, New York, on the bay side of the barrier island. The wind off the ocean often gets heavier in the later afternoon, but there was a lovely ten-knot breeze when I awoke, ideal sailing conditions.

The boys were up and done with breakfast around eleven. My son and I talked about going sailing. There was some hesitation among the lads. Their host, my grandson, is a serious jazz musician but an ambivalent sailor. Two of his friends had no familiarity with sailboats and were politely indifferent. Jonas, the third friend, is a dingy sailor and wanted to go out, but he held back in deference to his peers.

Sizing up the situation, your author, the Commodore, decided not to pester or whine. The Captain, his son, shrugged. The boys took their bikes and headed for the beach. Later in the midafternoon, I heard a depressing rumor. It seemed that the boys had had enough of the beach and were lobbying my son, the Captain, to drive them to a famous shopping mall somewhere on their way home.

I went to the boat and sulked. I sat in cabin, at the galley, wondering why, at age 83, I was still trying to keep up a big wooden catboat. My cell phone rang. It was Noah. The boys wanted to go sailing after all. They would join me at the dock in a few minutes.

They all clambered aboard at about 4:30 p.m., on the longest day of the year, 2023. The wind had freshened to about fifteen knots with gusts over twenty. Knowing it might blow even harder while we were on the water, Noah and I put in two reefs, and we were off.

Out in the channel, the sail went up easily, especially since the throat needed only a few tugs on the halyard before the boom’s jaws were set on the mast’s copper sheathing. The peak halyard was a different story, but with more heaving and ho-ing, the gaff peaked-up easily. With the sail set, we shut down the engine and turned into the breeze.

The ending of this sailing pastoral is best told in a picture or three. The *Victor* is known to some old-time catboaters as one of the boats in on the 1962 formation of the Catboat Association. In the original *Catboats* by Stan Grayson (1984), there is this striking full page photo of her sailing downwind with two reefs off the coast of my native Queens, New York. That’s not the same sail we hoist nowadays. Captain Bert Prime gave me the *Victor*’s dacron sail,



Hull Bay 2014. *Victor*, 1916 26' Wilton Crosby Catboat, restored and refloated in 1998 by the late Michael Kortchmar and Tom Wells of Greenport and Southold, New York, with help from owners William and Noah Kornblum. Tom Wells did extensive restoration upgrading of spars, decks and steering gear in 2019-20. The John M. Leavens Catboat Association Collection also has extensive material about the *Victor*.

along with the boat itself, in 1989. It's still in good shape after more than fifty years of use (here's to sail maintenance and Sunbrella sail covers).

We tacked through the marshes near Peter's Clam Bar for another hour with the sun still more than three hours from setting. Theo seemed eager to take the wheel. It was, after all, his family's cherished catboat. He showed that he knew how to keep wind in the sail and the boat on course. His sailor friend Jonas was proud to take the sheet.

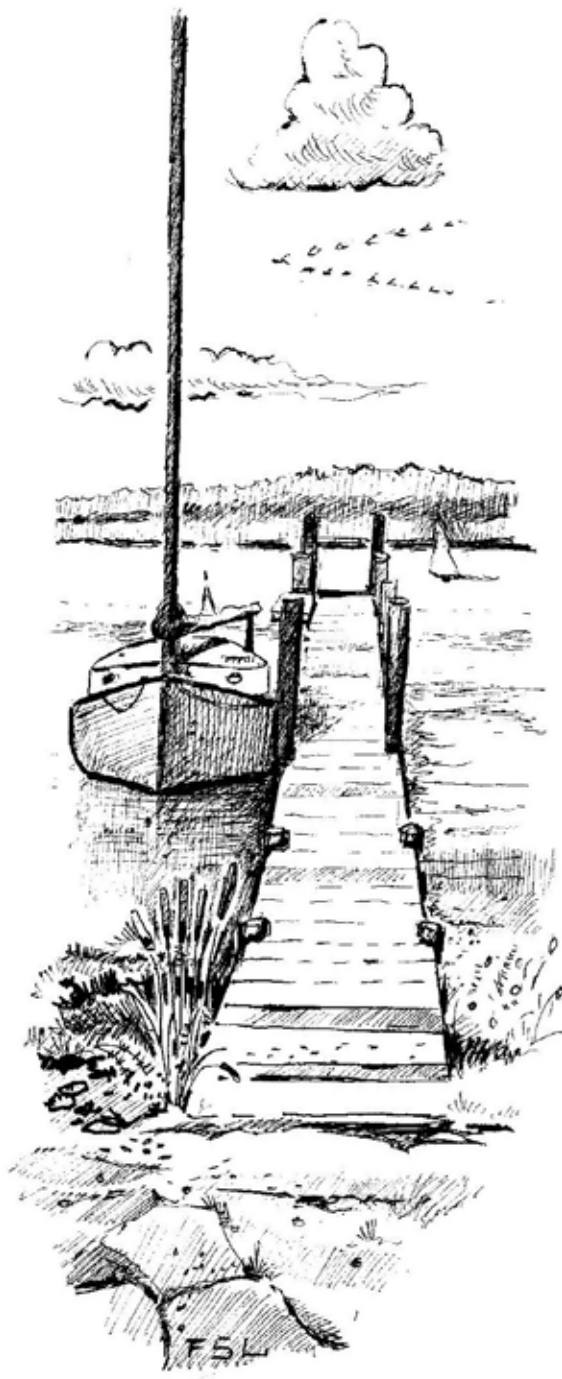
Too soon Noah needed to get his teenage crew on the road. I turned us into the wind and we dropped the sail. We were back at the dock and writing in the log before 6:30. All safe, all hungry. Given the choice, I would have stayed out longer with the birds and the cinematic sky. Who wouldn't have? But years of "historic" family sailing photos assure me that even a two-hour sail leaves indelible memories.



Victor off Fort Totten New York in the fifties. Photo by Foster C. Nostrand.



Sailing on the solstice. Victor reaching across Middle Bay, Island Park, New York, June 21, 2023. On board, left to right, are Sam Ryan, Vasu Jain, Theo Kornblum and Jonas Im.



Catboats Found

Ed Dankievitch

As some of you know I've been involved in the marine industry in one form or another since I was roughly sixteen and involved in boats since I was, I dare say, eight. Dad bought our first catboat not long after hurricane Bell in 1976 she still had mud on her sail when we brought her home. Spring and warm weather is something I look forward to each year, the craziness of getting boats ready and that first trip from the ramp to the summer slip. Boats don't like being stuck on land, they need to float and be free.

In my real job, getting three older vehicle and passenger ferries ready for another summer season is always a challenge. It's a job I take very seriously and enjoy. This year I was shooting for a third prefect season of no missed departures. Two years ago, my team ran a three-boat schedule with only two vessels with no missed departures. One of our vessels was stuck in the shipyard for five months during a major repowering project due to COVID supply-chain delays. I'm quite proud of the team I work with; they are a talented, unique bunch.

This spring started like any other. I spent my "free time" getting my own boats ready. Remember I own three catboats and a center console along with my family's three boats. I had just gotten my Hermann cat *Catherine* into the water and rigged for the season when I got a call that someone wanted to give her a new home. A deal was hammered out and I delivered her to her new owners. I had sailed her only twice this year. I'll miss her, she was a really fun project. But her new owners will give her the love she deserves.

Now down to two catboats, I finished prepping the America cat for the water and launched her. I was looking forward to sailing her and getting to know her better. I got out on her once before my world came to a crashing halt.

I had spent the week pushing hard trying to finish a large project in time for a 4th of July cruise. My team was stretched to their limits, and I was filling in wherever I could, a lot of physical labor is an understatement. We finished on time, and I was feeling sore but with a feeling of satisfaction that we were a week ahead of schedule with the project. It was now someone else's problem to stock up and make the party happen. And I had family in town, a

house full of cousins and daughters. The first family gathering of summer. My boats were gassed up and sails ready. Then it hit.

I woke up with a really, really bad headache. I don't get headaches. This one woke me up. Then I noticed I couldn't see on my left side. Not wanting to scare my wife or family, I sent them out. I made an excuse that I had something to finish and I would join them later at the boat for a dolphin cruise. The sea life here is quite abundant and the dolphins never disappoint.

I should not have driven, but I made it to the emergency room where I became a guest at the all-inclusive but not-so-fun resort. A bunch of tests and an ambulance ride to another hospital later and I was told that I wasn't having a stroke, but I did in fact have a brain tumor. Wait, did that doctor just say brain tumor! And that I need to have it removed? Like I said, my world came to a crashing halt. They were readying my head for an MRI scan, and I said to the tech why are you holding my head like that? They said they needed to scan my brain. I replied but my brain is in my butt! Okay, bad joke.

On July 7th I had my skull cut open and, with the use of a fancy melon baller, the tumor was removed. Non-cancerous. They got all of it. I don't recommend having someone you only met a few days before cut into your head to remove something pressing on your brain. At least go out for drinks first get to know the doctor.... This getting old stuff is not for sissies.

They told me that the first thing I said when I finally woke up was that I needed to fix something on a boat. I didn't have any issues remembering who I was, or who was who in the room. As the day progressed the one thought I kept in my mind was sailing. Any time I closed my eyes, I would dream I was onboard my boat.

There is something about sailing and, as you all know, it's nothing like driving a car. It's not fast but it requires your head to be a hundred percent in the boat. Boating might relax you, but sailing untangles your mind. My thoughts would wander from that old cat that dad and I had to the Beetle Cat, then on to the fifteen-foot cat *Anna*. I'm sure it was the drugs they were pumping into me, but I could smell and

taste the salt air, feel the wind on my face, the sound the sail makes as you tack, the water gurgling at the bow, the feel of the tiller trying to turn into the wind. These thoughts kept me going, wanting to recover and be human again.

My brother-in-law made sure I got out on the water as soon as I could walk down the dock and not trip or fall in. But his powerboat, while an escape, wasn't what I needed. I thank him for going above and beyond helping me get out of the house. Somehow, I felt almost normal on a boat. The meds they had me on made food taste terrible, salt wasn't salty, sugar not sweet. But being on the boat with the world moving in all directions felt normal.

I didn't get to raise my sail until the middle of August. My wife and I set out on a nice afternoon with almost perfect wind. I was free at last. The America proved she could sail and allowed me to untangle my mind. It was a short afternoon but, as far as I was concerned, it lasted forever. And something I had lived for.

Wait, I still have another catboat, *Grace* that 1964 Hermann cat, sitting in the driveway. My plan back in June was to splash her and sail her. Then bring her to the Spray Beach rendezvous. So much for a plan... *Grace* sat in the driveway getting covered with the soot from the Canadian forest fires. It was crazy how much soot made it down to the shore. I wasn't in any shape to clean her off until the end of August. Little by little, I was finally able to get her back in shape and on September 12th, she finally made it into the water.



Grace in her slip.

A bit of back story on *Grace*. As near as I can tell she is either the prototype or one of the very first hulls built by Ted Hermann. All the paperwork I have says she was built in 1964, only Hermann did not start selling boats until 1967. Her hull is very different from other Hermann cats I have seen. The quality of the glass work, the thickness of the glass layup, and the fit and finish of the hull parts all are much higher quality than I have seen on other boats. If you catch the reflection of her topsides just right, you can see lines from the hull planks used to build the plug the hull mold was taken off. Also, the amount of teak she has is way above what most other Hermann boats have. When I picked her up, I was told that her engine would not run. I found a cracked cylinder head. A new cylinder head later and her Yanmar engine sputtered to life.

The more I went through this boat, the more I found her to be in great shape. Under all that grime was a nice boat that needed to be loved again. After my adventure with un-stepping her mast, I decided to make a tabernacle. I found that the wall thickness of her mast was twice the thickness of the masts on both the America and *Catherine*—almost half an inch. It's heavy. But it can't be stepped without a crane. It's scary what can happen if you leave me alone with tools.

So back to her launch. I was happy she floated with no leaks. Her little engine lighted off with a puff of diesel smoke. It's about a mile and a half from the ramp to my slip. The wind was light, the tide flooding. Hmm...flood tide. The canal has a 2.4 knot current and by the bridge the current runs around 2.7 knots. Not a problem. I have about four hours of running time on the engine since I reassembled it. I let lines go and I was off. Making 4.5 knots until I hit the canal. I made it through the bridge with no issues and then she lost all power and died and would not restart. Not even a puff of smoke. To make matters worse my anchor rode was fouled. Fortunately, I was able to catch a channel day marker. No longer drifting, I called my brother-in-law for a tow to the slip. It's good to have family that owns boats nearby.

I spent the night going over the shop manual for the engine. Everything was pointing to the injection pump having gummed up and failed. The fuel I had pumped out of the tank looked clean, but who knows how old it was or what is in the tank. The next morning, with tools and a can of starting fluid in hand, I ran down to the boat. I figured that if it started on starting fluid then I had a fuel problem. A

shot in the intake and I hit the starter.... No start, not even a puff of smoke. That's not right so I removed the valve cover and there it was, staring me in the face. The stud that holds the rocker arm assembly down on the head had come loose. No valves, no run. I reinstalled the rockers on the shafts, tightened down the stud, and hit the starter. She rumbled to life.

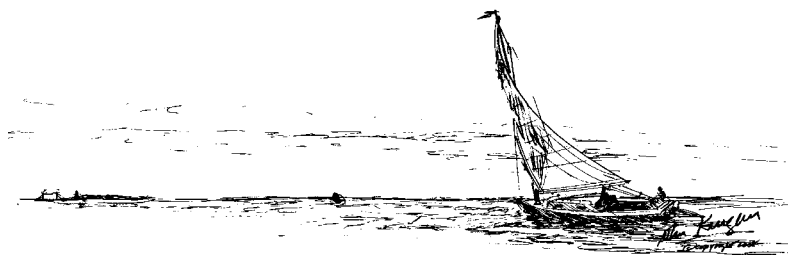
The rest of my day was uneventful. I had a neighbor give me a hand stepping the mast. I bent her sail on, let lines go and hoisted her sail for the first time in who knows how many years. I'm sure you all have felt that rush as the wind fills the sail for the first time. The boat takes a slight list and starts to move. Free to explore. You take up on the sheet and she leans a bit more the water starts to gurgle at the bow. She is alive.

With my health issues, this summer did not go as planned. *Grace* did not see the water until September. She missed attending the Spray Beach Catboat Rendezvous. One of my team members retired and I missed his send-off party (I later learned that he passed away a week later). Then, on September 1st, Jimmy Buffett passed away as well. While I never met him, I can't help feeling that I lost two brothers this summer. Life is short. Make the most of it any way you can. I'm still here and there are catboats that need to be saved and sailed. Sunsets to watch and sunrises to look forward to. As I tack through that one particular harbor, I can't help but think I'm a Son of a Sailor.

And I have much more to learn.



Grace underway.



Racing in Current

David Morrow

Growing up racing catboats, sloops and one-design sailboats on Barnegat Bay, then later on the waters of Long Island Sound, New England and Maine, I was taught to always pay attention to the current before and during a race. Back then, we used the *Eldridge Tide and Pilot Book*, tidal charts and our eyes. Barnegat Bay itself has little tide and therefore little current. Ocean races off of New Jersey were not affected by current either. It wasn't until a Block Island race, where we had to anchor leaving Long Island Sound to keep from being sucked back to Manhattan, that I appreciated how much water moves in different parts of the coast.

Playing the current is critical when racing, especially in light air. This was the case when I was racing on the Beaufort River in South Carolina, with a great group of sailors and their catboats, out of the Beaufort Yacht and Sailing Club. The breeze was light to non-existent at the start. Then, in the blink of an eye (or so it seemed), I found myself twenty-five yards behind the line when the starting gun sounded and drifting further back by the minute. I struggled to find enough wind pressure to at least stop heading in the wrong direction and get across the starting line.

It took me a solid fifteen minutes to get across the starting line! The fleet went to the far shore and I followed, slowly gaining, then falling back, then gaining again. Here are some of the tactics I used to keep moving forward. (I did almost anchor at one point!)

Keep your head out of the boat. Look for wind on the water and make certain what you are seeing on the water is breeze and not current. The water on the Beaufort River really moves; so much so, that several times I mistook the eddies I saw on the surface for breeze-indicating cats-paws. I can't begin to describe the frustration I felt working for ten to fifteen minutes to get to what I thought was wind, only to find what I saw were surface eddies.

Trust your ears. As we all approached the far shore, I noticed that the beach was scoured and the water was rushing by the gravel. The sound of the water moving across the gravel shoreline was loud enough that it convinced me the water was moving faster there than out in the middle of the river. I tacked out, found some pressure, and tacked to the weather mark.

Don't tack until you have forward motion. I know that sounds like common sense, but it's very easy to get discouraged and try and pump your way onto another tack. Ease the mainsheet, heel the boat to leeward and build up some speed. Then tack smoothly trimming the main across mid-line. Ease again to build speed and slowly trim as you bring the boat up on course. Slow and gentle movements are key. Try never to jostle the boat. Shaking the boat knocks the wind out of the sail and also ruins the sail shape.

Finally, look around. Moored boats are a great indicator of the direction of the tide/current. Water moving past buoys and pilings is easy to see as well. I've even used seaweed on lobster trap floats to confirm current direction and speed.

Keep in mind, once you have the current with you, your tactics change. For the downwind leg of the Beaufort Race, with current behind me, I do my best to stay in the maximum flow. This is where tide charts and apps help, as they show the speed of the current at different stages of the tide and locations along the course.

Remember, everybody on the course has to sail in the same water. It's up to you, the skipper, to minimize the negatives of current against you and maximize the advantage of having the current with



David Morrow, his wife Kim, daughter Anna, and grandson Hudson onboard *Anna*, their 1964 Marshall Sanderling, on Whitehall Bay outside of Annapolis. This was Hudson's first sail on *Anna*, making it five generations who have sailed on her, starting with his great-great grandfather. Hudson loved it and the Morrrows look forward to many more sailing adventures together.



Tabby Reborn

Skip Stanley

We are happy to report that, after almost two years, *Tabby*, the venerable Fenwick Williams designed cat owned by Phil Carling has been fully repaired and is back home again in Hingham, Massachusetts.

You may recall, *Tabby* was severely damaged in a nor'easter in October, 2021. For the full story, see Bulletin 187. During the storm, the rudder broke away and the entire transom was torn off as the quadrant was pulled through it, taking with it the upper gudgeon. (The rudder and quadrant were later recovered from the harbor bottom.) The port side was holed from stem to midships. To repair the damage to that side of the hull it was necessary to replace the stem fore-foot, the mast step knee, and part of the keel.

The extensive repairs were made by Dave Peterson at Wooden Tangent Boatworks in Mattapoisett, Massachusetts. Dave and his associate Oliver Smith, both highly skilled boatwrights, only repair and save old boats.

During the repair, Phil decided to replace *Tabby's* severely damaged Yanmar diesel with an Elco electric motor. He was fortunate to have his grandson, Dane McGrath, an electrician, design and build the electrical system. Phil reports that it's working beautifully.

Phil got *Tabby* back into the water in July and got in a little sailing before pulling her out in September when tropical storm Lee approached New England. Phil saw no point in taking any chances!



Repairs underway.



Tabby back home.



The Catboat, etching by Edward Hopper, 1922



Down on Dee Bay Hon!

Steve Flesner

Where did the summer go...? Must have headed South! The Chesapeake cats had an active season kicking off with the West River Classic in May followed by Prospect Bay Race and Rendezvous in June and back to Oxford in August for the Oxford Parade...thirteen boats and twenty-two catboaters! Later in August they spent a weekend "Sailing with *Pride*."

As I compose this note, on September 18, they are in the third day of the eight-day Long Cruise, Baltimore bound. If you followed their trail of

floating rum bottles you would see that they bounce back and forth across the Bay from all around dee Bay Hon!

CCBA membership is in the seventies and has attracted those who like to race and those who just like catin' around and cruising! Lest I forget, crabbing has been pretty good this year after a slow start, so you won't hear us complaining unless you come down and expect crab cakes at an event, without having first spent the time pickin'!



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Boat Building and Maintenance

Eric Peterson, Editor

Making Dovetail Drawers

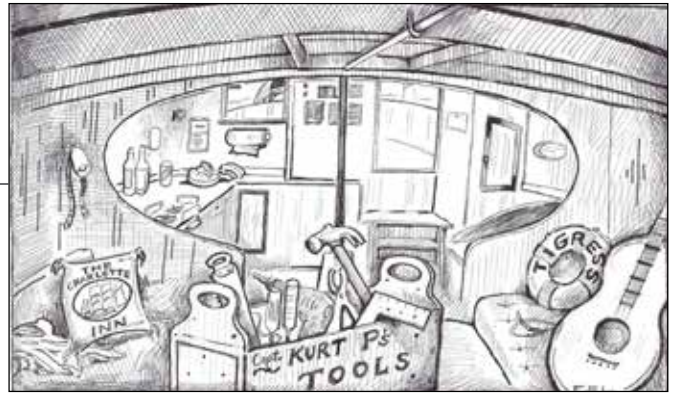
Bob Campbell

I have always admired the craftsmanship of dovetail drawers. No screws or nails are used. Instead, the wood is joined with interlocking, triangular shaped cuts. The plastic drawers on *Whisper*, my Marshall 22, were starting to come apart after almost 30 years of use. I thought it would be elegant to replace all seven of them with new dovetail drawers.

This style of wood joinery has been around since the time of the ancient Egyptians. Today, dovetail joinery is still created by hand using drafting tools, coping saw, mallet, and chisel. And jigs with comb templates and electric routers are making the job easy enough for someone like me.



Figure 1. Rabbeted half-blind and half blind drawers. The dark sapele wood is the front pinboard, the white poplar, the tailboard.



Rabbeted Half-Blind vs. Half-Blind Drawers

There are two types of dovetail drawers: rabbeted half-blind and half-blind. The difference between the two is that the face of a rabbeted half-blind has a lip on all four sides, and the half blind does not. I would be making rabbeted half-blind drawers for *Whisper* because the old plastic drawers had wooden fronts with lips.

In figure 1 the dark dovetails are the pins. Notice the dark wood at the top and bottom of the right drawer and the bottom of the left drawer end in half pins.

Pinboards and Tailboards

I pictured the parts of the drawer in my mind. In the terms of dovetail joinery, the front and back pieces of the drawer are called pinboards. Pinboards have dovetail channels cut into the left and right edges. Think of them as the female parts of the drawer. In the picture, the front pinboard is on the left.

The two sides of the drawer are called the tailboards. Tailboards have what appear to be bird



Figure 2. The pinboard and tailboard of the prototype drawer made from poplar.

tails cut into their ends. Think of them as the male parts of the drawer. Assembly takes place when the tails of the tailboards are slipped into the channels (pins) on the pinboards. The bottom, not shown, would be 1/4-inch marine plywood.

The Dovetail Jig

To ensure the drawers would fit the existing openings, I would need a dovetail jig with an adjustable comb, a wide-angle dovetail bit for shallow cuts, and a way to handle the rabbeted drawer fronts. I chose to go with a “Super 12 Dovetail Jig” made by the Leigh Tool Company of Port Coquitlam, British Columbia, Canada (\$400). I also opted for the accessory kit with additional bits and a router support bar with a vacuum attachment. (Cutting dovetails makes a blizzard of wood chips. A vacuum keeps the flying dust off my clothes and out of the house.)

Making the Prototype

I made a prototype to get the measurements, the technique, and the process right. I began with a practice piece of 3/4-inch poplar (seen in the figure 2), cut to the length and width of the existing drawer front. This would become the front pinboard. I used a 3/8-inch round-over router bit to round all four edges of the drawer front before making the rabbet cut. Then I cut the 3/8-inch wide by 3/8-inch thick rabbet into the bottom and side edges of the front piece. I cut a 3/4-inch rabbet into the top edge so the face of the drawer would cover the drawer opening in the boat, just like the original drawer. This left a 3/8-inch high “plateau” in the middle of the board for the dovetail channels. Because the plateau is only 3/8-inch high, the dovetail bit could not cut deeper than 3/8-inch without biting into the lip of the drawer.

The Leigh instruction booklet has a bit selection chart (figure 3) for half-blind dovetails. Because the depth of cut was limited to 3/8-inch, I had to use the 128-8 dovetail bit.

The simplicity of creating half-blind dovetails (rabbeted or not) is that only one bit is required. In this case, the 128-8 bit is adjusted in the router to cut 3/8-inch deep into the wood. The depth of cut can be changed by a few thousandths of an inch. When I began, the tail was loose in the pin channel. I unplugged my router, turned it upside down, and adjusted the tip of the bit away from the base of the router. Then I cut two fresh pieces of scrap wood and the fit was tighter. To remember this, I thought,

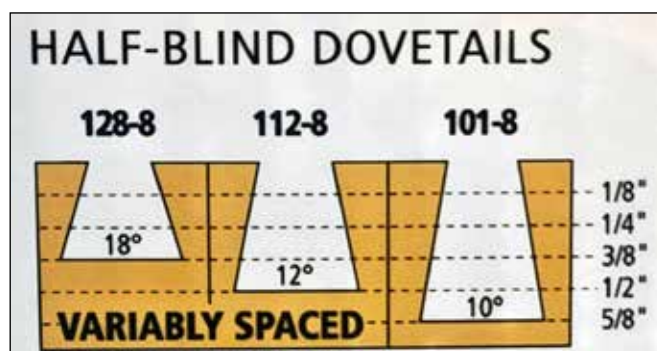


Figure 3. Leigh Half-blind dovetail bit table.

“heighten to tighten” and “lower to loosen.” Once the correct cut-depth is determined, the bit never has to be adjusted again. All the tailboard and pinboard cuts are made with the same bit adjustment.



Figure 4. Adjustable Fingers Form the Comb on the Leigh Super 12 Dovetail Jig. They Can Be Adjusted into Symmetrical Patterns

The Leigh jig has adjustable fingers in the comb. The fingers can be moved sideways so that boards of any width always end on a half pin. In figure 4 above, the fingers are arranged in a symmetrical pattern on the left and right side of the jig. I used the fingers on the left side of the jig to cut all the tailboards and the back pinboard, but the face pinboard was different. It had a 3/8-inch rabbeted edge on the bottom and sides, but a 3/4-inch rabbeted edge on the top.

I set the comb to half-blind tailboard mode as seen in figure 5. Then I cut the tails with the scale set to 1/2-inch because the tailboards are 1/2-inch thick. As shown in the photo, the tailboard is clamped into the front of the jig and pressed against the left front side stop. A scrap board (not shown in the picture) is clamped horizontally behind it. The scrap board must have square corners and be pressed against the top



Figure 5. Cutting the vertically-clamped tailboards (drawer sides).

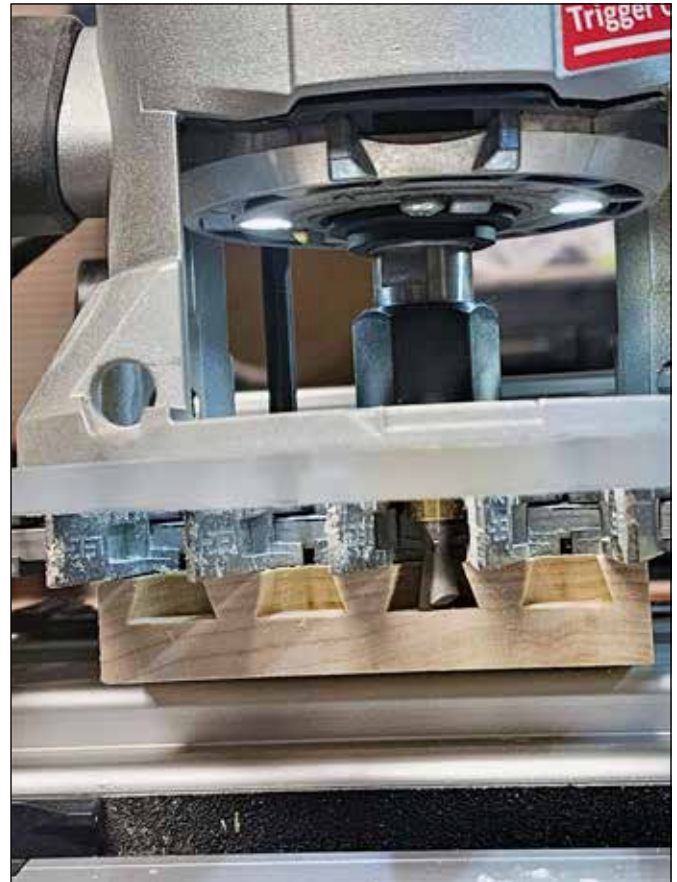


Figure 6. Cutting the horizontally-clamped pinboards (drawer back and front).

left side stop. It's then moved forward to press firmly against the tailboard. The left edges of the scrap board and tailboard must meet at a 90-degree angle and be perfectly aligned. The metal fingers of the comb must rest on the top of the tailboard with no gap in between. I had some difficulty with tails that didn't fit because I did not follow all of these steps. Another benefit of the scrap board is that it prevents the router bit from tearing wood out of the tailboard.

After the tailboards were cut, I flipped the comb to the half-blind pinboard mode and set the scale at 1/2-inch because the channels in the pinboards needed to be 1/2-inch deep to accept the tails on the 1/2-inch thick tailboard (figure 6).

Then I raised the comb and slid the back pinboard (which does not have rabbeted edges) under the fingers, and lowered the comb to press firmly on top of it. I again placed a piece of scrap board in the clamps where the tailboard had been (not shown in the picture because it would have blocked the view of the channels) and moved the pinboard forward until the two boards touched. I was careful to line both boards up with the side stops and made sure their left edges were straight. The two boards must meet at a 90-degree angle or the channels in the pinboard will be crooked.

I made a test cut in the pinboard and fitted it to the tails in a tailboard that I had just cut, adjusting the comb till the I had a perfect fit. When the drawer is assembled, the sides must be flush with the front and back. If they are not even, sand them flat.

I learned that when making half-blind drawers, tailboards are always clamped and cut vertically on the front of the jig. Pinboards are always clamped and cut horizontally on the top of the jig. Scrap boards are always used to insure perfect 90-degree alignment and to prevent the wood from splintering. The fingers of the metal comb must always rest on top of the wood being cut.

Cutting the front pinboard with rabbeted edges is a little different from cutting the back pinboard (which does not have rabbeted edges). The Leigh dovetail jig is designed with pinboard side stops on the top clamping deck that accept a 3/8-inch rabbeted edge. For this reason, I had to cut a 3/8-inch rabbet into a front scrap board (seen in figure 7 as white poplar wood) to accommodate the 3/8-inch rabbeted lip of the front pinboard (seen in the picture as the dark sapele wood). This cutout acted as a spacer.



Figure 7. A rabbeted half-blind pinboard with a rabbeted scrap board in front of it.

In figure 7 you see when the rabbet is cut into the white poplar, the drawer lip of dark sapele pinboard slides forward and nests in the notch of the scrap board. This moves the pinboard 3/8-inch further forward, compensates for the 3/8-inch rabbeted drawer lip, and puts the plateau directly under the comb where the channels will be cut. In effect, the white poplar board in figure 7 acts like a spacer.

If the pinboard had had 3/8-inch lips on all four sides, I could have cut the opposite side of the face board on the left side of the jig in the same way. But because the top lip was 3/4-inch, I had to think of something else. Then it came to me. If I rotated the pinboard 180 degrees, the 3/8-inch bottom lip would face the side stop on the right side of the jig. The fingers on the right side of the jig were arranged in the same pattern as the fingers on the left side. All I had to do was to move the notched poplar board into the front right side of the jig, slide the face pinboard forward until it nestled into the 3/8-inch notch, then make sure that both boards were pushed against their stops and aligned. It worked!

Testing the Prototype

I assembled a test drawer (figure 8).



Figure 8. The assembled test drawer.

And took a trip to *Whisper* to see how the drawer would fit into the openings, figure 9.



Figure 9. Fitting the test drawer to the openings on the boat.



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Each time I fitted the test drawer, I traced an outline of the drawer front. The pencil outlines showed how the drawers would look when they were installed. If necessary, I could change the size of the drawer front to fit the space around each opening. The drawer front in the picture was too tall.

Production

Once I was satisfied with the test drawer, I began production (including extra pieces in case I made a mistake). Then I:

- Cut out the drawer fronts. Drilled a 1 1/4-inch finger hole in the middle of each drawer. Used a 3/8-inch round-over router bit to smooth the finger hole and drawer edges. Then rabbeted the edges.
- Cut the drawer backs.
- Cut the drawer sides.
- Cut the plywood drawer bottoms from 1/4-inch marine plywood.
- Routed dovetails in the tailboards (drawer sides).
- Routed dovetails in the pinboards (drawer backs and fronts).
- Routed a 5/16-inch channel for the drawer bottoms in all the parts.
- Dry fit all the drawers. Then disassembled them, marking the parts of each drawer for assembly later.
- Sanded all the parts.

Assembly

Dovetail-joined corners will be close to square when assembled; however, to be sure each drawer would be perfectly square, I made a rectangular plug

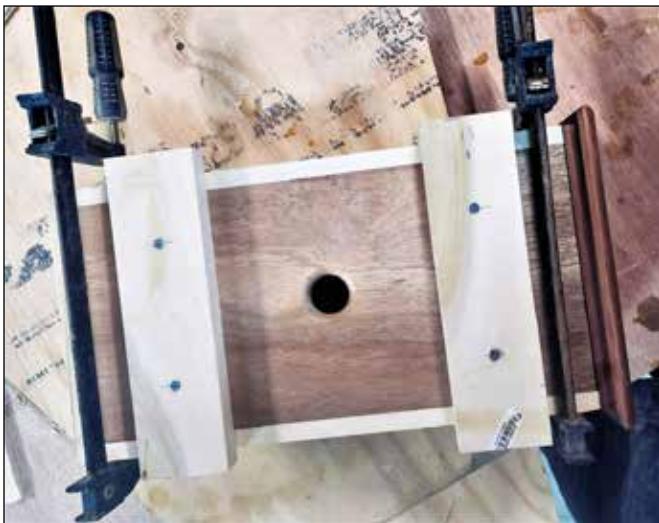


Figure 10. The rectangular plug from scrap wood, fit it inside the drawer, to ensure it was perfect rectangle.

the same length and width as the inside of each assembled drawer (adding a finger hole so I could pull it out). I screwed a few pieces of scrap wood to the top of the plug to keep it from falling into the drawer during assembly (figure 10).

To keep the glue from sticking to the plug, put wax paper on it. I then applied glue to the joints of one drawer and loosely assembled it. Then I tapped the joints together with a mallet and clamped the ends of the drawer. After checking its squareness, put it aside. Then I repeated the process for the other two drawers. After the glue dried, I sanded and varnished the drawers. Then I installed the hardware and fit the drawers into the boat (figure 11).

I must admit, I'm pretty happy with the result.



Figure 11. The finished drawers in place on *Whisper*.



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

The Catboat Preservation Group (www.CBPG.org) is on a mission to locate historic catboats and find ways to place them back under sail. This will provide individuals with the opportunity to experience firsthand the thrill of serving as passengers or crew in the remarkable Golden Age of catboats (1890-1929).

Our flagship, the 1892 D-Class racing catboat *Suspect* (*Marvel/Elaine*) successfully hit the water this year and underwent extensive sea trials. In a ceremony covered by a number of news organizations, Andy Crosby, the great, great grandson of *Suspect*'s builder, Herbert F. Crosby, affixed a reproduction of the



Andy Crosby installing a builder's medallion on *Marvel/Suspect*.



Andy Crosby and CBA President Nate Titcomb.

boat's builder's medallion to the olde girl.) with CBA President, Nate Titcomb presiding.

We will post a full report in the next CBA Bulletin. She surprised us in many, mostly positive, ways including her ability to achieve 7.1 speed over ground (SOG) in winds between fifteen and seventeen knots during a dead slack current. We look forward to a full racing season for her during next year's rendezvous.

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 will be tax deductible.

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@CBPG.org. The success of this new venture clearly depends on the interest and support of all who love these remarkable, historic boats.*

— John E. Conway, President

Save This Cat

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 i.e., she could be a one-of-a-kind prototype (fiberglass or wood), the last of a design or, for example, a boat raced or fished or chartered during the Golden Age of the catboat.

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. *Victor* represents our latest discovery. For an expanded history and information regarding each boat contact us as above or at www.CBPGGroup.org.

Victor

A rare Wilton Crosby 1916 Cruising catboat
26' x 12.5' x 2.5'



Victor 2023.

Victor is a Wilton Crosby, cyprus on oak, cruising catboat fully restored and refloated in 1998 by the late Michael Kortchmar and Tom Wells of Greenport and Southold, New York, with help from



Victor's interior.

owners William and Noah Kornblum. Tom Wells did extensive restoration upgrading of spars, decks and steering gear in 2019-20.

The John M. Leavens Catboat Association Collection has material about *Victor*. She was one of the boats in the original Catboat Association fleet. Only about fifteen percent of the original wood remains in the restored vessel. She was once a party fishing boat and is now a family cruiser. *Victor* is powered by a three-cylinder Luger Northern Lights diesel (about 1500 hours). She has a fully equipped cabin with standing headroom (a rarity for a catboat), and can comfortably accommodate four adults .

While comfortable in her present condition, *Victor* is a case of a wooden cat seeking a future. The boat is in the water in New York and ready to sail away. However, her upkeep requires energy and commitment and funds that vary as a function of time and skill. The CBPG and her current owner, Bill Kornblum, seek to move *Victor* toward her next chapter. She is an exceptional boat—in excellent condition—ready to make her next custodian/guardian a very happy catboater.

Mom Cat

Modified Crosby style cat boat, built in 1960 by Gordon Tucker.
20' x 8'10" x 2' board up, 3.5' board down

Owned by Doris Johnson for many years, and featured in Stan Gayson's book *Catboats*, she has mahogany planking on white oak frames, bronze fastenings; stripped planked deck; plumb stem of white oak, transom mahogany. Rack and pinion wheel steering. The cabin has two bunks, cooking flat, and head. Gas Redwing engine, maintained by Long Point Marine for many years. The mast has mast hoops, gaff and boom; Dacron sail, and three strand spun dacron rigging, sail cover, and many extras. Located in Kingston, Massachusetts.

Contact Peter Arenstam, peterarenstam@mac.com for more information.



Mom Cat



Mom Cat

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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)

Racing and Rendezvous

Steve Flesner, Editor

Catboats Compete in Foggy Vineyard Cup

Jeffrey Lott

Three local boats entered the catboat division of the 2023 Vineyard Cup on July 8: *Julia Lee*, a 21'5" island-built cat skippered by Woody Bowman; *Moon Shadow*, a 1985 Marshall 18 skippered by Jeff Lott; and *Alice*, a 20' Bolger design cat-yawl (carrying only its red mainsail) skippered by Skip Richheimer.

The day was sunny—until it was not—with a light easterly at the starting line on the west side of Vineyard Haven Harbor. The first mark was upwind, G “23” off the East Chop lighthouse, and the tiny fleet took two divergent courses. *Julia Lee* and *Alice* chose a long starboard tack off West Chop, while *Moon Shadow* elected to stay closer to the Chops, short-tacking to the east.

As a thick blanket of fog marched across Vineyard Sound toward the island, *Moon Shadow*'s crew struggled to keep track of the two other boats. For several minutes, the competitors were invisible to each other. Yet as the Marshall 18 approached G “23” from the southwest, *Julia Lee* emerged from the northeast, with *Alice* a few hundred yards behind her.

Julia Lee rounded G “23” first and all three skippers were surprised to hear a nearby committee boat sound a horn. We discovered the course had been shortened due to the fog. The next two legs would have crossed the ferry channels twice, with visibility often less than a quarter mile. *Moon Shadow* got a second-place horn exactly one minute behind *Julia Lee*, and *Alice* crossed the new finish line shortly thereafter.



The event marked the return of catboat racing to Vineyard Haven, four years after the suspension of the popular Vineyard Haven Rendezvous. The Vineyard Cup—which hosts six classes of boats from Herreshoff 12's to topsail schooners—is sponsored by SailMV, a non-profit dedicated to perpetuating the island's maritime heritage through sailing instruction for children and youth, support of the high-school sailing team, environmental education, and maritime studies.



Charles “Woody” Bowman, skipper of *Julia Lee* (left) with Jeff Lott, skipper of *Moon Shadow*. Photo by Susan Bowman.



5th Annual Cheshire Cat Catboat Gathering

John Pappalardo

The conditions at the Spofford Yacht Club's 5th Annual Cheshire Cat Catboat Gathering were simply perfect. After a disappointing postponement of the race, originally scheduled for Saturday, September 9th, due to weather, the rescheduled race, on Wednesday, September 20th, proved to be nothing short of spectacular. Under blue skies and great wind conditions, three races were held following a triangular course. The fleet was divided into three groups: Arey's Pond Performance Cats, Arey's Pond 14's and Pleasant Bay Classic 14's. The races were exciting and competitive with boats changing positions several times with some very close finishes.

The Spofford Yacht Club has a small group of very enthusiastic catboat owners who regularly participate in the annual Arey's Pond Catboat Gathering held on Pleasant Bay on Cape Cod. The Cheshire Cat Gathering held on Spofford Lake is replete with references to Lewis Carroll's *Alice in Wonderland*, with an emphasis on fun and frivolity, as well as a competitive but playful race around our beautiful lake in southwest New Hampshire. It is an ideal setting for cats competing in the 14-foot class.

The gathering culminated with an awards ceremony and a down home dinner of barbecued pulled pork, coleslaw, lots of race banter, stories, singing and good cheer.

RESULTS

	Arey's Pond 14's Class	Pleasant Bay Compass Classic 14's Class	Arey's Pond Performance Class
1st	Bob Lupien, <i>Catch Me</i>	Bill Watson, <i>Tenacity</i>	Tony Davis XFC14
2nd	Peter Rooney, <i>Breezy</i>	John Pappalardo, <i>Pisces</i>	
3rd	Joe Calabro, <i>Cat Napping</i>	Brian Petrovich, <i>Jolly Mon</i>	



Tonging For Oysters, a catboat at work, New York Bay- mid 1800s. Photographer unknown.

The Catboat Rally 2023 – The Carolina Lowcountry

Woody Norwood

The storied and historic Carolina Lowcountry runs southwest along the Atlantic coast between Charleston and Savannah. With its highest land elevations around thirty feet, the Intracoastal Waterway (ICW) meanders through broad tidal rivers and sounds just inside numerous barrier islands. The seemingly endless marshes, teeming with sea life, account for over a quarter of all marshes on the entire Atlantic coast. This is the setting for The Catboat Rally, held every spring in late April or early May, starting and ending in Beaufort, South Carolina.

Sailing down here can be good any time of the year, but the consistently best time is mid-April to mid-May. It is not a coincidence that the Masters Golf Championship in Augusta and Charleston Race Week occur in this four-week period. After the winter chill and the heavy March winds, the scent of Confederate Jasmin fills the air, Azaleas open to full bloom, and the marsh grass changes color from gold to bright green. Daily temperatures are in the low eighties. Winds are typically mild and from varying directions in April, becoming predominantly from the south and east in May.

The Catboat Rally (or “The Rally”) began in 2006 as The Classic Boat Rally, but, as catboats become more popular in The Lowcountry, the name of the event was changed, and only catboats were allowed to participate.

The Rally’s dominant features are four-fold:

- Camaraderie: The fleet is small enough, and with the dinners together, we get to know each other and the participating boats.
- Adventure: We sail long distances in the ICW with tidal currents and shoals, traveling twenty miles a day from island to island. This is not “around-the-cans” sailing; it takes all-day focus for three days.
- Competition: Yep, while we have fun, the competition is top-notch. Peter Kellogg and Henry Colie (New Jersey), David Morrow (Annapolis), Drew Staniar and Tony Davis (Cape Cod), and Gary Jobson (Newport) have all participated in The Rally.

- Learning: We talk and show. We learn from this experience. We deal with issues of weather, tides and piloting in big water. We listen and watch. And, we all want to do it again.

In early May 2023, The Rally started with cruising informally from Beaufort to Savannah, about forty-two nautical miles that can be done in a long day with the help of the motor. For a more relaxed and rewarding experience, some did the cruise in two days (Tuesday and Wednesday) either anchoring overnight or stopping at a club or marina. We all gathered at Savannah Yacht Club, core to the 1996 Sailing Olympics, Wednesday evening for a wonderful buffet dinner and discussion of the coming sailing in The Rally.



Sunset in Savannah

Thursday, we raced from Savannah to Hilton Head Island, in two successive races, finishing the twenty-two nautical miles at Windmill Harbour—one of the few harbors along the Atlantic coast that is above sea level. We entered the harbor via a lock and motor to the border dock in front of the elegant South Carolina Yacht Club where we tied up, rafting two to three deep. The “Concours d’Elégance” judging followed before cocktails and a sit-down dinner in the club (blazer/sport-coats required). Our speaker was John Rumsey, the legendary big-boat long-distance sailor who lives on Hilton Head Island. We “Ubered” to motels for the night.



The Windmill Harbour lock



South Carolina Yacht Club



John Rumsey

On Friday we raced the twenty miles to Beaufort in two successive ten-mile legs. Reaching Beaufort Yacht and Sailing Club the sailors and families partied together on the dock, swapping stories of the day and posing for group photos.



The participants (left to right): Bridgett Dickson, Henry Roe, John Todd, Doug Zemp, Frank Pontious, unidentified, David Ebersbacher, Woody Norwood, Kip Williams, Mark Dancer, Stuart Taylor, unidentified, and Read Clarke.

Saturday featured some tight racing on the ICW near BYSC.



Photo by Bruce Harmer

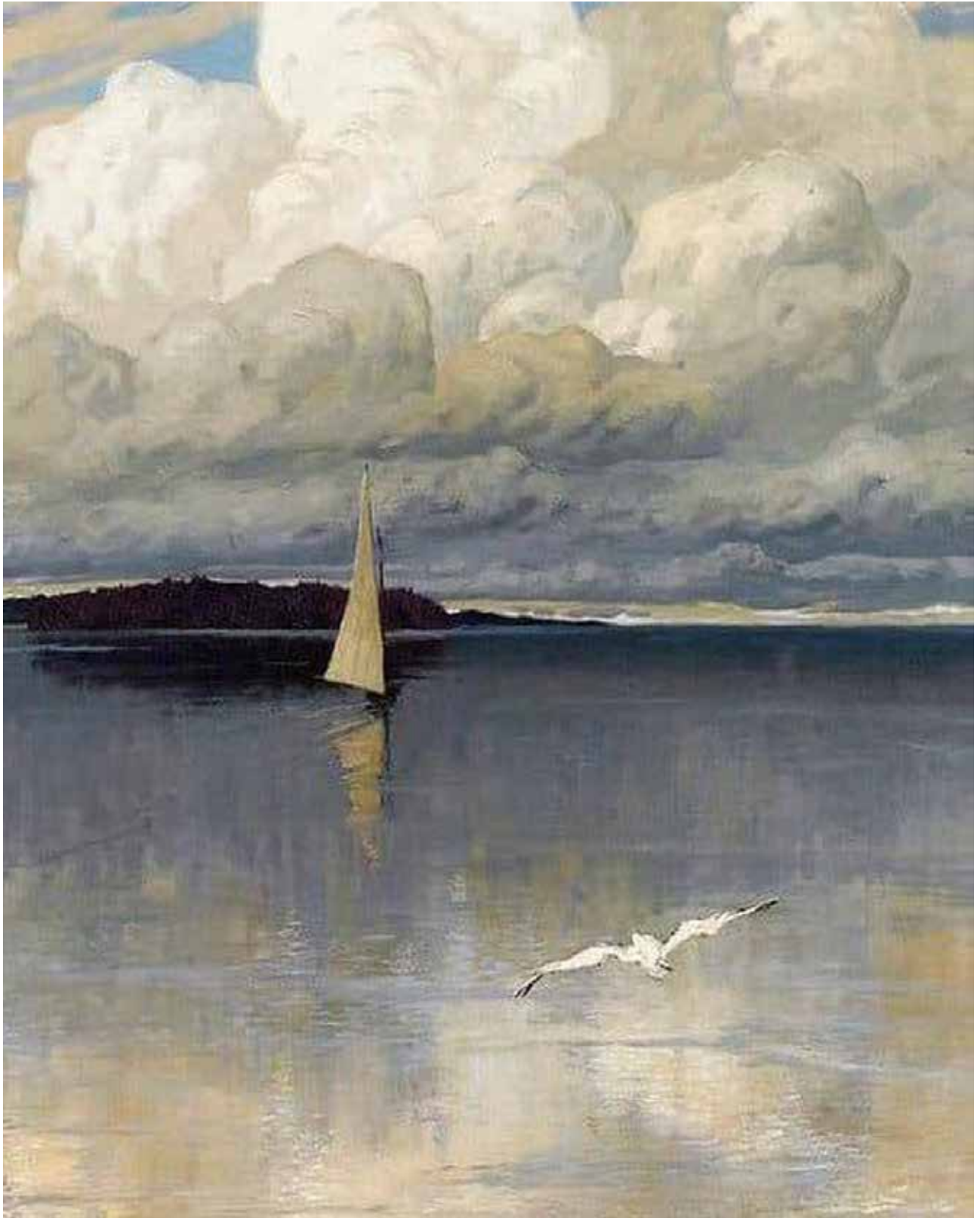


Photo by Bruce Harmer

(Continued on page 32)



“Groundswell” by Edward Hopper, 1939



"Calm Waters" by Vladimir Fedorovich, 1910

(Continued from page 29)



Photo by Bruce Harmer

These final races were followed by the Awards dinner at BYSC. The overall winning team was Tony Davis and Bridgett Dickson from South Orleans, Massachusetts, sailing Tony's Areys Pond latest design, the incredibly fast XFC22. Tony commented that he knew of no better place to test the speed of a boat and team in a variety of conditions than in the three days of The Catboat Rally. In addition to the plaque for his team performance, Tony's name was added to the perpetual trophy for The Rally, a hand-made model of a catboat built and donated by Atlanta sailor, Bill Tumlin.

The Catboat Rally in 2024 will be held April 25-27. The Notice of Race will be posted in December. Contact Woody Norwood, Chairman, at snorwood3@me.com

Place	Skipper	Boat
1	Tony Davis	Areys Pond XFC 22
2	Mark Dancer	Sanderling
3	Kip Williams	Sanderling Y
4	Frank Pontious	Sanderling #673
5	Doug Zemp	Sanderling #662
6	Woody Norwood	Sandpiper #650
7	Read Clark	Sanderling #282
8	Henry Roe	Sanderling #254
9	David Eberspacher	Sandpiper #605



Woody Norwood presents the First Place Overall Award to Tony Davis and Bridgett Dickson.

Other Awards:

Top Sanderling:

Mark Dancer, Traverse City, Michigan

Most Bristol:

Woody Norwood's Sandpiper #650 *Celadon*



Prospect Bay Race & Rendezvous 2023

Butch Miller

Sunday, June 10 was one of those days that a catboat sailor lives for. The west to southwest, 8-12 knot breeze, mellow seas, and a bright 72 degrees were a delight.

Five boats came out to vie for the Lyons Rum; *Patriot* (Marshall 18, Phil Livingston), *Pip Squeek* (Menger 19, Digger Vermont and Josie Smith), *Lark* (Americat 22, Butch Miller and Fred Sherriff), *Tigger* (Menger 19, Jersey Frank and Linda Newton) and *Leighway* (Menger 19, Bob Leigh).

The course was the usual round the islands, Parsons and Bodkin. While Parsons remains much the same, Bodkin has, over the last twenty years, worn from a half-acre with two trees and a lump of bird crap to what is now a ring of metal sheeting just visible above the water. Thus, it is hard to see from the over two-mile stretch from Parsons.

The race is cross-country style with only two rules: an upwind start and the requirement to go around both islands. A track of either clockwise or anticlockwise is captain's choice and a figure eight is also okay. Skippers must take into account wind, current, depth and topography like any buoy race but more so. The start is placed between the islands to give no advantage to either clockers or anticlockers.

After the gun, *Patriot* and the Mengers headed left towards Bodkin, Team *Lark* went right which resulted in the fleet scattered miles apart in three differently named bodies of water. The group heading toward

Bodkin split at the island with *Patriot* choosing a counter route and the Mengers (sticking together, in a race of their own) choosing a clockwise route. This made the outcome impossible to figure out until the final turns toward the finish. No figure eights were involved.

Line honors went to Team *Lark* with *Patriot* next then the Menger fleet, *Leighway* followed by *Tigger* ahead of *Pip Squeek*. But what a handicap giveth, a handicap taketh away. After it was applied the standings were *Lark*, *Leighway*, *Tigger*, *Pip Squeek* then *Patriot*.

Following the race, the crews met at Fisherman's Inn for lunch and the awards celebration. As Jersey Frank speaks fluent restaurant, he offered and arranged for a great corner table off to the side where we wouldn't be a disturbance owing to the round of Manhattans on Fred. Thanks guys. Trophies were presented, albeit not the proper trophies of Lyon's Rum. The engraver let me down and didn't get the job of changing the date on the bottles from 2022 to 2023 (left over from last year's no-race blowout). So, the ribbons left over from Whitehall were altered and presented instead. The winners, although disappointed, graciously accepted the recycled ribbons with expectations of the real thing in the near future.

It was one of the best days ever.



2023 Oxford Catboat Parade

Phil Livingston

The Oxford Catboat Parade for 2023 was a resounding success...but it didn't start out that way!

On Monday before the event, the forecast was for doom and gloom with 98 percent chance of rain. I was beginning to think it might be a repeat of two years ago. But, as the week went on, the chance of rain became less and less. By Thursday, the forecast was for fog, rain and good wind for Friday followed by a nice Saturday, I began to think it might be a small parade, a very small parade! Fortunately, I was wrong. Catboat people are very hearty because by Friday, boats began arriving. Some left home port on Wednesday.

By Thursday both *Pride* and *Pip Squeek* hammered into every wave for three and a half hours and spent the night in Duns Cove only two and a half hours from Oxford. The rest of the fleet braved making the trip on Friday in pea soup fog, rain and wind. Like always, it was on the nose. By Friday night Town Creek was looking like catboat heaven. We had a total of ten catboats at the marina. For those who are "come here's" (not from around here), Town Creek Marina is a very protected marina with excellent facilities and the ability to fix anything. Tom and Susan Campbell, the owners, greeted everyone

and made sure everything was going smoothly. A special thanks for their hospitality.

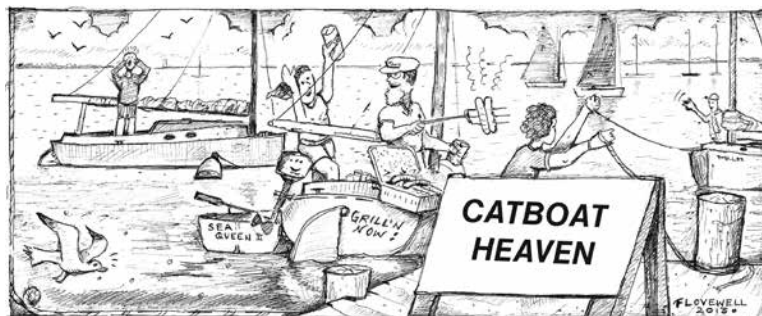
By Friday night, the weather had cleared up with a light wind out of the southwest. A perfect time for everyone to head for "Doc's," a favorite local spot. The restaurant sits out over the water with an unbelievable view, great food and outstanding service. Everyone had a memorable experience and wants to go back. Then it was off to the "Scottish Highland Creamery" for Maryland's best ice cream. After waddling to the cars, it was time to head back to the "Boat Barn" for a long night gam.

Early Saturday morning (with the help of Wanda Sherriff and Suzanne Bayda), was the start of my wife's famous French toast buffet, with her special French toast, eggs, sausage, and more. This went from seven to nine. At nine, people walked over to our Community Center for "cars and coffee" where rare and exotic cars were on display. Everyone had fun and walked off some breakfast.

At noon, we had our skippers meeting where we discussed the parade route and the importance of staying close for taking pictures. We had only a light wind of five knots out of the north, with the temperature in the mid-eighties, just perfect for a parade.



Josie Smith aboard *Pip Squeak*. Fred Sherriff's *Pride* is in the background.





Chesapeake Catboat Association catboats give locals in Oxford, Maryland something to cheer about. More than a dozen boats paraded around Oxford's Harbor.

As the fleet of twelve catboats moved around the course, we had people along the way taking pictures and waving and boats following doing the same. By the time everyone was back at the Boat Barn, spirits were running very high. Everyone had phones out comparing pictures and remarking how much fun it

was. In no time, the hot dogs and hamburgers were ready, compliments of our very own "Jersey Frank." Plenty of food, drink and Highland ice cream for dessert. All followed by great company late into the night. Smiles everywhere.

Sunday morning came early. There was coffee and donuts starting at 6:00 a.m. With people coming through the door at 6:01, you could tell it was going to be the start of a very long day for some. I think Fred Sherriff had the furthest to go. He went almost fifty miles in ten and a half hours. Both Jim Palmer and Bob Leigh did nearly the same. Bob was spotted by a local from Oxford just after he passed under the bay bridge. Long days for all, the shortest being around five hours. Everyone had a nice wind out of the south, making for a fine sail home. By 10:00 a.m. the good time was over and the last boat departed. It was quiet inside the Boat Barn, just echoes and memories of twelve catboats and twenty-two people here at the 2023 Oxford Catboat Parade with great catboat people. Can't wait for the next one.



Commodore Butch Miller with his four-footed crewmate Lenny.



Beetle Cat Corner

Stephanie Van Patten, Editor

2023 Beetle Cat Season Highlights

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

It is sometimes difficult to pick the best Beetle Cat moment out of a season. My first race, on the first Wednesday in June, often competes, as does the sail back to my mooring after the last race on a September Wednesday, when the sky is darkening more quickly and I know I am holding on to something that's fading fast. But the best moments of my 2023 Beetle Cat season fell on neither end of the calendar.

One of my highlights from the past summer was being asked by the seven-year-old son of some friends whether I would take him on as my crew for our 9th Annual Pomham Rocks Beetle Cat Circumnavigation Regatta at Edgewood Yacht Club. This is an event we run on a Friday night in late July.

The regatta was started by an EYC Beetle Cat sailor whose wife suffers from Alzheimer's. We collect voluntary race fees from the event to donate to the Rhode Island Alzheimer's Association. Over these nine years, the EYC Beetle Cat Fleet has collected and donated over \$10,000. It's always a fun event, racing from the EYC marina eastward across the Edgewood Basin, rounding the Pomham Rocks Lighthouse—that's been there since 1871 (18 years before EYC was established)—and returning to the finish line off the EYC docks. But this year was even better. Friends of Pomham Rocks Lighthouse, which this year started berthing its launch and running its tours from EYC, offered to take EYC members out to the lighthouse to watch the race from there. And, after a few years of sailing the race without crew, we dropped the crew requirement during the COVID pandemic (and have not re-imposed it), to encourage more boats to participate. I was lucky to be asked by Trenton Bartro to be his skipper.

We came off the line strong and by the time we approached the lighthouse were in a solid second place. Things got interesting in the wind shadow of the rocky lighthouse island, though, and we slipped to fourth. We stayed on a line left and south on the

return trip, and as the yards ticked away it was clear we'd made the right choice. We gained back third, then second, then first. By the time we were approaching the finish, we were far ahead of the rest of the fleet. But then the wind died, and our lead diminished. Fifty feet from the finish, the second-place boat was just above us, overlapped and gaining. We were going to lose this one, until the other boat made an error and shifted down into contact with us. We slid back into first as the other boat made its penalty spin. We won the race, but that's not the best part.

Along the way, I got to hear about Trenton's first summer sailing Optis—about his favorite coach, his most amazing capsizes and recovery, his accomplished “long distance” sail down the river to what the kids call “Opti Beach” (where, maybe less significantly, Colonists burned a British ship in 1772, after leading it in a chase over a shoal at low tide). Trenton is the fan of boats that I was forty years ago, and that I still am today. It was an honor to have him ably serve as crew.



Photo by Emily Ferguson

Trenton Bartro comfortable in his role as crew in the 9th Annual EYC Pomham Rocks Beetle Cat Circumnavigation Regatta.

Trenton is not the only Beetle sailor in his family, by a long shot. And that brings me to the second highlight of my 2023 Beetle Cat season. The EYC Beetle Cat Fleet sent four boats to this year's Leo J. Telesmanick Beetle Cat Championships, hosted by Bass River Yacht Club in South Yarmouth, Massachusetts. That was more Beetle Cats than any

other visiting club, and three of four of those boats contained Bartros. Jackson Bartro, the oldest of his siblings, skippered the Beetle Cat *Calli* with his grandfather, Bob Bartro, a seasoned Beetle Cat (and S Boat, and H12½) sailor, as his crew. Jackson's younger sister, Madison (extra points if you can spot the theme among Bartro child nomenclature), skippered *Yelsabet Ii* with Wayne Kezirian, a Past Commodore of EYC, as her crew. And Trenton was back, crewing for his father Jim in *Windfall II*. My wife Stephanie and I sailed *Seashell*, the fourth EYC entry. Jackson and Madison, together with Sage Wadlow, skippering with her mother Ery Largay as crew in *Pippin*, made up the Junior Division of the nineteen-boat regatta, with all of the boats sailing in a single start. That meant the kids were out there managing a fleet that included some terrific sailors—collegiate racers, former collegiate champions, and lifelong Beetle Cat sailors. They more than held their own.

By the end of the regatta—including a rough day two with high winds and big swells on the Nantucket Sound—Sage Wadlow took second place overall in the regatta. It was amazing to see Sage find her way to the top mark ahead of most of the fleet, race after race, and to keep her cool when that big Beetle sail pressed the boat downwind in heavy air and following seas. Madison came behind Sage in the Junior Division rankings, but you would think from the smile on her face, even as the rest of us were struggling, that she was winning the regatta by a mile.



Photo by Emily Ferguson

Boat end of the starting line, 2023 Leo J. Telesmanick Beetle Cat Championships on Nantucket Sound.



Photo by Emily Ferguson

Costello and Marchand leading the downwind leg.



Photo by Emily Ferguson

Lining up for the 2023 start.



Photo by Emily Ferguson

Skipper Michael Costello and his crew Muriel Marchand, rounding a mark.



Photo by Emily Ferguson

Skipper Sage Wadlow and her mother, crew Ery Largay, getting air.

But I have to say the Bartro that impressed me the most was Jackson. He had some difficult starts, and his results were not where he might have wanted them. But the way he stuck with it, even in those questionable conditions on day two, was inspiring. On the way back into Bass River from the racecourse, we had to navigate an incoming tide in addition to the wave action and big breeze. Gybes in a Beetle Cat under those conditions can be terrifying, and the key gybe on that route was at the mouth of the river, with large stone jetties on both sides (Scylla and Charybdis).

Calli capsized to windward on that gybe, sending Jackson and his grandfather into the water. Support boats and fellow racers were quick to lend assistance, but in the melee Jackson suffered some nasty jellyfish stings, and Bob cut his head getting into a support boat. *Calli* endured some rig damage.

In the big picture, things could have been a lot worse, and, all that said, an hour later, there was Jackson, smiling next to Bob at the Bass River Yacht Club clubhouse. Despite the capsize, rescue, medical attention, and overall frazzle, Jackson was there with his grandfather, telling sea stories and eating sandwiches. That kid was unflappable—he seems to get it from Bob. And don't worry, *Calli* was on her way back to the Beetle Boat Shop in Wareham right, after the regatta, to get fixed up for the rest of the EYC Beetle Cat season.

The 2023 Leo was a special event in many ways. I was able, in my capacity as Chairman of the New England Beetle Cat Boat Association (NEBCBA), to present the 2023 Terwilliger Award to Betsy Kamborian, a stalwart supporter of the Beetle Cat class at Bass River Yacht Club, and an accomplished Beetle Cat skipper herself. Betsy has loaned her house on the Bass River as the lunch spot for four Leo regattas over the years, and she was the perfect selection for an award that honors outstanding contributions to the Beetle Cat class over time. And it was a pleasure to connect with other Beetle Cat skippers, both on the water and over meals.

Bass River Yacht Club did a superb job of hosting the event, and NEBCBA is grateful to all they did on the racecourse and in the clubhouse to make all visiting sailors feel most welcome and appreciated. And as for the sailing itself—I was once again wowed by the quality of sailor the Beetle Cat continues to attract.

Congratulations are due to Michael Costello and Mariel Marchand from Barnstable Yacht Club in *Menow*, winning the Leo for the second year in a row, and to all of the other sailors who won awards in their respective divisions. These are the people who make a 102-year-old wooden boat fleet a blast to sail in, even with the allure of far more advanced boats sailing the same waters.

Multi-generational regattas, competitive sailing in unbeatable locations, boat builder that fully supports the class; these are the things that hold the Beetle Cat community together, and the summer of 2023 has demonstrated again how these things continue to thrive in a hull footprint that's less than twelve and half feet long and six feet wide.

Thanks Jackson, Madison, and Trenton, for your part in making the past season wonderful. We're already looking ahead to Wianno Yacht Club hosting the 2024 Leo on August 10 and 11 of next year. Grab a Beetle and join us!



Canines and Catboats



Tommy, a sixteen-month-old, miniature Aussie Shepherd, owned by Michael Lang and Collie Harris onboard *Dipper*, their Handy Cat on Lake Waramaug off Kent, Connecticut. *Dipper* is the only catboat on the lake.

Hesitant at first, Tommy has now taken to the water both as a swimmer chasing sticks—oh, so many sticks—and as a sailor. He is a boon companion, a bundle of energy, and frowns censoriously on any and all couch potatoes.



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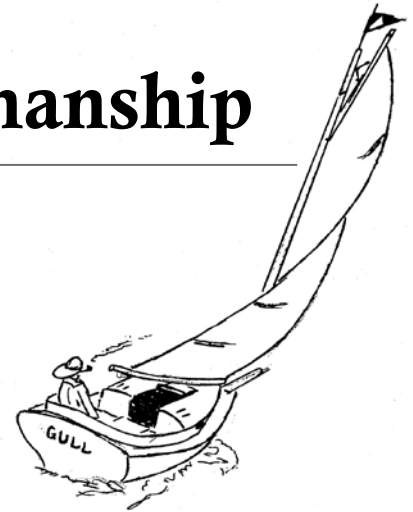
Brent V.W. Putnam, Editor

The Beaufort Scale

Brent V.W. Putnam

Having taken to camp cruising aboard my Beetle cat, *Roam*, I decided to join the Dinghy Cruising Association. Focused on camp cruising in small, open boats, the DCA is based in the UK and, like the CBA, has a seasonal publication.

The content of the two publications is similar: contact information for the organization, a few commercial advertisements, book reviews, association-branded goods and member boats for sale, and of course, articles about rendezvous. The British call rendezvous “rallies,” which brings to mind the saying about two nations divided by a common language.



Therein is a significant difference between the two publications: the DCA writers always refer to wind speed using “F,” for example, “The wind was SW F2-3, occasionally F4...”

To what does “F” refer? If the book *Fastnet, Force 10* comes to mind, you’re on to something. The “force” it refers to is a measure on the Beaufort Scale, which is named after Rear Admiral Sir Frances Beaufort (1774-1857) who is credited with standardizing the scale which now bears his name.

Beaufort’s scale was not the first attempt at developing a standard, though he might have been influenced by those who came before him.

About a century before Beaufort, in November of 1703, Britain was devastated by a storm which destroyed hundreds of ships, uprooted thousands of trees, and killed (by some accounts) tens of thousands of sailors and civilians. Daniel Defoe, of *Robinson Crusoe* fame, authored an account of the storm, titled, *The Storm: Or, a Collection of the Most Remarkable Casualties and Disasters Which Happen’d in the Late Dreadful Tempest, Both by Sea and Land*, in which he included a “table of degrees” describing wind conditions from “Stark calm” to “A tempest.”

British naval officers also would record weather conditions in their logs, but the descriptions were inconsistent, owing to the fact that every officer had his own interpretation.

Beaufort’s first recorded use of the scale that bears his name was in an entry in his private log dated January 13, 1806, while commanding the HMS *Woolwich*. Unlike the version we find in a current edition of *Chapman Piloting & Seamanship*, Beaufort’s original scale was strictly qualitative. Rather than being calibrated to a scale of wind speeds, it was based on observations of how the wind affected a British man-o-war. The scale ranged from “just sufficient to give steerage” to “which she could show no canvas.”



Sir Frances Beaufort (Painting by Stephen Pearce (1819-1904), Wikipedia Commons, Credit National Maritime Museum, Greenwich, London, Greenwich Hospital Collection)

In 1838, the British Royal Navy standardized Beaufort's scale, requiring all officers to record, "the force of the Wind and the appearance of the Atmosphere...every hour," in their logbooks.

Over the next century, the scale was modified to accommodate the advent of steam and expanded to include wave heights and effects on land. However, in spite of various attempts to match wind speed to Beaufort's force numbers, it was not until 1939 that the International Meteorological Committee standardized on values obtained from an anemometer 20 feet (6 meters) above sea level.

Here in the U.S., we often refer to wind speed in increments of 5 knots, e.g., 5-10 knots, 10-15 knots. Returning to the DCA example, F2 is 4-6 knots, and F3 is 7-10 knots, so "F2-3" corresponds to about 5-10 knots, and F4 – at 11-16 knots – is roughly equivalent to 10-15 knots.

Now that we have instruments to measure wind speed, what value is the Beaufort Scale? Because it's qualitative—the scale describes how the wind affects the sea and objects on land and it provides context that can help us better understand the conditions than a simple number.

of the wheel and angle of heel to inform us about when to reef, but by then we're already off the dock, and we all know it's best to reef before casting off.

However, if before we leave, we observe dust and loose paper blowing around, small branches moving on trees, and small waves with frequent whitecaps or "white horses" on the water, we're seeing the effects of a moderate breeze, F4, which is about 11-16 knots and should probably tie in one reef.

On the other hand, if while sailing the wind quiets and we need to shake out that reef, how would we describe the conditions in our log? Around us are ripples with the appearance of scales and no foam crests. On shore, flags are drooping, but we can see smoke drifting downwind. Beaufort's scale calls this "light air." Even if we don't have this memorized, we can record these observations in the log and later make a note of the Beaufort number (F1) and wind speed (1-3 kts).

We now know the setting for the 1979 Fastnet race, the subject of the book, *Fastnet, Force 10* and can understand why five boats sank, fifteen people died, and more than seventy percent of the fleet abandoned the competition. Sure, there were 60-knot winds, but the number lacks context. The Beaufort Scale provides that, describing Force 10 as "very high waves (20-30 feet) with long over-hanging crests, sea white with densely blown foam, heavy rolling, lowered visibility." Ashore, a Force 10 storm uproots trees and causes "considerable structural damage."

We live in an era in which we can precisely measure almost everything, including wind speed, but measurements are meaningless without context. Although it was developed more than 200 years ago, the Beaufort Scale still has utility because it provides that detail.

Force	Wind (Knots)	WMO Classification	Appearance of Wind Effects	
			On the Water	On Land
0	Less than 1	Calm	Sea surface smooth and mirror-like	Calm, smoke rises vertically
1	1-3	Light Air	Scaly ripples, no foam crests	Smoke drift indicates wind direction, still wind vanes
2	4-6	Light Breeze	Small wavelets, crests glassy, no breaking	Wind felt on face, leaves rustle, vanes begin to move
3	7-10	Gentle Breeze	Large wavelets, crests begin to break, scattered whitecaps	Leaves and small twigs constantly moving, light flags extended
4	11-16	Moderate Breeze	Small waves 1-4 ft. becoming longer, numerous whitecaps	Dust, leaves, and loose paper lifted, small tree branches move
5	17-21	Fresh Breeze	Moderate waves 4-8 ft taking longer form, many whitecaps, some spray	Small trees in leaf begin to sway
6	22-27	Strong Breeze	Larger waves 8-13 ft, whitecaps common, more spray	Larger tree branches moving, whistling in wires
7	28-33	Near Gale	Sea heaps up, waves 13-20 ft, white foam streaks off breakers	Whole trees moving, resistance felt walking against wind
8	34-40	Gale	Moderately high (13-20 ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Whole trees in motion, resistance felt walking against wind
9	41-47	Strong Gale	High waves (20 ft), sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate blows off roofs
10	48-55	Storm	Very high waves (20-30 ft) with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	Seldom experienced on land, trees broken or uprooted, "considerable structural damage"
11	56-63	Violent Storm	Exceptionally high (30-45 ft) waves, foam patches cover sea, visibility more reduced	
12	64+	Hurricane	Air filled with foam, waves over 45 ft, sea completely white with driving spray, visibility greatly reduced	

Beaufort Wind Scale (National Oceanic and Atmospheric Administration)

For example, when to reef. A big cat such as a Marshall 22 or our *Lazy Lucy* will benefit from a reef when the wind starts to exceed 15 knots, and a second reef when the wind approaches 20. NOAA Weather Radio reports current weather conditions, but weather can be very local, so it's best to rely on local instruments. Absent this, we might use the feel



Sailing Off and Onto a Mooring Single-handed

Ben Fuller

I read Skip Stanley's piece in Bulletin 190 with great interest.

I was taught a few additional tricks by the late Joe Liener, one of the early CBA members, builder of eighteen-foot Fenwick Williams-style cat named *Buxom Lass* of Salem. When I knew him, he was living in Chesapeake, Maryland, having retired from running the Philadelphia Naval Yard's small boat shops. His cat was mostly his interpretation after seeing and taking some measurements from one being built about 1950.

My catboat *Goblin*, built at the Apprenticeship then in Rockport, Maine, was a copy of his, and now lives in Narragansett Bay.

I'm assuming in his piece that all halyards and lifts were led back to the cockpit [they were, says Skip].

Joe had mounted two sizable cleats on the outside of the coaming just aft of the cabin. He would get the sail loose in its gear (he liked and I had double topping lifts which also supported the lazy jacks). Having, as Skip described, cast off one mooring pennant, the other one was taken aft one of the big midships cleats, and then the sail hoisted with it swung out to leeward. The throat halyard was belayed as was the peak with the gaff a bit up from horizontal. The cat would be laying about beam to the wind. The mooring pennant was released from the cleat, then the main trimmed in a bit to send you off on a nice slow beam reach. When clear of moorings, the gaff was peaked-up. This system kept you in the cockpit when the sail and boom was moving about. Keeping the peak down kept the sail from moving around quickly.

In picking up the mooring, reverse the procedure. Drop the peak and approach slowly on a beam reach as described. Snag one of the mooring pennants and hook it on a side cleat. Then drop the sail into its gear. Trim the boom in and then walk the mooring pennant forward and hook it up without the sail slatting about.

Joe also had a downhaul affixed to the gaff jaws which could be used if the sail was reluctant to come down.

The advantage of this system is that you never go forward with wind in the sail. With the peak down

you have good control over the sail, which, being baggy, will move slowly. Those midship cleats can also be used for spring lines.

Joe had me do a closed fairlead on the port side of the stem for a mooring pennant, and an open one on the starboard side and that was the pennant carried aft. He had me put in a single plank boom crutch offset to port. There was a step in the cockpit sole and partner at the top of the coaming. This kept your head from hitting the boom going in and out of the cabin. It was stout enough to lock the boom down when reefing underway.

I sort of remember that there may have been some of his sketches of his boat and this and other tricks in a Bulletin of the early 80s, but I gave away my run of Bulletins so I'm not sure. [see Bulletin No. 43, March 1974 and Bulletin No. 58, March 1979.]

I've not seen cats with those coaming cleats, so this may be something that has been forgotten, or that he invented. I know when I was teaching on a *Friendship* at the WoodenBoat school, I used slacking the peak as a speed controller around moorings.

Our first catboat, a Sanderling, lacked the cleats Ben describes here. At my first Catboat Association Annual Meeting, one of the instructors of the Catboats for Beginners seminar, Cynthia Grundler, convinced me of the value of midship cleats (albeit mounted on the deck). They were soon installed and have been on every big cat I've owned.

– Editor



Navigation

Skip Stanley, Editor



Longitude, Part Three – The Solution II

Even with the Longitude Act of 1714 in place, which offered a prize of £20,000 to whoever could solve the “longitude problem,” ships continued to sail on without a practical solution. In the wake of the Act, there were two tracks being pursued: one astronomical and one mechanical.

On the astronomical track, there were deemed to be two possible solutions. The first, observing the eclipses of the moons of Jupiter, was quickly discarded as impractical on the rolling deck of a ship. The second, the lunar distance method, did, in fact, work. The calculations, however, were formidable, taking nearly four hours to complete, and beyond the capabilities of the average ship captain.

On the mechanical track was the building of a clock capable of keeping accurate time at sea.

Very simply, using time to determine longitude works like this. Each hour of time equals 15 degrees of longitude.¹ Knowing this, if you know the difference in time of a celestial event occurring where you are, which can be found in the nautical almanac, and that same event occurring in a known location (i.e., Greenwich, England), you can determine your longitude. But to do so requires an accurate clock—a clock that can keep time at sea. And many would attempt to build such a clock.

The problem was two-fold: Even on land, the degree of mechanical technology to keep accurate time using pendulums and springs was still evolving. Clocks had to be adjusted daily to maintain accurate time. Once that was solved, there was the environment. A “sea-clock” would be subjected to changes in temperature, pressure and humidity and, of course, an unstable platform.

One such attempt to overcome these obstacles was made by a Jeremy Thackery of Beverly, England in 1714. Thackery built a clock contained in a vacuum chamber to insulate it from changes in pressure and humidity. He also mounted a thermometer beside it so changes in temperature could be monitored and

any changes in rate accounted for. For stability, he put the clock on gimbles. He declared, confidently, that all previous clock-building attempts would be inferior to his *Chronometer*. Still, with all these features, the clock was incapable of keeping time to within the requisite three seconds per day under the best of circumstances. The clock was forgotten but the name chronometer remains.

Each clock’s failure bolstered the arguments of the mathematicians and astronomers. Then along came a woodworker/clockmaker named John Harrison.

Born in March, 1693 into a large family, John Harrison learned woodworking from his father. He took an early interest in learning and, at a young age, purportedly, read the works of mathematician Nichola Saunderson where he encountered the laws of motion. Somewhere along the way, he took an interest in clockmaking (no one knows just where this interest came from) and produced two pendulum clocks with the works made of wood with small bits of brass and steel.

Sometime around 1720, after he had acquired something of a local reputation, he was asked to build a clock for the tower above the stable at the manor house in Brooksby Park. Completed in 1722, this remarkable piece of work still keeps time to this day. Made nearly entirely of wood, its moving parts, made of lignum vitae, are self-lubricating and any metal parts are made of brass. This would prove to be an important step toward making a sea-clock, as would his solution to the expansion and contraction of metals as they warm and cool.

How John Harrison learned of the longitude problem is also a mystery. Believing he might have a solution, he traveled to London to meet with one of the members of the Board of Longitude, Edmund Halley (of the comet fame). When he proposed the idea of a mechanical solution to the longitude problem, he was received coolly. He knew the board

was inclined toward an astronomical solution (the board of longitude being top-heavy with astronomers and mathematicians). Yet, Halley was impressed. He directed Harrison to a well-known watchmaker named George Graham. Harrison was wary that Graham might steal his ideas, but they hit it off, talking from morning till evening. In the end, Harrison left with a generous loan, without interest nor time to repay.

Harrison would spend the next five years building the clock that would be called Harrison's No. 1 or H1. Made entirely of brass, it doesn't look much like today's clocks with its gears, rods and springs all quite visible and accessible. It was (and is) huge; weighing nearly seventy-five pounds. It was housed in four by four foot case.

After successfully testing the H1 on the River Humbar, Harrison deemed it worthy of further testing and brought it to London. The Admiralty, however, took over a year to set up a trial. It was finally arranged for the H1 to be placed onboard the H.M.S. *Centurion*, bound for Lisbon—not the West Indies as called for in the Longitude Act. Still, the voyage was a success. The H1 maintained time within four seconds on the 24 twenty-four hour runs to and from Lisbon, and proved worthy of further testing on a trip to the West Indies.

But Harrison had other ideas. He felt he could make an even better, more accurate clock. It would be two years, but he built the H2. Smaller than the H1, Harrison presented the H2 to the Board of Longitude in 1741. But he was not happy with it. The H2 never went to sea. It was not a total loss though; Harrison refined a number of mechanical issues in the clock and it passed a number of rigorous tests.

It would be nineteen years before his third clock, the H3, would be presented to the Board. Like the H2, the H3 was tested but like the H2, it never went to sea and taught Harrison more valuable lessons during its creation.

After the H3, a curious thing happened. One of the many artisans Harrison worked with was a clockmaker named John Jefferys. Jefferys made a pocket watch for Harrison. This must have had in influence on him because his fourth clock, the H4, would look nothing like its predecessors. It looked, instead like an oversized pocket watch.

The H4 went to sea in 1761 in the custody of his son William on board the H.M.S. *Deptford* bound for Jamaica. The clock was kept in a locked box with four keys entrusted to four individuals to ensure all was

on the level. The Atlantic crossing took four months. The *Deptford* arrived in Port Royal in January 1762. When the Board's representative checked the H4, it was found to have lost only four seconds in eighty-one days!

That should have been the end of the story, but it wasn't, not quite yet.... The Board on Longitude deemed the "experiments" with the clock insufficient to determine longitude at sea and required another test (supposedly the longitude of Jamaica had not been established well enough to confirm the clock's accuracy). Instead of the £20,000 prize, Harrison received £1500 in recognition of building a clock "of considerable utility to the public."

So, the H4 went back to sea for a second time, again with William, to Barbados on board the H.M.S. *Tartar*. And again, the watch performed successfully. The astronomers in Barbados concluded that the watch "had maintained sufficient correctness" as demanded by the Longitude Act. But again, the Board balked. This time offering half the reward in return for Harrison handing over the clock and disclosing how it was made. This, it was hoped, would aid in the development of sea-clocks that could be reproduced and made more available to mariners. Harrison declined hoping to use them to produce clocks of his own or at least profit from his knowledge.

Not helping matters was the fact that Nevil Maskelyne, long an advocate of the rival lunar distance method, had been promoted to Astronomer Royal and therefore, had an outsized influence on the Board.

This led to the Act of 1765, which seems to have been suspiciously aimed at John Harrison. It required that a builder of a timekeeper disclose how it was made. Harrison declined, arguing that he had fulfilled the requirements of the act of 1714. But without recourse, ultimately, he gave in. But even then, the Board was not satisfied, stating that the building methods he provided were not readily transferable.

In the meantime, Harrison continued to work and two years later produced his last sea-clock, the H5. He took the clock to King George III's astronomer Stephen Demainbray, who brought the issue to the attention of the King. Then he approached the Board of Longitude. The Board saw no need to test the H5. He then petitioned the Board for compensation for his efforts. With the King's support, Harrison was awarded £8750, which, when added to the other periodic payments he had received, was more than

the original £20,000 reward. John Harrison died a wealthy man in March 1776.

Soon other clockmakers were producing sea-clocks—chronometers—which, while not superlative timepieces, were satisfactory for the purposes of navigation and many were built using the techniques developed by John Harrison. Astronomical predictions continued to improve, and navigational methods were refined and simplified but these all rely on knowing the accurate time, which holds true to the present day.

1. 360 degrees (circumference of the earth) divided by 24 hours (in a day) equals 15 degrees.

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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.



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Keeper of the Light

Jay and Diane Webster, Editors

Remembering Ned Lund

Sadly, we lost a good friend and long-time CBA member very suddenly this year. Ned Lund of South Dartmouth (Padanaram), Massachusetts crossed over the bar on June 1st leaving behind his wife, Judy; children Julie, Amy, and Tim; and four grandchildren. Ned was a beloved pediatrician who practiced in New Bedford serving generations of children.

The Ned we knew and loved was a long-time and active member of the Catboat Association since 1970. He served on the Steering Committee and Editorial Board for many years and was a valuable proofreader for the CBA bulletin. Ned and Judy graciously opened their homes in Padanaram and Nonquitt to host many of the Steering Committee meetings over the years. Always a gentleman and a gentle man, Ned greeted his fellow committee members at meetings with a smile enhanced by his handlebar moustache, and a hug or handshake, his eyes twinkling under his bushy eyebrows. Ned was not vociferous at meetings, but contributed his experience and knowledge in such a way that we all listened to and respected his input.

Together, Ned and Judy assisted the Association with many projects including Annual Meetings, the yearly races and rendezvous at Marshall Marine, and the 50th Annual Meeting held at the Mystic Seaport and Museum in Mystic, Connecticut, which was attended by approximately 50 catboats boats from Maine to Florida. The gathering was also attended by catboat sailors from Italy and the Netherlands. Their son, Tim, followed in his parents' footsteps of service to the CBA by running the CBA store for several years and as Steering Committee Chair for thirteen years.

Ned was an excellent sailor, winning the Marshall Marine trophy with his sailing skills nine times between 1976 and 2008. With his local knowledge of the wind, the waves, and the weather outside Padanaram Harbor in Buzzards Bay, he was unbeatable on his easy-to-identify catboat, *Red Squirrel*. Ned also took home the trophy twice in North of the Cape races.



At the Celebration of Life in memory of Ned held at the New Bedford Yacht Club in Padanaram on July 17th, we learned that Ned enjoyed singing with the New Bedford Choral Society and the New Bedford Harbor Sea Chanty Chorus, which provided the music at his service. The service was attended by family members, friends, and fellow catboaters, who recited poetry and shared memories in Ned's honor. The service was concluded by the ringing of eight bells and a cannon salute with the burgees of the New Bedford Yacht Club, the Catboat Association, and the American flag waving in the background. A very emotional moment indeed to all those in attendance to pay homage to such a wonderful man.



Ned at the helm of *Red Squirrel*.

Remembering Ned

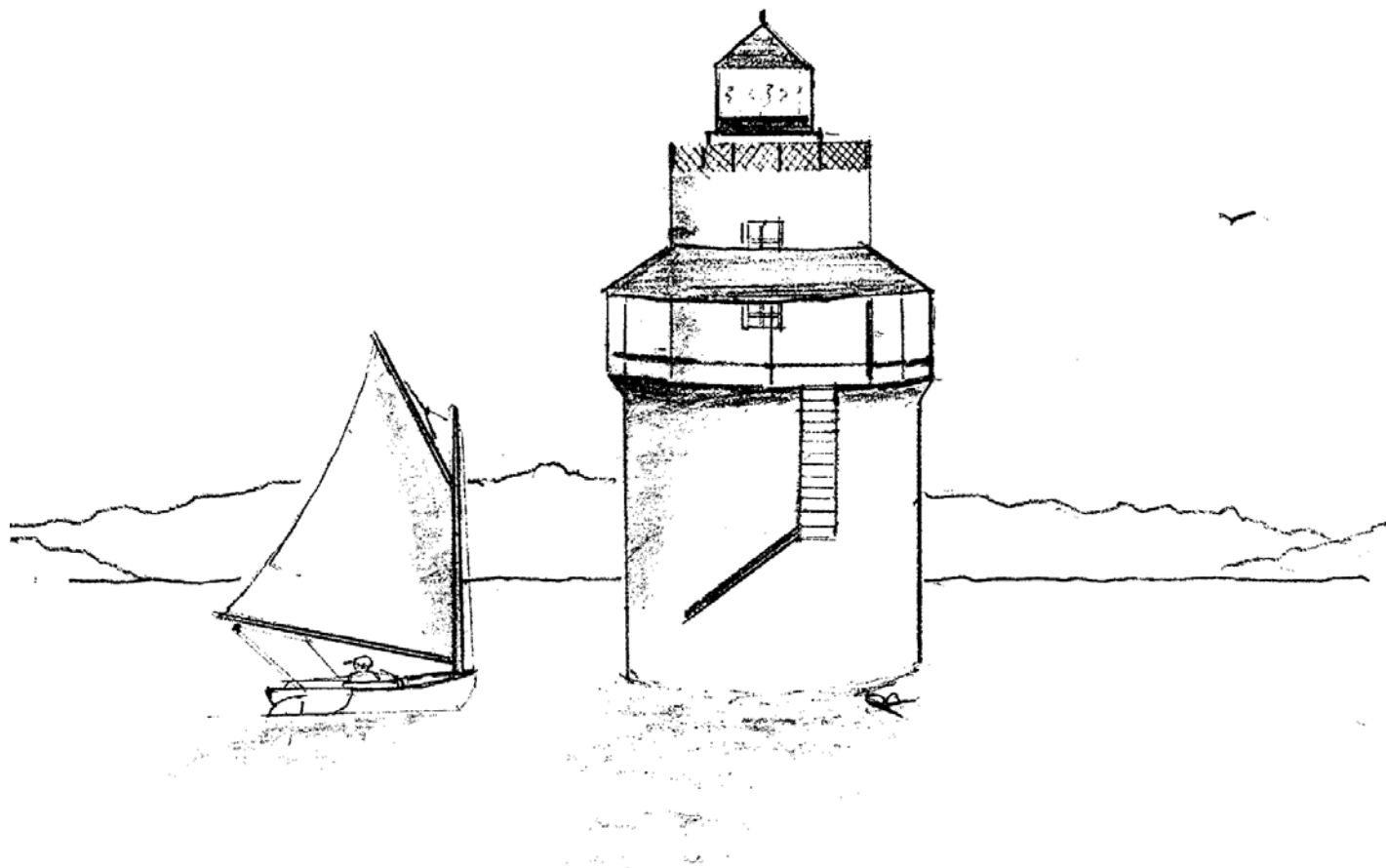
Eric and Dawn Peterson

To us, Ned was a quiet gentleman and a great sailor. To his community, he was Dr. Lund, the beloved pediatrician that so many young parents trusted with the care of their children. I remember being out to lunch with the CBA Steering Committee in Padanaram, when a young mother and her child ran to Ned to give him a big hug. Witnessing this warm embrace said it all for me, Ned was bigger than life to the people he cared for.

We served together on the CBA steering committee for many years. Ned didn't talk a lot, but when he did, everyone listened; he was a very wise man. With his wife, Judy, and kids all sleeping aboard, he campaigned the Marshall 22, *Red Squirrel*,

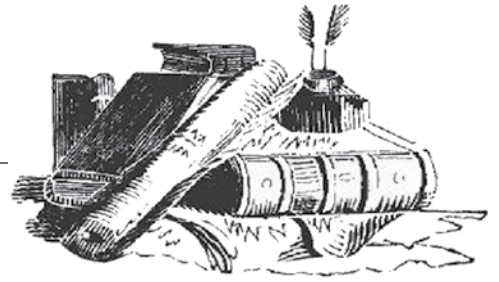
for fifty years. He won countless races with his kids, kids' friends, and later, grandkids aboard, never boasting and always with a friendly respect for others. Ned was often seen driving his classic VW bug convertible around Padanaram sporting his red and white striped top hat like a Dr. Seuss character. He had a quick sense of humor and would joke about painting the half hulls on perpetual trophies red to match the *Red Squirrel*. Ned's spirit lives on through his family and all of us that were lucky enough to have him as a friend.

Ned's contributions to the Association will always be remembered by the CBA community. We are all blessed for having had such a friend.



Book Review

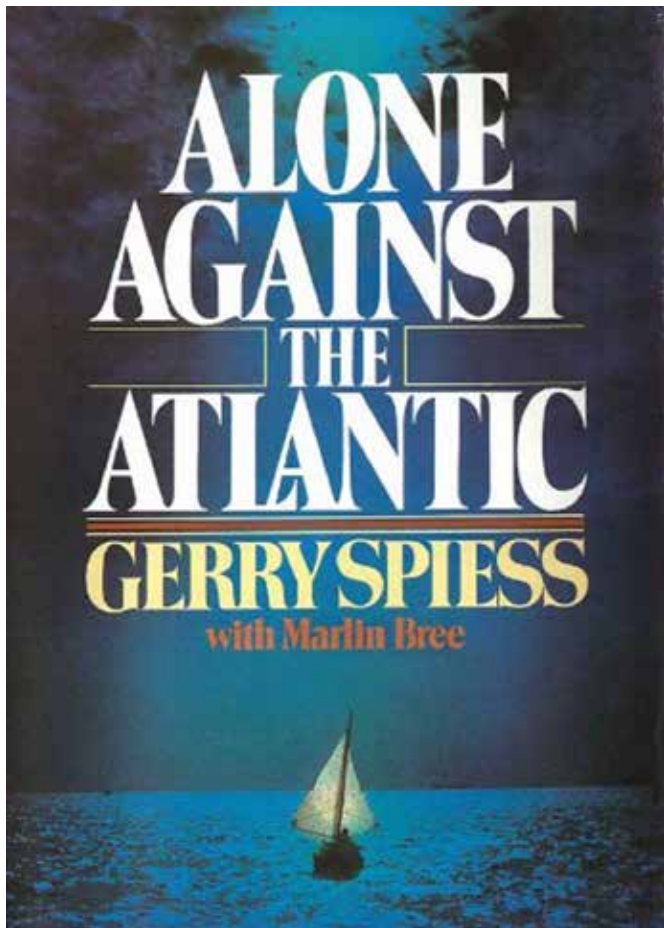
Dan McFadden, Editor



Alone Against the Atlantic

By Gerry Spiess with Marlin Bree

Review by Brent V.W. Putnam



In 1979, Gerry Spiess sailed solo from Virginia Beach to Falmouth, England in a ten-foot boat he designed and built himself. It was an incredible feat—undertaken before GPS, satellite phones and AIS—but *Yankee Girl* was not Spiess’s first boat in any sense. He had not only been sailing for decades before this attempt, he had designed, built and voyaged on several other small boats with the intent, in his words, to “conquer the oceans.”

Except that he had previously failed. While *Alone Against the Atlantic* is primarily the story of Spiess’s record-setting voyage, it also gives us a glimpse into the challenges he had with his physical and mental health—challenges that had cut short his prior voyages and reduced him to lake sailing in Minnesota. However, like the title character in the movie *Truman*, Gerry’s ocean-sized dreams won out.

Before we get to that point in the story, we are introduced to *Yankee Girl* and Gerry’s wife, Sally, as Gerry tests himself and his boat in weather conditions that send everyone else packing. Prior to battling the Atlantic, Spiess decides to venture out on White Bear Lake during a tornado watch. Gerry and the boat survive the storm unscathed, but at the end of the first chapter we find him assuring Sally—and perhaps himself—that he doesn’t take chances.

The efforts that Spiess put into his preparations certainly suggest that he was not taking chances. Beyond the design and construction of this unique little boat, an effort unto itself, he calculates and recalculates the amount of food, fuel and other provisions needed, and packs and repacks *Yankee Girl* in order to ensure that he and the boat would survive the crossing.

Even if we agree that Spiess did not take chances, in hindsight he made some questionable decisions, including sharing his living space with sixty gallons of gasoline in portable cans. Remember, this was 1979, well before the EPA requirement that portable fuel cans and tanks be airtight.

The book takes us chapter by chapter through the entire journey: the genesis, planning, building, testing, and finally the sailing. The story unfolds quickly, and the prose includes some vivid descriptions of the journey, such as this description of a storm, “Everywhere I looked the ocean was streaked with foam, for the gale-force winds were literally ripping the tops off of the highest waves. The clouds were so low that they seemed to be riding the surface of the water. I was in another world, a world of screaming winds and mountainous waves, a world that was

totally indifferent to me. I felt its enormous power—and my utter powerlessness.... My dream had turned into a nightmare.”

In spite of the fact that *Yankee Girl* was not a catboat, I found myself relating to Spiess’s adventure. Having undertaken our own adventures (with their share of mishaps) in *Cranberry* and *Lazy Lucy*, his methodical preparations and attention to detail felt familiar. This was no trip around Cape Cod or along the densely populated Atlantic shore of the northeast United States, but after reading this book, it’s not hard to imagine crossing an ocean.

The book is not without its shortcomings. There is a section of pictures in the middle, yet no map of the journey can be found there. I kept referring to the maps on the inside covers (partially masked by the usual library slots and tags), only to discover a much easier to read version tucked away in the appendices.

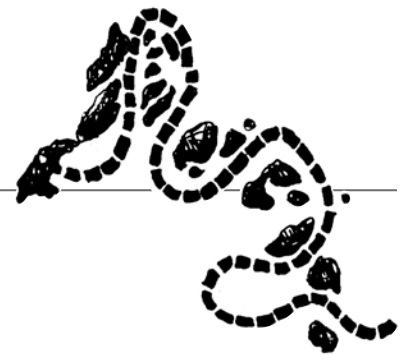
And there are unanswered questions, such as the radio, a Heathkit HW-7 ham radio, listed among the equipment carried. Whenever a ship was sighted, Spiess would hail them on his marine VHF. Yet, given the title and the author’s repeated references to being alone (sometimes to the point of depression), he never mentions using the Heathkit, or even having a license to use it, even though it’s capable of worldwide communication.

Alone Against the Atlantic is an easy read with a conversational tone. The work fulfills its purpose, giving us not only a narrative of Spiess’s crossing of the Atlantic, but insights into how he came to this adventure. Interestingly, Spiess makes no mention of the fact that this was, at the time, a world record. Whether this was a motivating factor might be answered in his second book, *Ten Feet Across the Pacific*, which details his crossing of the Pacific from California to Australia. I have to find a copy.



Short Tacks

C. Henry Depew



Paper Charts

A letter to the editor by Gordon White in the July 2023 *BoatU.S. Magazine* noted that old paper charts have their place as “while the marks may move, the rocks to not.” A valid point for all those using digital or paper charts.

Instrument Repair

Many years ago, our sailboat was hit by lightning at the dock and sunk because the through-hull fitting for the knot meter blew out. After pulling the boat and getting it to the local yard, my partner and I started on the repairs. On the advice of those we contacted, we replaced all the electrical wiring, stays, and shrouds. We also needed to repair/replace the bulk-head mounted compasses. I contacted the manufacturer and was told to send them in and they would be repaired for a flat fee. I did so and they came back in working order. While talking to the company’s representative, I asked about their repair procedure.

Once assembled, they do a “final check” on all their compasses to ensure their accuracy and fixed those that did not pass the final inspection. Our compasses were simply put in line for the final check and the damaged parts fixed. Nothing special, just part of the process.

I did the same thing when my LORAN-C would fail after about an hour of use (this after I had already sent it to a firm that repaired such equipment). I sent it back with a note about the problem. It came back, at no cost, and worked just fine. I called the repair tech and asked about the problem and how it was solved. He told me he just left it on and went to lunch. When he returned, it wasn’t working. He found that a connection that was heating up and breaking the circuit.

Later, when I had the same type of problem with a car whose engine would not start after it had been running, I recalled the LORAN-C problem and suggested to the mechanic that there might something similar with the starter wiring. Turned out, it was the same type of problem and a faulty connection

in the ignition circuit had to be replaced. While the connections may look tight when cold, if something is not working correctly, it might be a good idea to check them when they are hot/warm.

Security Gate Question

If the power fails, can you get into (or out of) your boat yard? A lot of gate security systems depend on electric power to open/close the gate using either a keypad or a device to send the signal to activate the system. Given the cost, very few have back-up power and, if they do, it is of limited use. Thus, there is a need for a manual override to bypass the electronics and get the gate to move. You might want to check your marina on its gate security and how it operates.

Which Fuse?

One of the problems with electrical devices installed in a boat is finding the blown fuse when a device fails. Most fuse panels installed when the boat is built have clear names for each of the fuse holders. It is the added fuse panel to take care of the other items that can cause uncertainty. I made a diagram of my original and the added fuse panels showing which wire went where to help me find the proper fuse when something stopped working.

Each fuse holder was numbered, and a list of numbers and electronic devices was created to help in case of future failures. I also installed a 12-volt light (with separate switch and in-line fuse) that illuminated the fuse panel connections (the back side where the wiring is located) so I could “see in the dark” as electric failures seldom seem to happen when the sun is shining.

Throttle Control

Unlike my vehicles, all my boat motors had a direct connection between the lever and the device on the motor. The vehicles all had spring retraction when you took your foot of the pedal. In one case, the spring broke and the engine kept running at its’ setting. The solution was to put in the clutch, shifting

into neutral, and turn the engine off. Coasting to the side of the road to see what was the matter (the broken return spring), we came up with a “fix” with another spring and stopped at the first open garage to get a better repair. Went on home, very carefully, and purchased the proper spring from the dealer. If your boat’s engine has a retraction spring with the throttle control, you might want to check its condition and maybe carry a spare in the tool box.

Backing The Boat Trailer Alternative

Rather than spending all the time and frustration learning to back your boat trailer properly, put a hitch connection on the front of the tow vehicle, if you can. When you get to the launching site, park to one side with the stern of the boat pointing toward the ramp

and unhook the trailer from the vehicle. Turn the vehicle around and hook onto the hitch in front. You can now see what is going on with the trailer and the rear tires of the vehicle are not as close to the water/wet ramp as you move the trailer down the ramp.

Upgrades To Electronics

While I had to purchase a new cell phone when the vendors changed (“upgraded”) their systems and I may need to purchase a new personal computer for my wife when Windows 10 support is discontinued, the boating community seems to not have such a serious problem with the various electronics being offered. It would be a good idea before you upgrade your systems (or purchase something new) to make sure the new stuff is compatible with the old stuff.

New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Spring 2023

Robert and Suzanne Baglini, North Kingstown, RI
R. Michael and Terri Browne, North Kingstown, RI
David Cain III, Waitsfield, VT
Stephen Carnazza, Marion, MA
Neal Carter, Centreville, MD
Uppa Crick & Ken L.E.Hopson, Topping, VA
Tod Cochran & Indi Talwani, Newton, MA
Laurence & Marybeth Conway, Lexington, MA
Brian & Jill. Day, Osterville, MA
James & Nancy DeLong, St. Simons Island, GA
Bill Dobson, Oakville, Canada
John Foster, Boca Grande, FL
Loren Francis, Georgetown, ME
Dr. David Fredericks, Old Lyme, CT
Allen & Katie Furth, Whiting, ME
Benoit & Ruth Gauthier, Little Compton, RI
Garth & Jean Grimmer, Nantucket, MA
Sandy Grimstad, Hillsborough, NH

Richard & Nancy Holwell, Sag Harbor, NY
Catherine Leiser & Christopher Janeway,
Burlington, VT
Bill Lippencott, Norton, MA
Robert Ludwig & Susan Baum, Albuquerque, NM
Sara McGinty, Kingston, NC
Fred Paine & Julia Rice, Bend, OR
John & Betty Pallante, Manahawkin, NJ
Richard Peele,
Todd & Claire Ripley, Greenville, SC
Eigil Rothe & Rosemary O’Brien, Washington, DC
Billy Rusk, Wellfleet, MA
Brian Stephens, Old Lyme, CT
Matthew & Nicole Titley, Bethlehem, CT
Charles Trainor, Nome, Alaska
Erik & Kaetlynn Tonkin, Tampa, FL
Roger Uhar, Washington, DC
Richard and Sue Warren, Harvey Cedars, NJ



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



192-1. 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



192-3. 1986 Menger 17' catboat w/ diesel. Yanmar 1GM diesel inboard engine with manuals and spare parts. On roadworthy EZ trailer (needs a spare tire). Tabernacle mast. Tiller steering, with Tiller Tamer installed. Boom gallews. Wooden mast hoops, original multi-colored sail with an extra sail still in packaging. CQR anchor on wide teak bowsprit with chain and rode in chain locker. Auxiliary Danforth anchor with length of chain and rode in stored in aft locker. White fenders (4 small, 3 large) with attached lines. Thetford porta-potti. Telescoping boat hook. Origo single burner alcohol stove. Fire extinguisher. Needs berth cushions. Holly wood centerboard trunk top and interior siding. Teak rub-rails and coaming cap rails. Plug-in 12V solar charger plugs into 12V outlet. Aft locker has room for starting battery and house battery. Ritchie lighted compass mounted on bulkhead. Located 35 miles NW of Phoenix at Lake Pleasant, AZ. Asking \$8500 OBO. David Murphy (has no email). (480)232-4864

192-4. 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

192-5. 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. Valiant has been out of the weather for the past 30 years and is currently residing Charleston, SC. Get a piece of history for \$5,000. For additional information contact: Doug.McQuilken@gmail.com



192-6. 2019 Marshall Sand-erling 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 fore-peak 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



192-9. 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



192-10. 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 \$8,750. dankievit@aol.com



192-14. 2014 Halpern 37' custom wood composite catboat. FELIX, based on Charles Mower "Spy" design from the early 1920s and scaled up to builder/owner's vision. 8500 lbs. displacement, 14' beam, draft 3' board up, 10' board down. Emphasis during build was weight reduction and strength using wood/epoxy composites techniques based on America's Cup and other build collaboration experiences, as well as shoal draft capability. The 63' carbon fiber mast carries a custom fully-battened 700sf mainsail with two reef points and a 300sf jib. Auxiliary propulsion is a custom hybrid diesel-hydraulic retractable 'saildrive'. Updated with stainless steel standing rigging. The owner/builder is a lifelong boating tech and sailing expert and asserts that this boat can be single-handed. A detailed story of the build is at <https://towndock.net/shippingnews/felix>. Located Oriental, NC. Refit completed spring of 2023. Offered for sale at \$290,000. Contact the builder, Arthur Halpern, for more information at 252.249.7299



192-17. 1985 Mark O custom Atlantic City Cat 21'6" length 9'6" beam 2' draft centerboard up 5'6" down, diesel engine (just serviced) 350 sq ft sail 3 reefs, electric winch. cockpit cushions, sail cover, interior cushions all in excellent condition. Sink, stove, head with holding tank, sleeps 3 comfortably or 2 adults 2 children Great family boat! Comes with trailer. Located in Wellfleet, MA. 617-548-2353 ask for Bill



192-18. 1994 Herreshoff America 18'6" catboat. 2 sails, one red and one white with flag insignia. New centerboard cable. New welds on tabernacle mast system. Double axle trailer included. Boat in Guilford, CT at present; Vermont later in summer. REDUCED to \$8,000. If interested, please email Rmfisher1967@gmail.com or text 802-236-1511 Bob Fisher



192-19. 2013 Marshall Sandpiper 15' Catboat, open model. Hinged mast, lazy jacks, jiffy reefing, flotation bags up forward, lifting bridle and pad eyes, bow eye, cockpit cushions. Sail cover, boom tent, collapsible metal ladder Trailer load Rite. Never been in water and only traveled 4 miles a year. Price \$21,000. Location Nantucket, MA. Contact Garth. garthgrimmer@gmail.com Mobile: (508) 2214510



192-20. Marshall 18' Sanderling 1982 on an Easy loader 2007 trailer. Marshall marine fitted trailer to boat spring 2022. Trailer has new tires, a spare and one new wheel. The boat was restored spring of 2022 with the following; all wood striped of old finishes, sanded and revarnished-6 coats. All white fiberglass wet sanded and then waxed and polished. The decks and cockpit repainted. The bottom scraped and new bottom paint. Inside cabin repainted. the 4 cushions, 2 with all new foam and the 4 recovered in new medium blue denim by Sunbrella. Hinged mast, bronze deck hardware, and Porta-Potty. A strong 5hp Nissan outboard. This spring after a marine survey was completed 5 areas needed repair or replacement. 3 were strengthened with penetrating epoxy, the bulkhead replaced with marine plywood and fiberglass. 20" of seats removed and replaced with white oak. Sail and rigging in good condition. Located West Michigan. Email for more information and photos \$15,900 jackvdb@gmail.com



192-21. Catboat: 22' (fiberglass) 1989, built by Classic Boatworks in Florida. She has the appearance of a Marshall 22 in every way. She is 22' with 10'2" beam and a 2' draft, she even has Marshall's mast and boom. In 2015 a new 14HP Beta (Kubota) diesel was installed with a new shaft, packing box, cutlass bearing, three blade prop, with all new controls and cables, along with a new 12-gallon poly diesel tank. (Beta has less than 40 hours). Impeller, oil and filters just changed, bottom has a fresh coat of antifouling paint and bright work just done! Fairweather has a tan dodger and sunshade that are seven years old, along with a sail cover. Her cockpit and interior cushions are made of green Sunbrella fabric. She has Edison quadrant steering with bronze boarding steps on the rudder and bronze winches. Her interior ceiling and side walls are beaded board. We are the second owners. She's Beautiful and sails great! Located in Cape Charles Virginia. Contact Bill Watson 757-695-1353. Please TEXT or LEAVE MESSAGE and I WILL CALL YOU BACK for more info and more photos. \$23,800. Also brand new custom built trailer (never wet) \$2,400



192-22. 1984 Marshall 18' Sanderling catboat. 5 yr old tabernacle mast. Bottom soda-blasted spring 2019, then professionally painted with Interlux VC Offshore. All teak stripped, fully restored by BRD Boatworks. Cockpit floor stripped, painted with non-skid. Sunbrella cockpit cushions from Marshall Marine. 2 bulkhead mounted compasses (starboard and port). New halyard clutch. New Harken mainsheet block. 2 yr old Quantum sail with one set of reef points. New mainsheet, halyards, topping lift, and lazy jacks. BRAND NEW old Honda 4-stroke 2.4HP, used three times end of last season. Loadrite trailer used twice per year for launching and pull-out, stored indoors year round. Boat stored indoors off-season until last year. Asking \$14,500, all included. Contact Scott. 610-772-1031 smrothman@gmail.com



192-24. 2010 Com-Pac Suncat 17 with 2010 custom Magic Tilt Trailer, boarding ladder, interior and exterior cushions, full electrical package and gel battery, Raytheon depth finder, plow anchor with bow roller, deck pipe, chain and rode, one-man tabernacle, stainless centerboard and kick-up rudder, motor mount, rebuilt Gusher manual bilge pump, bimini, rubstrake with stainless steel striker, new trailer wheels and tires, sail cover, PFDs, flares, solar charger, first aid kit, all lines, extras. Excellent condition. No engine. No leaks. Everything works. REDUCED to \$12,500. Located near Richmond, VA. Contact Daniel daniellawrence@msn.com (757) 709-2626



192-26. 1974 Herreshoff 18' Catboat. Weighs about 2500 lbs. Cleaned and in sparkling shape! Trailer included, along with a recently serviced and in tip-top working condition Tohatsu 4-stroke motor. She also has two sails; one is brand new. We are so sad to have her move on but our family is into different adventures



at the moment. Please contact me if you would like to come look at her or have any questions. Located Saco, ME. Phone: (603) 505-5623 dixie-squires@gmail.com

192-27. Marshall 15 1/2 Open Sandpiper 2017 "Celadon" is for sale, voted MOST BRISTOL in the concours judging at The Catboat Rally 2023. This very special recent model has all the desired options, including special color, molded boot stripe, outboard bracket, hinged mast, Lazy Jacks (currently removed), seat cushions, Jiffy Reefing (single line with cam cleat set up for racing), racing package with Harken main sheet system on centerboard, garboard bilge drain, varnished (Epi-fanes) teak brightwork, boom tent in excellent condition, Marshall tiller tie-off lines plus special adjustable tiller control lines, forward flotation bags, telescoping hiking stick, windex mounted on the mast, halyards run through Harken cam cleats. NEW IN 2023: Racing sail with window from Thurston/Quantum, galvanized trailer from Marshall, Honda 2.3 HP outboard motor, full cover for summer/winter. Anchor and rode with stealth deployment system from cockpit. Boat hook (telescoping) new 2023. Starting timer mounted in teak frame (new 2023). Dry-sailed with very successful racing record. \$28,000. Available in Beaufort, SC. Contact Woody Norwood: snorwood3@me.com, or 678-427-2937.



192-30. 1982 Atlantic City 24' catboat. JAHMU has undergone a decade-long transformation into the ultimate shallow-draft, full-headroom cruising cat. Original rudder was replaced with a solid Delrin, bronze-strapped, rugged one-piece beauty. Stainless steel oval round trims out teak rub rails. All exterior teak trim has Sikkens finish. Yanmar 2GM-20 inboard diesel; new fuel lines, Racor filter and Moeller tank. Two AGM 12V batteries charged via alternator, Newmar 30 amp 110 volt charger, or by flexible cabin top solar panel. Interior is finished "Herreshoff style": bright white with varnished teak trim and cabinetry, varnished teak+holly cabin sole. Standing 6' 1" headroom and 10'6" beam create a roomy salon. Double quarter-berth to starboard with opening portlights to the cockpit. To port, forward of the galley is a dinette that drops into a small double bed with additional berth to starboard. Enclosed head is forward, followed by the chain locker. Galley sink (and head) are furnished with nickel Moen fixtures with both pressure fresh and salt water options. Saltwater anchor washdown connection above decks by the mast. Refrigeration is by water-cooled Isotherm holding plate in custom R-50 box with R-50 Glacier Bay door, LED lit, with remote temperature gauge. Range is stainless gimbaled Force Ten oven and stove; propane accessed from aluminum tanks in sealed locker with solenoid shut off, under cockpit seats. Head is Raritan elongated bowl model with custom stainless steel holding tank. Overall, boat is meticulously outfitted for extended cruising, with too many thoughtful details to list. Sails, running rigging, canvas work, cushions and general condition are all in great shape. JAHMU is fully commissioned in the water at Wickford Shipyard, Wickford, RI. \$39,500. Walter Filkins 401-742-1680 walterfilkins3@gmail.com



192-35. 1978 Marshall Sanderling Hull 409. New Thurston sail, new aluminum trailer, New Suzuki 6hp outboard, new Garmin chartplotter, built-in depth finder, All safety gear. Hinged Mast, new reef system, all blocks new and relocated. Main bulkhead and all support members replaced with Hydrotech System 3 epoxy over new fir timber. Boat is Dry sailed. She is ready to go with nothing to do but sail her for years. Located in Beaufort, SC. REDUCED: \$20,000 OBO. Owner open to reasonable offers, health forces sale. robertmnewton@yahoo.com 843 343 3044



192-36. 1998 Stur-Dee Cat wonderful 14'4" catboat "2 Olives". Always stored out of water in HVAC building. Bought new. Includes trailer and new 2.5 hp Mercury 4-stroke engine, sail cover, boat cover, lines, fenders, etc. Owner getting up in years and needing to sell. \$8500. Contact Stuart 804 366 1277 or stukramer@gmail.com – boatbuilder site has more specs: <https://stur-deeboat.com/stur-dee-cat/>



192-38. 1999 Compass Cat 14' catboat. All brightwork replaced in 2022 with white oak, steamed and formed for new coaming, rub rails and centerboard trim. Halyards are run through deck to turning blocks and to cam cleats on centerboard trunk. Mainsheet block is mounted with new Harken swivel and cam cleat on centerboard trunk. Rigged for single handed sailing, all lines running into cockpit. Two sets of new mast hoops (two sizes in wood). Centerboard was removed fiberglassed, painted, and reinstalled. All cockpit teak floor and seats were removed and refinished. New wooden mast. Yamaha 2hp 4-stroke outboard with low hours. Newer trailer (never in water). Sail in excellent shape, cleaned and re-sized, still in box. All new halyards, sheets, lines and blocks. Boat is ready to sail! Located in Long Beach Island, NJ. \$9,900. John Pallante 856 816 7800 Johnpallante@hotmail.com



192-39. 1928 Anderson 16' Catboat. Original deck, cabin and spars with original hardware. New hull, Centerboard, rudder. Bronze fastened. White cedar on oak framing. 1920s Gray marine engine. Brian Casey kbrottoo@outlook.com (775) 420-2204



192-43. 1995 Menger 19' Catboat. This beautiful boat has been well cared for. All teak is in top shape. She is currently in water and in use. She is a wonderful day sailer / weekend cruiser. We often have six people on board. She is well equipped, a lot of fun and in ready to sail condition. Equipment includes: Inboard 9hp Yanmar diesel (new 2012); Tabernacle mast (new 2015), Sail and tiller covers (new 2023). Cruising Package - Slide-out Galley w/sink, brass pump, space for stove, collapsible water tank, ice chest, porta-potti. Lighting



Package - running lights, masthead light, two brass cabin lights, 12-volt battery, 6 circuit fused switch panel. Cockpit cushions, Bimini / cockpit tent. Load-Rite trailer. Forward opening hatch. Steps on transom and rudder. Compass and depth-speed log. Electric bilge pump. Manual bilge pump. Anchor chocks on deck. Anchor rope locker and deck-pipe. Single line reefing system. Bottom was painted for the 2023 season. \$23,000. Located North Kingstown, RI. Contact Craig. craig_public@hotmail.com (401) 741-6670

192-44. 1978 Marshal 22 Catboat. Well maintained with a 1978 Universal 18hp diesel with 950 hrs in great running condition. She's keel-stepped, and the Aluminum mast, gaff and boom have been completely restored this year, bottom painted, hull waxed, and engine commissioned. Has a new-ish Garmin 7" Echomap GPS with thru-hull transducer. Seat cushions, sail cover, good sail, and dodger all in excellent shape. Fresh water tank and hand pump. Dometic porta-potti. Recent favorable and complete survey available upon request. Exterior bright work could use some attention along with a few things you would imagine on a boat of this age. Electrical system works, but is old. Nav lights and masthead light were reconditioned last year along with all of the brass seacocks. She was purchased on Cape Cod three or four years ago for over 20k. Currently on the hard at Back River Boat Yard in Georgetown, ME. \$11,900. Contact Loren. Phone: (207) 751.8237 backriverboatyard@gmail.com



192-47. 1996 Menger 19' Catboat with Diesel Inboard. Lovingly maintained, sure to turn heads in every harbor. 9hp Yanmar diesel inboard IGM10 (rebuilt winter 2015) • Load Rite single axle trailer • Tabernacle mast • Custom fitted closed cell foam cockpit cushions • 2 recent AGM batteries • VHF with antenna on mast • 12v electric accessory sockets, Built in stereo with iPod/iPhone connector and Bose speakers in cabin • LED brass cabin lights and full running and anchor light package • "Cream" colored Quantum sail (2016) • Sunbrella sail cover (2016) • Danforth anchor with bow chocks and hawse pipe for anchor rode • Bulkhead mounted compass (rebuilt 2023) • Forward hatch with screen • Teak hatch boards and teak framed companionway screen • Lightning grounding plate • Bronze rudder and stern steps • Cockpit boom tent • Origo 3000 alcohol stove • Porta-pottie head • Marine cooler • Winter cover. Located Hingham, MA. \$25,000. Contact: mike_a_clark@icloud.com



192-48. 1974 Herreshoff America 18' catboat. Tabernacle mast, 2 sails, flag sail and newer Quantum sail in excellent condition, 6HP Tohatsu outboard; cockpit and cabin cushions, trailer. Asking \$8500. Phone # 727-364-0867 (James) Email: jmweaver0591@gmail.com

192-49. Vintage 1962 Clark Mills Suncat 17' catboat. Fiberglass hull, original sail and newer tanbark sail, custom tiller, stern ladder, aluminum mast and boom, twin bilge boards, cockpit cushions. Comes with removable fiberglass cabin top, trailer. Needs cockpit repair. Asking \$2,500. Phone number: 727-364-0867 (James) Email: jmweaver0591@gmail.com



192-50. 1977 Marshall Sandpiper 15' catboat. Recently restored. New sail, boat cover, sail cover, main sheet clam cleat with swivel, all new running rigging, new clam cleats on cockpit deck for sail halyard/gaff halyard, bottom/centerboard professionally sanded and painted, rebuilt trailer, teak cockpit coaming, hinged mast, 4hp 2014 Mercury 4-stroke outboard, boarding ladder, extra flotation in bow. This is a very solid sweet sailing Marshall Sandpiper located in Beaufort, SC. \$14,500. Marvin Day (843-838-2505) Frank Pontious (843-252-4900)



192-51. 19' Wagner (MENER) CATBOAT. This 2009 Catboat was built by Jerry Thompson who attempted to continue the Menger line after the passing of his former boss, Mr. Bill Menger. The company became Wagner shortly thereafter. 'Beach Eagle' is a joy to sail, but since the passing of my First Mate I have decided to let it go to another sailor to enjoy. 'Beach Eagle' was not put in the water this year, but she is winterized and ready to go all but for a touch up on the bright-work. She includes the following: 1GM Yanmar diesel (169 hours), tanbark sail, lazy jacks of course, trailer (Venture), VHF radio, bilge pump, built-in compass, a carved 'Beach Eagle' figurehead beneath the bowsprit, cushions, porta-potty, sail cover, winter cover, an assortment of life vests and throwable seat cushions plus some incidental parts as well. \$20,000 or best offer. 'Beach Eagle' is located in Lanoka Harbor, NJ. Please contact Paul via phone or text at (732) 278-0082. Email pmer@optonline.net



192-52. Arey's Pond 14' Catboat "Restless" This is a fine example of Arey's Pond's thoughtful designs and craftsmanship. Easily handled, easily maintained, and easily one of the prettier boats in the harbor. Built in 2002, this boat has been immaculately kept and is ready to go. She comes with her own LoadRite single-axle trailer and outboard. A simply lovely little boat. Asking \$13,000 OBO. For more information, keith@padanaramboatworks.com, or 401.218.9706



192-53. 1973 Herreshoff America 18'catboat, Nowak & Williams Company, Bristol, Rhode Island. Fiberglass hull in good condition. Wood trim and companionway hatches in good condition. Mast, boom, and spars in good condition. New Doyle Main in 2015. Main has been used two times. Original mainsail also included and is in good condition. Cockpit and cabin cushions replaced in 2015 and minimal use. Outboard motor bracket installed in 2013. Motor well can also be used for motor. 2013 Yamaha 9.9 HP 4 stroke engine. Low hours. 2013 Load Rite Galvanized Trailer Very good condition. Boat has not been used since 2015 and has been stored in garage. Forward section of port rub rail needs to be replaced. LOA 18', Beam 8', Draft 2' Board Up. Reduced to \$6900 Located: Ocean City, Maryland Contact: Jim Schneider. 443-235-1637 or email jim@seabayhotel.com

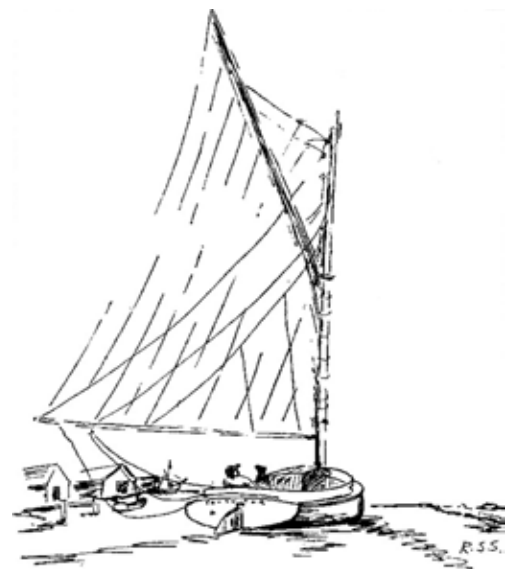


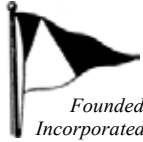
192-54. ROSEBUD is available (free) for restoration. Fenwick Williams 21' catboat, built 1965. ROSEBUD was grounded off of Beavertail Point, and is in need of substantial work. The current owner, along with Padanaram Boatworks, is offering this boat for free to someone committed to see the project through to the end. Padanaram Boatworks has inspected the boat and prepared a restoration plan. Those serious about reviving this beautiful design should contact keith@padanaramboatworks.com

192-55. Marshall Sanderling 1980. In 2022 bottom sandblasted down to gelcoat, then new barrier coat and hard bottom paint. Thurston sail, sail cover, sheet and halyards also 2022. Tohatsu 4-stroke outboard, runs well. Battery and charger. Cabin and nav lights, lighted compass and powered GPS arm. Old trailer, fine for short distances only. Lots of other gear included. In the water in Venice FL. Asking \$13,000. Contact Frank Snow at 206-200-4124 or fsnow@fsnow.com



192-56. Victor, gaff rigged Crosby Catboat, 1916/1998, 26'x12.5x 2', 25hp Luger diesel, originally a charter fishing boat, restored and fully modernized for coastal cruising: galley, two double berths, head. Relaunched in 1998. Victor is currently berthed in Island Park, NY. The 2023 appraised value is \$45,000. Inquiries and reasonable offers welcome. Victor is beautiful and historic and a great family cruiser. William Kornblum wkornblum@gmail.com 516-448-0032





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)

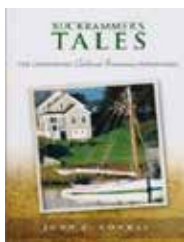
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City, State, Zip
Phone

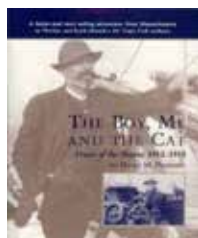
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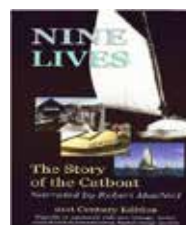
The Boy, Me and the Cat



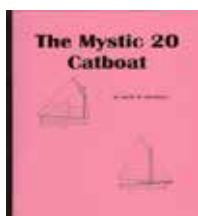
The Catboat and How to Sail Her



The Catboat Era in Newport



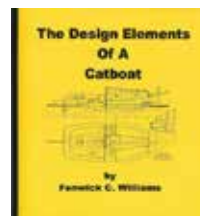
Nine Lives DVD



Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat

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

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

Name : _____
 Address: _____

 Phone Number: _____

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

Scuttlebutt

Membership Renewals

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

CBA Mailings

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

Want to Do More?

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

CBA Website

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

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

Catboat Association on Facebook and Instagram

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

Writing for the Bulletin

Who doesn't love a good sea story? Tell it. Got a good how-to? Send it. Learn something new? Share it. Catboat kid stuff is great too: journals or pictures, models or artwork, stories or book reports—we'd find anything from their point of view of interest. Take a look at the categories on page 2 and send your text (Microsoft Word .doc or .docx files, if possible) and separate photos (.jpg files) to the appropriate Contributing Editor. Indicate where you think photos should go in the body of your article and the printers will take care of actually putting them there. (Don't embed them yourself, please.) Not savvy with Word? Don't let that stop you. Type your piece in an email and attach the photos and we'll see what we can do. This is your Bulletin! Submission deadlines: Fall Bulletin: Labor Day; Winter Bulletin: January 1; Spring Bulletin: February 15.

That Goes for Photos Too

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

Change of Address for Membership and Renewal Payments

CBA Membership Secretary
78 River Street, South Yarmouth, MA 02664
membership@catboats.org

Feedback and Letters to the Editor

Did a recent article or story get you thinking...? Drop us a line; we'd love the feedback. We can reach out to the author to answer questions or get more information. You can send email to the appropriate contributing editor (found following the table of contents) or to bulletin.editor@catboats.org.

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 might pick it up, find it interesting and join the CBA.



ON THE BACK COVER

“First Light” by Joseph Buchanan
(Jbuchananwatercolors.etsy.com)



Twilight Zone, November 1962. The issue cost twelve cents at the time. Pencilers: Joe Certa/Reed Crandall/Tom Gill/George Evans/George Wilson. Inkers: Joe Certa/Reed Crandall/Tom Gill/George Evans/George Wilson. Letterer: Ben Oda.

