

# Catboat Association Bulletin



No. 193



Winter 2024

# ON THE COVER

***Pandora, First in Class Arey's Pond 31st Cat Gathering***

Photograph by Anita Winstanley Roark

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# Catboat Association

www.catboats.org



## BULLETIN NO. 193

Winter 2024

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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 Commonwealth 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](http://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:

I was listening to public radio the other day, I don't recall the show, but the guest said something I could relate to: he described himself as an analog guy in a digital world.

As the world moves more toward the virtual/digital, I'm more and more thankful that I grew up in a time before such conveniences as GPS and the internet became so prevalent. I'm glad I learned the "old ways" of doing things before the convenient way became *the way*.

I'm glad I learned how to use a chart and triangles and dividers to maintain a navigation plot. I'm glad I learned celestial navigation, though I'm unlikely to shoot the sun or stars anytime soon. It reminds me of our tiny place in the universe.

I marvel at the fact there are people who can't read a map, who have no idea which way is north, or would struggle to find anything without a GPS. I know there are times when all we want to do is go from point A to point B as quickly as possible, and that's fine. I do this myself. But ask me afterward how I got there, or tell me to do it again without GPS, and I couldn't do it. It's awful. But most of the time, it doesn't really matter. Until it does....

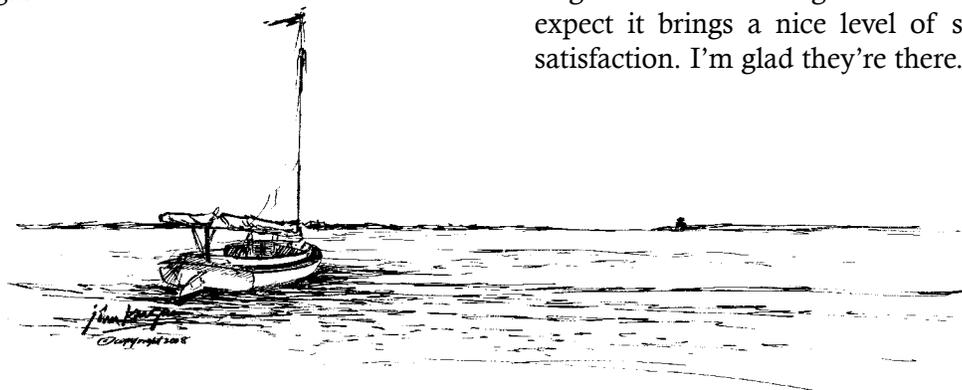
Out on the water, situational awareness is paramount. You've got to know where you are. And, while situations often don't develop as quickly as in a car, it can be surprisingly easy to become disoriented.

Knowing where you are and knowing where you want to go, you figure out how you want to get there. You maintain a dead reckoning plot, even if it's only in your head. In a sailboat, you often have the additional task of thinking strategically, often planning tacks and gybes to get where you want to go. You can't just point your bow in the direction you want and hit the gas.



At an Annual Meeting a few years ago, I spoke with Paul Krantz author of *Riding the Wild Ocean*, about how he would lay-to to determine his position. This is because when sailing singlehanded, it was difficult at times to sail and do navigational work at the same time. We were discussing old versus new methods of navigation. And he said something that resonated with me. He said that while he used and appreciated the old way of doing things, "It would be unwise not to take advantage of *all* methods available on the water." And he's right. It's always good to check your work/position by two independent means. If a light appears sooner than it should or in a place you weren't expecting, you need to figure out why.

Short-range aids to navigation provide mariners with a means of maintaining situational awareness as well as position finding. From the smallest buoys to the tallest lighthouses, they provide an easy way to know where you are. They exist in the real (vice virtual) world. They provide a means of confirming your position, which is a comfort especially the closer to shore you get. In an unfamiliar location, it's easy to get confused. Seeing an aid when and where you expect it brings a nice level of security as well as satisfaction. I'm glad they're there.



# Now Hear This:

## Awards Committee Looking for New Member

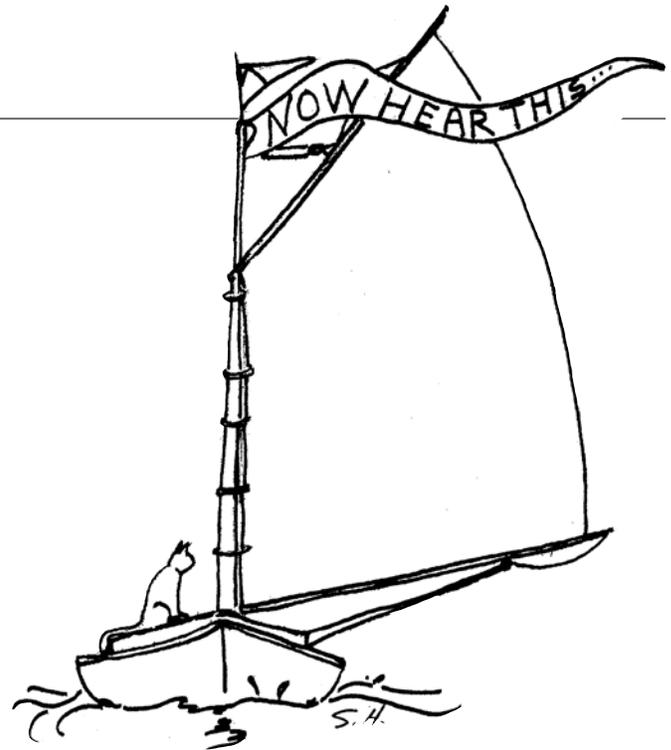
The awards committee is looking for a member to help preparing and presenting the annual CBA awards. If interested, please contact Frank Newton at [frank.newton@catboats.org](mailto:frank.newton@catboats.org)

## 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](mailto:nate.titcomb@catboats.org)

## 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!



## BoatUS Membership

Please don't forget—if you are a member of BoatUS, you can get a 50% discount on your annual membership by applying the CBA's Cooperating Group Program: code GA83247B. For specific information call 1-800-395-2628, send an email to [coopgroup@boat.us](mailto:coopgroup@boat.us), or visit website: [www.boat.us/group/default.ap.s](http://www.boat.us/group/default.ap.s). Remember to ask about insurance too.



# Crossing Over The Bar



## Harry “Tad” Crawford

Jeffrey Lott

When I bought Tad and Judy Crawford’s Marshall 18 *Moon Shadow*, I gained not only a meticulously maintained thirty-year-old catboat, but a fast friendship with its former owners. Sadly, Tad passed away in October at age 83, the victim of Parkinson’s disease. The Martha’s Vineyard catboat community will miss him.

I had met Tad and Judy in 2015 through the Unitarian Church in Vineyard Haven, where he and Judy were longtime members. Tad always greeted people—even strangers—with a smile. He had a way of actively listening that brought out the best in everyone. Warmth and caring came easily to him.

We kept in touch and two years later, when I was ready to buy a catboat, Tad was ready to sell one. He’d been diagnosed with Parkinson’s and, being a practical New Englander, knew he wouldn’t be able to manage the boat much longer. *Moon Shadow* (I did not rename her) has been the perfect boat for me and my family.

Tad grew up in Weston, Massachusetts, lived for a year in France as a high-school exchange student, and graduated with honors from Princeton University. He had a long career at Mobil Oil Corp. working in New York; Paris, France; Addis Ababa, Ethiopia; and Alexandria, Virginia.

Tad and Judy retired to the Vineyard in 1995. Ever active, they took to island life, community service, hiking, kayaking, and sailing. At their home

in West Tisbury, Tad would put *Moon Shadow* next to the barn for winter projects. A DIY genius, he learned everything he could about catboat maintenance. Thus, *Moon Shadow* came with a carload of carefully (though illegibly) labelled storage tubs and milk crates, paint and resin, spare lines and tackle, reams of notes and articles, and best of all, his experience and friendship.

Tad and Judy—together as always—faced his Parkinson’s with inspiring love, courage, and determination. Despite his progressive disability, Tad sailed on *Moon Shadow* several times in the intervening years, most recently in summer 2022. He will always be a silent presence in the cockpit of that cat.

So catboaters, raise a cheer—and a shot of rum in a copper cup—to Tad Crawford as he crosses over the bar.



Tad (left) with fellow catboaters Rich Farrenkoff (center) and Mait Edey (right). Mait and Tad were a formidable team, sailing competitively together for many years. Here they are accepting the award for winning the Vineyard Haven catboat rendezvous in July 2012.

Photo by Mark Alan Lovewell

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## Members We Have Lost Over the Past Year

**Charles Beckman**, who sailed *Mother Goose*, of South Dartmouth, Massachusetts.

**John Coyle**, who sailed *Sink’r Swim*, of Long Beach Island, New Jersey.

**Tad Crawford**, who sailed *Moon Shadow*, of West Tisbury, Massachusetts.

**Barbara Durgin**, who sailed *Amy L*, of Madison, Mississippi.

**John King**, who sailed *Julie* and *Nelson*, of

Franklin, Tennessee.

**Dr Edward G Lund Jr**, who sailed *Red Squirrel*, of South Dartmouth, Massachusetts. Ned was a contributor and editor of the bulletin, a longtime, active Steering Committee member, and a great sailor.

**Amy Riggs**, who sailed *Lazy Days*, of Roanoke, Virginia.

**John Staton** of Atlanta, Georgia.

**Chris Titcomb**, a catboat kid, who grew up sailing *Calynda* and lived in Rehoboth, Massachusetts.

**James Umer** who sailed *Myth*, of Vero Beach, Florida.



# Seasonal “Decommissioning” and “Commissioning”

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Neil Titcomb

In 1984, my family and I bought *Calynda*, a twenty-eight-foot Fenwick Williams/Alden designed wooden catboat built in 1932. Shortly after our purchase, Frank Cassidy said it would cost me another \$35.00 because we had to join the Catboat Association. This was in 1985 and Frank was the president of the CBA at the time. Over the years, owning *Calynda* became a labor of love.

*Calynda* was an altered cat—she carried a yawl rig. It seemed every year required some sort of a restoration project, in addition to the normal annual maintenance work, and our whole family got involved. As my wife, Carol, used to say, I handled the destruction/construction involved things like replacing ribs, redoing decks, and all the things of that nature; she was in charge of “the pretty work”—the sanding, painting and varnishing. It was a family affair and, as my kids got older, they too were helping with the annual projects. We cared for *Calynda* for twenty-eight years.

I’ve been boating most of my life. I started sailing when I was fourteen when my father and I built a plywood version of a Sunfish. I have owned an 18-foot Duxbury Duck which was a shallow draft daysailer, a Winthrop Warner designed-1956 Cambridge Cadet, which was a twenty-nine foot sloop with a narrow beam. She worked fine for three people, but when our second son came along, we needed to have a bigger boat and adopted the *Calynda*. Now that I’ve retired, I sail a Sabre 402 named *Interlude*. *Interlude* is a very comfortable fiberglass sloop, quite capable of going anywhere you want to sail. We have sailed her along the eastern seaboard of the United States from Maine to Florida.

Since every boat is a little different, I suggest you come up with your own decommissioning/commissioning lists. Make the lists dynamic and applicable to your boat. Every year the lists will need to be updated to reflect your boat’s current needs. I keep my lists on my phone, which happens to work for me. Yours may be on paper, or in whatever other form which works for you.

Decommissioning means to take out of active service—which in this context really means “winterizing” your boat.

## Decommissioning at the End of the Season

### First, a few hints

**Take lots of pictures.** Take pictures of anything being disassembled so you have a reference about how the item goes back together. Because if you’re like me, you might not remember how you took it apart. A picture is a great reference about how it goes back together.

**Make Lists.** I make two lists, a “To Do” list and a “Need Before Commissioning” list. These are lists of anything found during decommissioning which needs attention or needs to be purchased prior to commissioning in the spring. These may and probably will be different every year because different things may need attention from year to year.

**Get Storage Containers.** Find or obtain the bags, boxes and containers you use to store the gear you keep aboard your boat as you prepare it for winter layup. Know where they are; break them out. Replace the containers which haven’t worked in the past or may have worn out.

### Sails, Dodger, Mast and Running Rigging

Take off the sail cover, sail (after removing the battens) and dodger. Do any of these items need repair/cleaning? Do any need replacing or are they still in good shape. As you take off these items, look carefully at the condition of the cloth, stitching, wind tell-tails, zippers and windows. If repairs are needed, take the item to a sailmaker or canvas repair shop.

Check the waterproof condition of the sail cover and dodger material. If it needs to be refreshed, decide if you can apply waterproofing or should you take it to have a sail maker or canvas repair place to be re-waterproofed. Do any of the items need cleaning? Sailmakers typically offer cleaning, repair and waterproofing services. They will often store your item after repairing or cleaning

until spring. If your sail is lashed onto the gaff and/or boom, inspect the lashing line for wear spots which would put obtaining replacement line on the “Need Before Commissioning” list.

Inspect the condition of the running rigging (halyards, sheets, lazy jacks, topping lifts, etc.) and dock lines. Looking for signs any of these worn and are in need of replacement. Are they good for another season? Add needed items to the “Need Before Commissioning” list.

Are any of these lines dirty and stiff? Consider washing either in a tub of soap and water or in a washing machine. If the lines have metal thimbles, pad the thimble with a cloth or bag to prevent them from banging around in the washing machine tub. If a line doesn't feel good in my hand, I take it off and throw it in a tub of water with some Oxi-Clean and let it soak for a bit, then hose it down. The Oxi-Clean helps get rid of mold and mildew.

To soften lines, using a fabric softener as part of the washing process. Just make sure you wash it all out before you put the lines back on the boat. You don't want the fabric softener to be rinsed out by rain, creating a slippery surface on the deck. It's amazing how well a soft line will run through a block in the spring.

Dry the lines by spreading them out in the sun. Get them dry. You don't want to store wet lines where they can regrow the mold and mildew you just worked to get rid of.

Inspect the operation of the winches. If they aren't rotating smoothly, add disassembly, cleaning and regreasing your winches to the “To Do” list. Can you hear the pawl ratcheting? Does the drum rotate freely? If you don't like the way a winch operates, you should take it apart and clean it. This is not a terrible task. There are many YouTube videos to show you how. Tip: get a cardboard box which is a little bigger than the winch; cut a hole in the bottom just a bit larger than the diameter of the winch and set it over the winch you are working on. The box is so when a pawl pops out of its holder or a screw or other bit unexpectedly falls out, it doesn't fall overboard into the gravel below your boat or into the water.

If you are un-stepping the mast for the winter, take the time to inspect all rigging fittings for cracks and wear. Water and salt can get into cracks, potentially causing rigging failure. If any are found, consider consulting a rigger to determine if the fitting needs to be replaced. Lubricate all turnbuckles with a long lasting anti-seize lubricant.

As the mast wiring is disconnected, examine the condition of any connectors. Check the insulation for cracks. If needed, add the task of connector replacement to the lists. Make sure connectors are solidly connected to the wires and put some corrosion prevention lubricant on them.

There are a wide variety of lubricants to use. WD-40 is good for loosening things but not for long-term lubrication. There are lubricants that are designed to last longer. There are numbers of other products whether for electrical connections, screw threads, or bearings in a block, so choose an appropriate product. Find what works for you. I use a lanolin-based product called Lanox for anything with threads and find it lasts all season; MarLube valve lube for seacock valves, McLube for sail tracks and blocks, Lewmar winch grease for my winches.

Check the blocks, sheeves, sail tracks and slides for smooth operation. On *Interlude*, we have lazy jacks and a Stack Pack/sail cover bag which is integral with the bottom of the sail. We play a game when dropping the main to see if we can get the sail to fall all the way into the bag without having to go forward to stuff it into the Stack Pack. If we can, all we have to do is zip the top edges of the bag together when we get back to the dock to put away and cover the mainsail. Lubricating the sail track and slides is a big help in winning this game.

## Water Systems

When it comes to winterization, water freezing in the hoses, the pumps, anything you have, is not a good thing. My preference is to try to get as much water out of the systems and lines as possible. On *Interlude*, we have pressurized water which feeds all the sinks, hot water tank, an inside shower, a cockpit shower as well as the head. We also have an inside shower sump and a washdown pump. Let's not forget the holding tank. All these things need some attention paid to them, because they are all potential places where water will freeze and water freezing will break things. And I've learned the hard way over several years and have had to replace items which froze and broke. Everything needs to be drained, blown out or treated with anti-freeze.

I had a fresh-water hand pump in the galley sink which froze one winter and blew the bottom right out the \$150 pump. Lesson learned the hard way—get that water out of there, however you do it.

Remove all the water from any system which can potentially freeze. Drain or pump out water in tanks—both fresh and hot water. If your boat doesn't already have them, consider adding drain valves so you don't have to loosen and disconnect lines every year. Clean and empty any filters and strainers for the pressurized water system, the shower sump discharge, the washdown pump, etc.

Remove and empty system water filters and accumulators. Open or pump all faucets to clear any water. Drain the icebox and don't forget to clear any water (or spilled beverage) from the drain line. Disconnect and/or drain any place where water accumulates including: all water lines, spray nozzles, shower, faucets with aerators and spray nozzles, the wash down pump, and the bait well. And don't forget the water which feeds to the head.

Check hot/cold water mixing valves which prevent scalding. The mixing valve is on the bottom of a loop coming off the hot water tank and is another thing I disconnect every year.

### **Winterizing, Antifreeze, Options**

Antifreeze. RV/Marine: minus 50 degree or minus 100 degree or cheap alcohol. There are a lot of different kinds of anti-freeze out there. Based on the experienced recommendations of friends, I use minus 100 degree antifreeze in my engine exhaust loop and water lift muffler. I use minus 50 degree antifreeze in the head systems and holding tank. I have a vacuum-flush head system, so it needs antifreeze circulated into its vacuum system. I have a shower sump, so I put anti-freeze into the shower drain and run the overboard drain pump to pull the anti-freeze into the pump also. I do the same for the ice box sump. Anywhere water accumulates e.g., the bilge or near the prop shaft (stuffing box). I always monitor the ads for prices and often find the best place to get RV/Marine anti-freeze is Walmart. One drawback to using RV/Marine antifreeze in the freshwater system is having to flush lines (probably several times) in the spring before using as drinking water to remove "the antifreeze fuzz." I found it takes at least 4-5 flushes to get the fuzz out. We usually keep a Brita water filter on board to run anything we are directly consuming through, which also helps.

My recommendation is to definitely use RV/Marine antifreeze in the head, holding tank, macerator, shower sump and engine exhaust to prevent any water from freezing and damaging these items.

I use a wet/dry vacuum to remove any remaining water from water tanks and bilges. I use a small portable compressor to blow remaining water from the freshwater lines. I have friends who use a wet/dry vacuum on the through hull fitting to either suck or blow the water out of their overboard discharge line for A/C and water-cooled refrigeration systems. Find a system that works for you.

For inboard engines, with your engine running, close intake seacock and pour antifreeze into the saltwater intake strainer until you or a helper sees antifreeze coming out of the overboard exhaust. I have a friend assist me with this, watching the overboard discharge, who signals me to stop pouring antifreeze into the saltwater strainer when the color of the exhaust water changes from clear to the color of the antifreeze. I then shut the engine down. With outboard engines, flush the engine water cooling system with fresh water. Possibly use a product like "Salt Away." I put my outboard motor in a trash can filled with fresh water and Salt Away. I run the outboard till it's warm, then dump and refill the trash can to flush with more fresh water.

### **Engine Lubricants, Fuel, and Maintenance**

Engine oil. My preference is to change engine oil at the end of every season to remove any acids which can build up in the engine oil. Run your engine until the engine temperature is up to normal operating temperature. Shut engine off and drain or pump out the engine oil. (I use a vacuum extractor connected to the dip stick tube to suck out the 6 quarts in *Interlude's* engine.) Change the oil filter so as much of the old oil is removed from the engine as possible. Refill with new oil and start engine to circulate. Shut the engine off, check the oil level and adjust per the engine manufacturer's recommendations. Don't forget the fuel filters; change them in accordance with your engine manufacturer's recommendations.

For engines which have transmission lubrication separate from the engine, examine the fluid. If it is dark, pump it out and refill per engine/transmission manufacturer's recommendations.

Fill your fuel tank to minimize air in the tank which can lead to condensation. Add a fuel stabilization product to help with moisture accumulation and preserve fuel quality. Run the engine after adding fuel stabilizer to the tank to pull the stabilized fuel into the engine components. With a two-stroke, where you have oil-fuel combinations, consider not storing any mixed fuel but getting rid of

it at the end of the season. The waste transfer station in my town has a waste oil receptacle. Use a fogging spray engine to help protect engine components. Inspect belts, hoses and other engine components for cracking, leakage, loose or corroded clamps, adding any items which need further attention to the lists. Check your hose clamps. Are they in good condition and are they tight? If suspect, add servicing them to the lists.

### **Batteries**

Consider a method of keeping your batteries charged during the layup period. Battery voltage should be kept above 12.25 volts with 13.75 volts to be considered fully charged. Allowing the voltage to drop below 11.75 for periods of time can potentially shorten the life of the batteries. Options include: taking the batteries off the boat and keeping them in a place where they can be charged regularly; visiting the boat regularly to plug in and charge them; or hooking up a solar panel trickle charger. Typical battery solar trickle chargers need to be in the 15-20 watt range to be effective. At this level you probably will not need a charge controller. If charging with a higher wattage panel, a controller should be considered so as not to overcharge the batteries. If your batteries are not the sealed kind, check and maintain the water level. Checking water level should be performed regularly throughout the year (i.e., monthly). Unfortunately, batteries are not a forever thing. I have found that three or more years is old for a typical lead acid battery.

If, during the season, your batteries weren't supporting the electrical load of the boat as well as you think they should, consider load testing them to see if battery replacement needs to be added to the "To Do" and/or "Need Before Commissioning" lists.

If you are leaving the batteries on the boat, check the battery terminals for tightness and corrosion. Clean and tighten as necessary. Also check the battery boxes to make sure they are dry.

### **Hull (Inside and Out)**

Inspect the hull, topsides, and bottom. Remove any fouling by scraping and/or washing with an acid-based hull or bottom cleaner. Cleaning the hull when the boat comes out of the water is sometimes easier when the fouling is still wet and possibly softer. Take the time to inspect the bottom. Get any growth off the hull as soon as possible, especially along the waterline. There's a product called Marykate On & Off - Hull & Bottom Cleaner, which is a mild acid, good for the waterline stains.

If you have a boat speed paddle wheel, remove it and install the transducer plug before hauling out to prevent the paddle wheel from being damaged from contact with travelift's lifting straps or trailer bunks.

If the bottom paint is a multi-year type of paint, examine its condition and, if it needs refreshing or if the paint is a single year paint, place paint on the "Need Before Commissioning" list and paint bottom to the "To Do" list.

Consider washing and waxing the hull before covering. Cleaning and waxing the hull before covering can help reduce the hull prep time needed in the spring.

Drain or pump out any water accumulated in the bilge. If your bilge pump has a check valve in the discharge line, open the assembly to drain any water from the overboard discharge side of the check valve. Does your boat have both a manual and automatic bilge pump? How are they plumbed to the overboard discharge? Is there a dip in the discharge pipe which doesn't drain?

Have your holding tank pumped or empty the porta-potty. Add antifreeze to the toilet and pump until the antifreeze goes into the holding tank.

If there is a macerator in the output of the holding tank with an overboard discharge, open the Y valves and overboard seacock and operate the macerator until antifreeze is pumped through it.

Remove all food stuffs, dishes, silverware, pots and pans, pillows, bedding, life jackets, foul weather gear and any other safety gear. In other words, minimize the places mold and mildew will grow over the winter. Get everything that could possibly freeze off the boat. Wash everything you can before storing for the winter.

Remove any expensive electronics or other valuables. For example, a DVD player, which may have a rubber drive belt, should be removed and stored in a warm location. This will prolong the drive belt's life. Other less expensive electronics can be left onboard during the winter layup.

Remove the small batteries from everything (remote controls, flashlights, portable radios, clocks...) being left onboard to prevent battery leakage from causing damage to the items.

Thoroughly clean the cabin, head, and galley to remove dirt and mold and mildew which may have accumulated during the season.

Thoroughly clean the topsides with a non-skid deck cleaner, paying attention to removing the dirt from the crevices.

Take any fire extinguishers out of their mounts, shake to loosen the material inside and lay on their sides during the winter. Also look at the manufacturer date. If the expiration date is approaching or is greater than ten years, recent Coast Guard regulation changes require the extinguisher to be replaced so add that to the “Need Before Commissioning” list.

Check your anchor and rode. Are there signs of chafe which could be a failure point? Do the depth markers need to be refreshed? More possible entries on one or more of the lists?

Check the centerboard while the boat is still in the slings. Look at the condition of the bottom paint on the board and, if possible, the condition of the components (cable or line, attachment point to the board, winch) used to lower and raise the centerboard. More possible entries on the lists?

If applicable, remove the bilge drain plug and place it in an obvious place which will prompt putting it back in before launching.

Install frame and cover used to protect the boat from the elements during the decommissioned period.

### **During the Layup Period**

Review the lists you made during decommissioning and keeping an eye on sales for needed supplies and replacement items. Procure the needed supplies and replacement items before the commissioning season starts so you aren’t scrambling to obtain the needed items. My family often asks me for Birthday and Christmas present ideas. I try to offer them items from the “Need before Commissioning” list.

Remember to charge your boat batteries regularly.

Consider refreshing galley ware, pillows, and other decorative items if yours are worn or not looking as good as you would like them to.

Visit the boat periodically throughout the winter. Especially after a severe storm to verify the cover is secure and everything is ok down below.

Check your engine maintenance logs for the last time your cooling pump impeller was replaced, if it has been two or more years, add the task and parts needed to the lists.

Check your spares for items such as engine water pump impeller, engine oil and fuel filters. Obtain new items as needed.

Check the expiration date(s) on your safety equipment such as flares. Replace as required.

Start planning the trips you might take on the boat in the upcoming season and make sure you have the needed cruising guides and charts.

### **“Commissioning” at the Start of the Season**

To commission means to make something ready for active service. For this conversation, the context is getting the boat ready to be launched and used.

As you start to commission the boat, review the “To Do” and “Need Before Commissioning” lists. Your commissioning To Do tasks will be unique to your boat.

Review any pictures you may have taken to refresh your memory on how items that were taken apart will go back together. Many of the commissioning tasks are the reverse of what was performed when decommissioning your boat.

### **Hull**

Remove any cover and frame used to protect the boat during the layup period.

Refresh any brightwork with varnish, paint, Cetol, teak oil, etc. following the manufacturer’s recommendations. Be careful about the temperature range. With many finishes the application temperature requires it’s above 50 degrees.

Wash the hull using boat soap and decks with non-skid soap.

Compound the hull if necessary to remove oxidation and wax with boat wax. There are many cleaner waxes on the market. Find one which works for you. Apply as directed by the manufacturer. I have used a buffer with wool bonnets to apply and buff the gelcoat on my current boat.

Apply a product such as “Woody Wax” to the non-skid surfaces to help with dirt and grime from sticking to the non-skid. If you do use Woody Wax, be very careful as it is very slippery until dry.

Wash the windows and hatch lenses inside and out.

Shake and re-mount all the fire extinguishers.

Inspect all life preservers for wear and broken pieces, replace as necessary. It is recommended inflatable life vests be checked annually by inflating via the mouth fill and validating they hold air for at least twenty-four hours. Also inspect the trigger button to make sure it is in good condition and the air cartridge to verify the seal is still intact.

Re-install any electronics removed for winter layup.

Open and close all through-hull seacocks to make sure they work. Lubricate by either taking apart for maintenance (typical for bronze seacocks) or closing the seacock and applying valve lubricant

with a rag on a stick to the closed valve body. Open and close several times to distribute the lubricant.

Deck fill fittings usually have an o-ring under the edge of the fill cap. Check these for cracking and replace as needed. A cracked or missing o-ring can allow rain or sea water to enter the connected tank.

If applicable, DON'T forget to reinstall the bilge drain plug.

If applying fresh bottom paint, wear the suggested personal protection.

Prep the areas being painted by sanding with scotch bright pad or sand paper. Apply the bottom paint as per the manufacturer's directions. If rolling the paint on, consider using a paint pole to reach areas under the boat to help keep paint off your face and/or body.

Check the components of the steering system for ease of movement and lubricate as necessary.

Check the engine throttle and shifting components for ease of movement and lubricate as necessary.

Install new zincs.

Thoroughly clean the inside of the boat to remove any dust, dirt, mold and mildew which accumulated during layup.

### Water System

Shut all the faucets and drain valves. Remember to reinstall the faucet aerators.

Flush any antifreeze used to winterize from the water system.

Install new water filters.

Check for leaks and tighten hose clamps as necessary.

### Batteries

If your batteries are not sealed, check the water levels.

If you removed the boat batteries from the boat, reinstall.

Check the battery terminals for corrosion and tightness.

Make sure any battery box covers are in place and tiedowns are tight. Reinstall all the small batteries removed from remote controls, clocks and other items removed during decommissioning.



### Sails, Dodger, Mast and Running Rigging

Check the function of all mast lights prior to stepping the mast.

After the mast is stepped, reconnect any wiring and test to validate all the mast lights work as expected.

If you have a mast mounted VHF antenna, check to see if the VHF radio is working as expected.

Check the tuning of your rig, adjusting as necessary. Bend on the sail(s) and rerun any running rigging lines.

Install the dodger.

### Engine

Check all the engine fluid levels prior to launch. Oil, freshwater cooling antifreeze level, and transmission fluid level.

### After the Boat is Back in The Water

For inboard engines, open the engine intake seacock, turn on the fuel, start the engine and make sure water is coming out of the exhaust and the engine comes up to a reasonable operating temperature. Check the engine for any leaks, fixing as needed. Check the stuffing box for leakage and tighten if applicable.

For your outboard engine, check the oil level and start the engine. Make sure water is coming out of the expected ports.

Check the engine throttle, gear shift and steering to confirm proper operation.

Load on your life jackets, safety harnesses, flares, first aid kit, charts, and other safety items. Reinstall any electronics removed during decommissioning.

Reinstall the boat speed paddlewheel. Load on all the galley ware, pillows and any other items removed and stored for the winter. Load on your personal gear, provisions and most importantly *go sailing*.

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# Catboats Found

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Ed Dankievitch

Most people I know who work for a living in the marine industry—whether it’s fishing or running passenger vessels or working in one of the many different fields that support this unique industry—talk about meeting Doctor Summers-Off. After all, who wouldn’t like to step away from the seasonal race and enjoy unlimited time just doing what we enjoy: sailing, boating, traveling and having all your bills covered. No headaches. In fact, I’m betting it’s on all our bucket lists—a dream retirement.

I’m one of the few people who really has no desire to step away from work for the summer. Okay, yes, I’m crazy (I blame the brain tumor [see Bulletin No. 192]); I really enjoy my job. Granted I’m stuck in an office more now than ever, but I still get to “make things happen.” There is a huge feeling of accomplishment when my team, me included, completes a project on time or ahead of schedule that keeps a vessel in service through an extra-busy holiday. As a member of management, I’m surprised that the union members have yet to file a grievance against me for being involved as much as I am. I have the attitude that I will not ask anyone on my team to do a task that I would not or have not done myself. It’s hard to argue with your boss about how hard or impossible or unsafe a task is when he is working on it shoulder to shoulder with you. In the end, it comes down to respect. Something not given or taken lightly.

So, this past summer when I had the pleasure of meeting Doctor Summers-Off for me it was an unwelcome kick in the teeth. Well, a kick someplace more painful but this is a proper Bulletin, read by people of class and good manners. Wait, did I just write that? We are all sailors here. Not only sailors but catboat owners and sailors. The saltiest kind of sailors.

Being out of commission, I had a lot of time, and could not do anything but heal and recover. I had time to think about my adventures (okay, more like a few misadventures) with boats I have owned, why some held fond memories and some not.

I wrote earlier that the one thing that I focus on is sailing. Why sailing? Boating and just being on the water is relaxing and we all agree on that. I’m not sure who penned these words, but they make the

most sense to me, to my way of approaching life: “Boating is relaxing; however, sailing untangles my mind.” And nothing like it allows me—forces me—to forget about the day’s BS (Wait, can I use that term? Troubles? Yeah, that’s cleaner.) than an hour underway with a sail up. You learn really fast that, if your head is not in the boat, she will backhand you and remind you what the real priority is. It’s a team effort. (I can’t help but think about the rowing team from Washington state that went on to win the gold in the 1936 Olympics. If you haven’t read *The Boys in the Boat*, I highly recommend it.)

Our catboats, most of the time, are sailed singlehanded. So where is this team? No really, where is this team when I’m trying to put my sail away after an afternoon’s sail? Way too much cloth.... My friends, the team is you, the boat, the wind and the water. On a power boat you can use brute force to overcome winds and currents. But on a sailboat, a catboat, you have to become one with it or it’s going to be a very unpleasant trip.

Our boats have much larger booms than, say, a sloop. Most of us have, in addition, a gaff. Double trouble. Large main sail and two spars. Your head has to be in the boat or you will have a nasty headache after tacking or gybing unexpectedly.

What about my boat history? Well, I’m not sure if it’s my “never be happy with status quo” or the rumor that the one who has had the most toys wins. But I have been lucky to have owned a fair number of boats, and not just any type of boat, but catboats.

The first catboat, Rose, was a Gil Smith/G. Frank Carter. (I list both builders as the more research I do, the more I feel she was born in East Quogue, New York, in Mr. Carter’s shop, and not Gil Smith’s of Patchogue, back around 1899-1900.) A Beetle Cat, *Rosebud*; a fifteen-foot cat built by Hadlock boat works of Port Townsend, Washington, *Anna*; a home-built Charles Whittholz, *Catherine*; a Herreshoff America built by Nowak and Williams; and, most recently, a Ted Hermann/Charles Whittholz Cape Cod Cat, *Grace*. Each boat had its own manners and quirks; not that any one was better or worse than the other. They all were awesome boats.

The oldest cat of the bunch, *Rose*, had a crazy weather helm. She was nineteen feet, eight inches long with a twenty-foot boom, which went way past her transom, and she sported an underslung rudder. I think after Dad and I broke her mast in a fifteen to seventeen knot southwesterly and the rudder in another blow, we kept the first reef tied in at all times unless the wind was below eight to ten knots. Why fight the tiller? If it's sideways, you are slowing the boat down.

The Beetle, *Rosebud*—what a sports car of a boat! Think Triumph TR4 or MG. Sitting so low in the small twelve-foot-long boat, she was a blast to sail. Probably foolishly, we never reefed her. Dad and I pushed her to and past her limits many times. That's how we learned about the built in Beetle safety feature. I'm betting Beetle does not want to advertise this, but when a Beetle is very overpowered the boat will lift her stern and her rudder out of the water and spin around right into irons. Dad and I "tested" this a few times one gusty afternoon. That first strong gust hit us faster than I could act and follow the "when in doubt let it out" rule. She spun around and went into irons so fast! It was such fun, you know we had to do it again, and again and the boat wasn't damaged. Beetles are well thought-out, well-designed boats; I just wish they were a wee bit larger. Beetle now builds a really nice fourteen-footer. Hmmm, maybe my next boat one day? One never knows where life takes you.

When Dad and I stumbled onto a fifteen-foot Cape Cod Cat, *Anna*, we weren't sure what to expect. But she had cockpit seats. Her nineteen-foot Douglass fir mast that weighed...well, it was a three-man job to move it around. She also had a *much* larger sail than the Beetle.

With every other boat we had owned up until that point, when you paddled them, they would only move when you put force on the oar. As soon as you stopped to take another stroke, the boat slowed right down to a crawl. Not this boat! She glided effortlessly through the water. She seemed to move faster as you finished the stroke than while starting the stroke with the oar. I would bet that she could give those Marshall cats, that seem to run away with every race victory, a real run for their money. She was a fast, well-mannered catboat with no weather helm. Yes, you read that correctly. In fifteen to seventeen knots, you could hold the tiller with two fingers. No fighting her. Full sail, no need to tie in a reef.

If I had known about the Marshall tabernacle mast system, I would have upgraded her mast and I would have never let her go. She sailed like a vessel twice her size. Okay, that might be a stretch, but she felt like a huge boat after the Beetle. I used to sail her right up to her slip. Who needs an engine? She was that predictable. I got a lot of scared and panicked looks from other boaters when I would sail into the marina past their boats. Bring her right up to her slip, drop the sail into the lazy jacks and steer right into the slip like it was nothing. Her beam was about seven feet and the slip was only eight feet wide. It helped that the approach into the basin was from the east and, once inside, the land took the edge off any wind. God, I miss that boat.

I had always wanted to sail a Herreshoff America. When the chance to pick one up fell into my lap, I jumped. I loved the size of the boat. It was the largest cat I had owned to date. Not by length, but by sheer volume. She was by far the most comfortable, stable boat I've owned. The cockpit was *huge*. The outboard in front of the rudder made docking a pleasure. I liked those features of the boat. But that's where it ended for me. She had a heavy weather helm in anything more than ten knots. Reefing was a must on most days. With her plumb bow, she liked to go straight. I now understood why the rudder was almost twice the size of other boats. When I wanted to come about, she'd all but stop making way by the time I'd finish the turn. I don't dislike the design/boat, but I doubt I would own another.

The two Whittholz-designed boats were also well-designed. Well, except for the fact that the homebuilt one, *Catherine*, was lengthened by almost a full foot and her sheer and cabin were higher than the plans called for. I received her in very unfinished form and spent two, as my wife called them, "very obsessed years" making her into a great boat. During that project I met Jerry Thompson of Menger Catboats and he let me in on a bit of information about their nineteen-foot cat. The seventeen-foot mold was extended at some point making a much more comfortable boat, but that changed the boat's balance. Not in a bad way, just different from the seventeen. While going over the blueprints, I discovered that the distance on *Catherine's* rudder to centerboard was about nine inches further apart than shown in the plans. When I had to rebuild the centerboard trunk, I took the opportunity to adjust and correct this. "Night and day" is all I can say about how it improved the weather helm.

The other boat, *Grace*, the one that I think/feel could be one of Ted Hermann's prototype Hermann cats, was built according to Mr. Whittholz's plans except for her not having a Marconi rig sail. In my opinion, catboats should be gaff-rigged, just saying. She has a very light, almost nonexistent, weather helm. Dare I say, she sails as well as the fifteen-foot *Anna*, just not quite as fast. How do I know? On more than one occasion, I had *Anna* going over 6.8 knots. *Grace*'s best speed topped out at 5.4 knots. I have sailed both of these Whittholz design-based boats in winds just shy of eighteen knots without reefing. I probably should have, but I never felt the boat was drastically overpowered. Dipping the rub rail once in a while, they were very lively sails. The kind of days I wished would not end.

My quest for catboats continues. I really want to sail a Marshall and a Menger someday, because of their reputations as top-quality boats. The America 22 is also on my list. I understand her lines were most accurately taken from the Great South Bay racing champion *Secret* from the golden age of catboat racing. There were only a few built and today only a few are left.

These thoughts are what helped me heal, pushing me to get back out on the water, sailing on my boat.

So, if you happen to run into Dr. Summers-Off, tell him to find someone else. This sailor needs that salt air that sticks right to your skin, not a couch or bed.

Getting out of town on a catboat going to southern islands, sailing on a reach before a following sea with seventeen feet of waterline nicely making waves, far from that noisy bar in Avalon.... I've got much to learn. This adventure is far from over....



*Grace* underway.



*Grace* in her slip.



# VHF Radio Ain't What It Used to Be

Bob Campbell

First appearing in the 1920s and 1930s, the first marine radiotelephones were AM (amplitude modulated) and transmitted in the 2-23 MHz range. (In the 1960s this would become the domain of single sideband radio receivers operating on the high seas.) In favourable conditions, these AM radios had a communication distance of over a thousand miles.

In the 1950s, frequencies in the 156-174 MHz range were set aside for marine VHF radio telephony using FM (frequency modulated) transmissions. This improved the clarity of voice communications because FM radio is less affected by electromagnetic interference, but FM radio has a limited transmission range. This is because VHF FM radio waves travel in a straight line and do not follow the curve of the earth's surface. They are also blocked by hills and mountains. Reliable distance for FM communication is five to twenty miles and sometimes further, depending on the height of the antennas.

At first there were twenty-six, two-way talking VHF channels plus two weather channels for a total of twenty-eight VHF channels, each separated by 0.050 MHz or 50 KHz. For example, channel 9 broadcasts on 156.450 MHz and channel 10 is on 156.500 MHz.

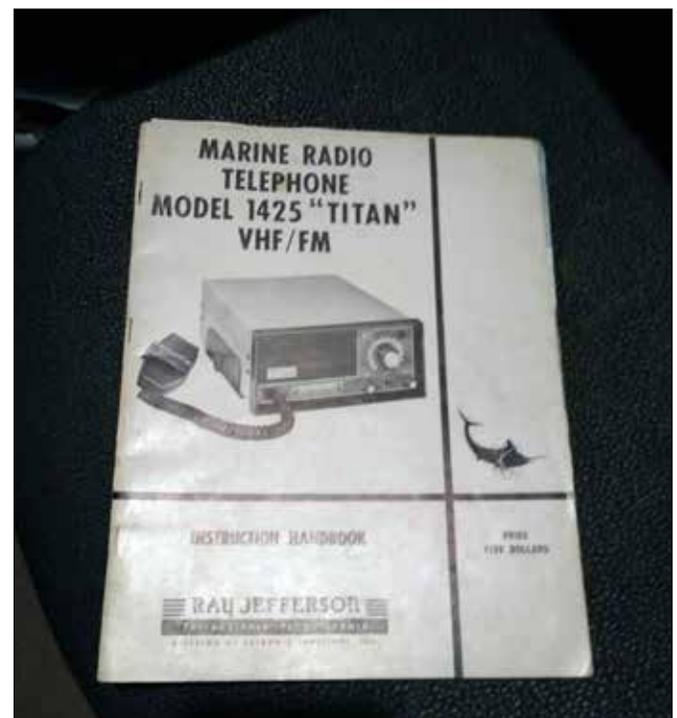
By the end of the 1960s better technology allowed the separation for each channel to be cut in half, from 50 KHz down to 25 KHz. This doubled the number of available VHF channels. Channel 69 at 156.475 MHz was fit in between channels 9 and 10. New channels from 60 to 88 were created to fit between the existing VHF channels.

In the 1950s to 1970s, to keep the cost low, crystals were used to tune channels on VHF FM marine radios. Early VHF marine radios used crystals for three channels 16, 26, and 68. Channel 16 was a simplex channel requiring a single crystal tuned to 156.800 MHz and used for sending and receiving distress calls.

Ray Jefferson, a popular radio manufacturer based in Philadelphia, Pennsylvania, made VHF radios, marine radio direction finders (RDF), and citizen band (CB) radios. I remember riding out a nor'easter in Menemsha Pond, on the Vineyard in July 1977, with only a CB radio on board. The second day of the storm, I called the local Coast Guard station and asked for a weather forecast.



Ray Jefferson Marine Radio Crystals.



Ray Jefferson Crystal Tuned VHF Titan Marine Radio Manual.

Channel 26 was a duplex channel requiring two crystals, 157.300 MHz to send and 161.900 MHz to receive. It was used by the marine radio-telephone operator to patch VHF calls through to land phones. This allowed a boat to make a collect phone call to a landline. If a landline phone wanted to call a boat, the marine operator used channel 16 to announce he/she had traffic, and advise interested boats to shift to channel 26 for more information. After a minute, a VHF traffic call naming all the boats with waiting phone calls would be broadcast. Then one by one, boats would call the marine operator to speak to the land line that was calling them. Conversing this way was like talking on an old-time party phone line, everybody waiting their turn heard the conversation. It was supposed to be private, but you could hear juicy stories or hot stockbroker tips on the marine operator channel.

Channel 68 was a simplex channel with a single crystal tuned to 156.425 MHz for sending and receiving ship-to-ship communication. It was a good place to hear where the fish were biting.



Ray Jefferson Titan 1425 Crystal VHF Radio.

Other channels, up to a total of twelve plus two more for weather information could be added at extra cost. That's because installation meant unscrewing the case and plugging new crystals into sockets that matched spots on the radio's channel selector dial.

Microphones had a push-to-talk button on the side. Pushing the button caused the radio to transmit a voice message at up to 25 watts. Releasing the button stopped the transmission and switched the radio to receive or listen mode. This is why a person who was transmitting said, "over" when they are finished talking. Then the person listening knew it was their turn to talk.

During the 1970s, Modar (Motorola) and Standard Comm (Standard Horizon) introduced VHF

radios with synthesized tuning. Other manufacturers like Ray Jefferson, Cybernet, and Intech did the same.

Vessels in immediate danger could send a VHF mayday distress call on channel 16 to all vessels and coast stations within range. The sender just had to:

1. Switch the radio to maximum transmit power (25 Watts).
2. Turn the channel selector to 16.
3. Press the push-to-talk button.
4. Say, "MAYDAY, MAYDAY, MAYDAY."
5. Name the vessel in distress and identify it with its call sign and description.
6. Give the vessel's position as a range and bearing from a known place or give the vessel's latitude and longitude.
7. Say the nature of the emergency.
8. Request immediate assistance.
9. Then say, "over" and listen for a response on channel 16.
10. If no response is heard, repeat steps 3 thru 9 again. Continue until an answer is received.

Before 1999, all VHF messages were spoken. Then channel 70 (simplex frequency 156.525) was reserved for digital calling and DSC (Digital Selective Calling) became a reality. All fixed marine VHF radios on the market had to have a minimal DSC capability. Today, VHF radios with DSC technology have evolved to include GPS (Global Positioning System) receivers requiring a GPS antenna in addition to a VHF antenna. This allows anyone to automatically send a distress signal containing the vessel's name, time, GPS location, MMSI (Maritime Mobile Service Identity), and the nature of the emergency as a text message with the press of a button. Everything that took minutes to say now takes just a microsecond. Every DSC-equipped radio within range, on land or sea, hears the same alarm and sees the same text message. Every four minutes the distress call is automatically rebroadcast until a voice response on Channel 16 is received.

DSC radios can also send a direct, non-emergency call to another boat using its nine-digit MMSI number. This is like dialling a telephone number on your phone and hitting the "call" button. While all DSC radios can send non-distress messages, they don't all do it the same way. This is how it's done on an ICOM model M605 VHF marine radio.



ICOM M605 Home Screen.

The radio shown is monitoring channel 16. The screen displays the vessel's MMSI, GPS position, local time, and transmission power. Pushing the push-to-talk button on the mike allows the user to make a voice distress call on channel 16 the old-fashioned way. A red plastic shield on the bottom left side of the radio covers the emergency DSC distress button. In the blue field below the white window are two DSC choices, *COMPOSE DISTRESS* and *COMPOSE OTHER*. Pressing the black button below either opens the DSC menu window.



ICOM M605 Non-Distress Call Screen.

The button under *COMPOSE DISTRESS* allows the user to select the nature of the emergency; fire, sinking, man overboard, etc. before pressing the red distress button. Even if no selection is made, the DSC distress call still goes out as an undesignated emergency.

The button under *COMPOSE OTHER* brings up the window for a non-distress call. The first line Message Type is for choosing if the call will be made to an individual MMSI address, a group of addresses, or to every station in range. The address line is initially blank.

Selecting ADDRESS brings up another window where the MMSI address can be typed in or selected from an address book. I typed in the digits 1 to 9 for demonstration purposes.

The Category is Routine (non-distress). The Mode is Telephony (spoken communication). The Channel can be selected. The default here is channel



ICOM M605 Address Screen.

8. Listen on the channel you choose before sending your hailing message, so you know no one else is using it. Then press the black button under the word Call. The hail goes out digitally over channel 70 to the radio with the MMSI in the address line.



ICOM M605 Call Screen.

When the vessel, whose MMSI you entered, acknowledges your hail, its radio and yours will switch to Channel 8 and you can begin normal voice communication. It is no longer a digital call. After you begin talking, any radio on ship-to-ship channel 8 can hear your conversation. End your call as you would any other voice call and shift back to channel 16.

All DSC radios have an emergency distress button under a red plastic shield, and they all work the same way. Flip up the red cover and press the distress button underneath for three or more seconds. When the distress message is digitally transmitted, over channel 70, a series of beeps will be heard

The elements of making a non-distress call are like what I described here. However, different radio models have different button and menu arrangements. Read the manual that came with your radio. Then sit down in front of your radio and practice using it to make a non-distress DSC call.

The benefit of a direct, non-distress, DSC call is that you do not have to hail the other vessel on channel 16 and the other vessel does not have to listen for your call. Your DSC hail will only go to the vessel with the selected MMSI. When your call comes in, their radio will make a beeping noise, like a phone ringing.

Handheld DSC radios with GPS have another use: man overboard alerting. When I sail alone, I am tethered to the boat. But I also have a handheld DSC radio programmed with my MMSI and the MOB (man overboard) message preselected. I keep the radio attached to my PFD. If I happen to fall into the water, I can send a DSC distress call with the press of a button. Any boat within range (typically four miles) will receive my call. If their DSC radio is attached to a chartplotter, my position will show on their screen, and they will be able to find me.

In a MOB situation, the microphone on the radio will fill with water and any voice transmissions will be garbled. With the DSC distress call, speaking is not required. The digital call goes out as a text message. The person in the water can also hold the radio above the water for better range. It is possible to shake the water out of the microphone; by doing so, voice transmissions are also possible.

When a person falls overboard, they can often see the boat trying to rescue them before the boat sees him or her. A whistle on a PFD helps, but a handheld VHF with DSC and GPS is a much better communication tool.

Don't forget to apply for your MMSI if you don't have one. (I believe a recent Boat US or Coast Guard publication indicated only about 17% of DSC radios have had their MMSI number registered.) In practice, your MMSI is registered to your boat. The same MMSI is used for the fixed VHF radio on your boat and the handheld VHF radio on your PFD.

VHF radio ain't what it used to be. And that's a good thing!

**REFERENCES**

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Technology  
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<https://casualnavigation.com/marine-vhf-channels-and-frequencies/>  
 U.S. VHF Marine Radio Channels and Frequencies ([boatsafe.com](http://boatsafe.com))  
 U.S. VHF Channel Information | Navigation Center ([uscg.gov](http://uscg.gov))

Application  
 Sending distress signals - Safe Skipper Boating & Safety Afloat Apps for phones & tablets ([safe-skipper.com](http://safe-skipper.com))  
 DSC Distress | Navigation Center ([uscg.gov](http://uscg.gov))



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**Celebrating 101 Years**



# February 2nd is Quahog Day on Nantucket

Jim McAndrew

Every February 2nd as the sun begins to rise over Nantucket Island, the Harbormaster walks to the end of the Town Pier carrying a carefully chosen quahog named Quentin. He holds Quentin up to the rising sun and gives him a firm squeeze. If Quentin squirts to the left, it means there will be six more weeks of winter. If Quentin squirts to the right, winter will soon be over. This traditional mid-winter ceremony has been held on Nantucket since the early 1700s and is a very reliable predictor of the coming of spring.

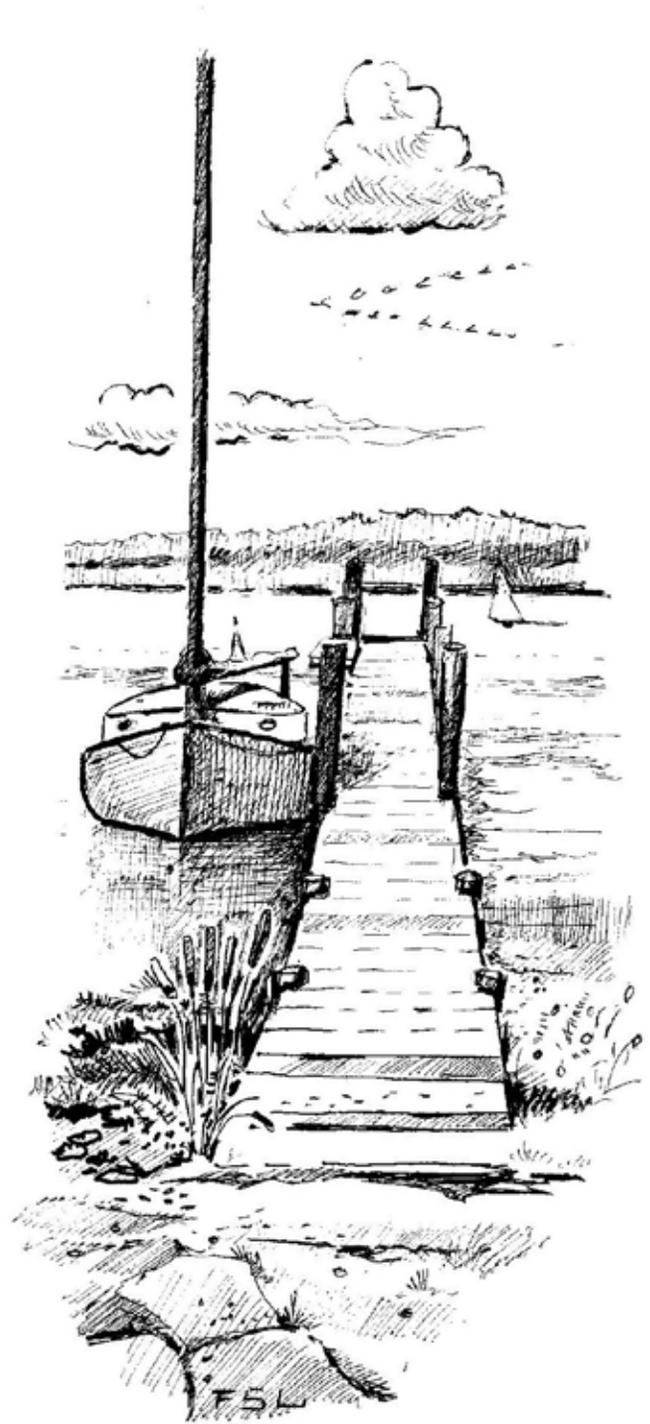
As soon as Quentin has made his prediction, he is carried back to the harbormaster's office where a crowd of citizens and town officials are patiently waiting to hear the news, which will quickly be relayed to the townspeople. Then Quentin is added to a giant pot of already simmering "chowda." Within minutes the soup bowls are filled and passed around for all to enjoy.

About 1886 this spectacle was witnessed by a group of Pennsylvania Quakers who were on the island visiting the Nantucket Society of Friends. They were greatly surprised to see that a local creature could predict the change of seasons. On their journey back home to Punxsutawney they discussed how they might have a similar mid-winter ceremony, but they did not have a source of the necessary quahogs.

Always resourceful, these Quakers focused on a local "hog" creature—the ground hog. They formed a local society including a farmer who owned a place called Gobblers Knob and began to use a resident ground hog named Phil whom they held up to the rising sun and observed whether he cast a shadow. No shadow was interpreted as Phil's prediction of an early spring.

Over the years, the Punxsutawney Quakers promoted their ceremony as a tourist attraction and by cleverly placing stories in local and national newspapers. They got the world to call February 2nd "Ground Hog Day." But on Nantucket it's celebrated as Quahog Day.

That's my story, and I'm sticking to it.



# Alone in the Woods

Henry Plummer Jr.

*Editor's Note: This is a transcription of a journal kept by Henry Plummer Jr. when he camped for a couple of nights in the Vermont woods. To preserve its charm, it is presented here in its original form without correction.*

## Lake Raponda, Vermont About five miles east of Wilmington, June 1911

The farmer's boy having helped me to the shores of the lake with my camp kit had also stayed to cut some tent pegs and see my little canvas home take unto itself a shape. I mounted the little hill to the road and stood listening to the fading rattle of the wagon wheels as the team rounded the bend and was lost to sight in the woods. I thought it would have taken but the sudden snapping of a twig to set me running and screaming down the road after him in panic. I truly had to fairly steady my nerves by grasping a handy sapling. When I turned to go to my camp I knew I was in for a few days and nights of mighty rough sledding, for with nerves it seems that you can keep along pretty well if you remain at concert pitch but, to really steady up you have to let go and come slowly back to normal. That slow comeback is the sporting proposition.

Lake Raponda was not at all the kind of place to camp that I wanted or had come so far to get. Except for the lack of bridge and swan boats it might have been the public garden pond. At the northerly end was a ramshackle old hotel building which had been unopened for several years and had the reputation of having been the curse of financial ruin of all who had ever conducted it.

Around the shores and neighboring hills were scattered the usual summer camps and shanties. I was too tired to look further however and knew that I could look at the beautiful parts which were many and ignore the others which in comparison were few.

My campsite had a little wooden stage extending some ten feet into the lake and a bench to sit on. Conveniences by no means to be despised. The afternoon was ideal and I went to work on the many necessary preparations for camp life. By the time the sun was dropping behind the hills across the lake, I was all snugged up and ready to see what I could pick up in the way of fish for supper. The old folding boat was as tight as a drum and paddled as hard as ever but answered my purpose perfectly. A short troll produced no results but an hour's bottom fishing near a ledge of rock returned four or five black bass that averaged a pound apiece and made excellent play on my light tackle.

They ate well for supper too, after which a paddle along the wooded shores put me in some better humor both with myself and the world in general. Then came a little walk and then a bit of reading and then came that fearsome thing, the first night in the woods alone.

I tackled it with what little courage I had left but felt the need of much more. At the precise moment of stretching out in my blankets, every home and office problem arranged itself before my mind and as I took up one, another would shove in and mix up with the first and a third was waiting always ready to take a hand in the scrimmage. Back and forth we had it while the twitchiness in my legs and funny itching's in most inaccessible parts of my anatomy kept me mightily busy indeed.

At midnight I ceased work, got up, and bathed my face and took a good long cold drink, ate a cracker and had a walk. Then to the blankets once more where we tackled things over again. There was a blank somewhere

between 2 and 5 which I will call sleep but I was a mighty shaky old wreck when I turned out to see that beautiful morning.

What a blessing it is that there are so many things at camp to do which require little mental effort but constant occupation.

By the time I had cleaned some fish, built a fire and cooked them I was ready to eat them. The cup of hot tea picked me up too and when I had collected firewood and had a good smoke, things looked distinctly better.

The day was cloudless with a scalding sun so I waited until late afternoon before frying the fish. Then I caught a number of nice bass, one of which I took on the fly.

Towards night the weather began to thicken up and the wind hauled to the south and east. I mistrusted the looks of things and worked hard collecting a good supply of wood under the tent fly and snugged up generally. Then came night and its terrors once more. This time I fell asleep quite quickly but woke at 1 and soon had to get up and walk the twitchiness out of my legs. To bed again where I fell into a series of short naps and waking spells. The naps were made interesting by most wonderful dreams. In one I was sleeping in a great four poster covered top and sides with dark chintz. Crawling down the sides of the curtains I saw a sort of lizard about eight inches long. This was a very conversational lizard and told me frankly that he was, as I had suspected, a deadly iguana and that his name was Hoppy because he hopped which he then and there proceeded to do right over my face to the back of the bed. I scrambled out of that nap so fast that I nearly wrecked my mosquito netting.

Morning dull and gray was coming. The wind backing around into the Northeast was singing a tune amongst the leaves. A Scottish mist was driving across the water. By breakfast time it was raining hard and I cooked my cup of tea and egg in the tent over my little alcohol lamp. I wanted something to do but found it mightily hard to tackle anything. I finally decided to make a

bag out of an old piece of canvas to hold my knives and fork, etc., etc. No sooner started than I thought I would embroider it with the name of the place and date. Got so interested trying to do this with a sail needle and palm and two ply carpet thread that I all at once found myself forgetting to turn over in my mind the problems that had been such an obsession for the past week. This gave me hope and I plugged merrily away at that old canvas bag, stopping at intervals to either smoke my pipe or read a chapter in my book. So the day went by with the rain pouring steadily down and the wind scurrying through the trees. Night came and I found I could lie quietly without straining every muscle. Some hours of quiet sleep and then waking ones spent in listening to the roar of the rain on the tent. Morning came with still hard storms and rain but found me much refreshed. I worked and read and smoked and when for a moment the rain ceased to pour quite so hard I took a little walk down the road and back. It was after dinner that I was leaning against the spruce that stands just in front of the tent when up it scampered my friend the chipmunk and scarcely three feet behind came what I took to be at first a red squirrel. I looked up and saw the squirrel chase the chip to the end of the branch and then I saw the chip take a flying leap into the water and swim for shore. The other turned and came flying down the tree and was almost in hand to meet the chip on landing. He was in fact close enough to make a spring and roll the chipmunk over. I saw then that it was no squirrel but some sort of mink or weasel and that murder was in his heart. The chipmunk scrambled free and dove under the boards of the little wharf while the other bounded over and jumped square on the chip's back as he ran out the other side. Both rolled into the water and scrambled ashore fighting. I ran to the spot but they were lost among the bushes. I got my little 22 as soon as I could and watched the path leading to the brush pile. Sure enough, in a few minutes that vicious looking little red brown animal jumped into the trail and taking one quick sniff of it started off on an eel-like lope towards

the brush pile. In my eagerness to get a shot I followed too closely and he dodged aside into the bushes. I stopped stock still by the side of a tree and waited. In a few minutes he came running down the trunk of a tree almost within reach of my hand. Again he stopped to assure himself that the chipmunk was ahead and I drew good lead and was pressing the trigger when the adjustable stock of my little automobile pistol shot up and before I could get straightened out, he loped off into the grass and I never saw him again. I never saw the chipmunk again either and so ends. So ends the chapter.

Another night long and tedious followed by a wet, drizzly morning. Another day of about the same character until late afternoon when the storm broke and sun came

out to warm, dry and gladden things generally. Began to make preparations for breaking camp the next morning and when morning came it was bright, warm and sunny. Everything dried out quickly and I was soon packing up and ready for my farmer who arrived about 10 o'clock. All on board in a minute and taking a new road back I saw a lot of delightful looking country. Babbling brooks, wooded hills and grassy valleys. And so to the farmer's house for dinner and then to the 2:30 train into Boston at 8:30.

The country is good but you need to drive twenty miles inland to strike any wild land and timber. Too hard to reach for what you find at the end is my decision.

**Postscript:** The folding boat was likely the same one that HMP and Plum used to explore the Charles River in 1906 and the tent the one shown in several snapshots of campsites in 1905 - 1906. There are no references to lake Raponda in the snapshot albums but Plum [Herry Jr.] knew about the hotel and their boat was at the campsite when he arrived.



Hotel Raponda 1889-1896 (Abandoned 15 years by 1911).



# Boat Building and Maintenance

Eric Peterson, Editor

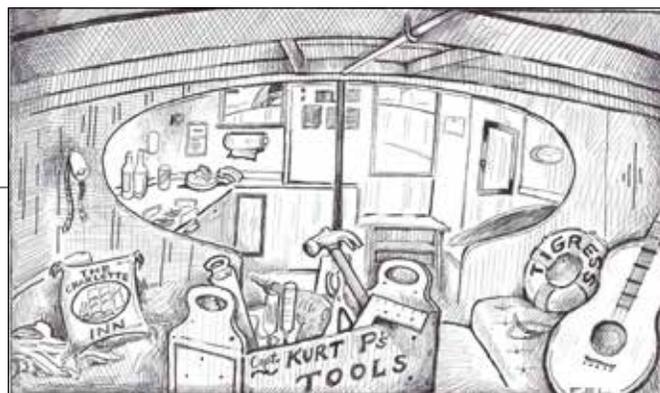
## A New Cabin Sole for *Whisper*

Bob Campbell

*Whisper* is a 1994 Marshall 22. The Marshall yard built her with cedar ceilings, mahogany trim, and a teak and holly cabin sole. There is nothing more beautiful than a boat with a wooden interior. But after thirty years, the teak and holly plywood cabin sole had become spongy to walk on. The plywood floor supports between the hull and subfloor had rotted from water that came down the inside of the mast. The cabin sole had to be replaced, but how?



For years the water sitting under the floor had destroyed the wood.



I called Geoff Marshall and asked about new plywood floor supports. He told me that the new boats were being built with rot resistant supports made from high-density foam. When I asked if I could lay strips of teak on top of the supports, he advised that I glue down a plywood subfloor first. Then he said I should put the teak floor on top of the plywood subfloor.

I ordered a set of high-density foam floor supports and began to think about how to get the old floor out of the boat. Before I started, I bought rolls of brown paper at the Dollar Store and made a paper template of the floor. I could have made them work, but I felt a better solution was to remove the old teak and holly floor in one piece. Easier said than done! The beautiful cedar ceilings and mahogany trim had been installed directly on top of the original teak and holly cabin sole. I could not remove the sole without destroying the beautiful wood on top of it...or could I?

I took a trip to the local Home Depot. A display of Dremel tools caught my eye. A miniature circular saw was perfect for cutting in the confined space inside the boat. The depth of the cut could be limited so there was no chance of sawing a hole through the bottom of the boat. They also had an oscillating saw that could slide along the inside of the hull, slicing out the glassed-in floor supports without slicing up the hull. I would later find out that this oscillating saw was a surgical marvel in so many ways!

Back to *Whisper* to cut out the dead wood. The teak and holly sole was lifting off the plywood subfloor, but the cedar ceilings and mahogany trim along the bulkheads held it down. The floor was not coming out in one piece. However, I found if I sliced it down the middle from the front of the centerboard trunk, forward to the bow, I would be able to lift out half of the floor at a time.

I set the depth of cut on the Dremel miniature circular saw to match the thickness of the teak and

holly plywood, then cut along the centerline. I could not cut all the way to the centerboard trunk and I was afraid to cut all the way to the bow where the wood and hull were close together. So, I used the oscillating saw to cut through the floor at the centerboard trunk. I was able to lift the front of the cabin sole and stuff a piece of scrap wood under it. Then I used the oscillating saw to finish separating the front half of the floor.

Now it was time to tug and wiggle the port side of the cabin sole free. It came up in one piece. The starboard side was a struggle. It was firmly wedged under the cedar ceiling and mahogany trim on the bulkhead. The only solution was to cut the floor athwartship from the centerboard trunk to the forward end of the starboard berth. Once that was done, the aft end of the floor lifted out easily. The front end by the head was still pinned down, but now I had wiggle room. I tugged it left and right, pulling it out from under the wood trim. Success! The beautiful mahogany moldings and cedar trim were undamaged, and the floor was out.

With the old floor out, I was able to take the pieces home and place them upside down on a four by eight-foot piece of ordinary construction grade plywood. I inserted the teak planks that covered the lead ballast alongside the centerboard trunk and allowed space for the wood that was cut away by the saw blade.



The pieces of the old teak and holly plywood floor were used to make a template.

The floor is thirteen inches longer than eight feet, so I glued a piece of plywood to the end of the four by eight-foot sheet. When all the pieces were together, I was able to cut the plywood with its extension into a mirror image of the cabin floor. When I flipped it over, I had the template for my new Marshall 22 cabin sole.

A trip to the plywood store was necessary to find two pieces of six millimeter (just shy of ¼ inch thick) Meranti Hydrotech marine plywood. I selected this brand because of its stiffness and resistance to water damage. Back home, I put the original cabin sole on top of the first piece of Meranti plywood and traced its outline from the front of the centerboard trunk back to the companionway steps. Then I traced the front of the floor from the centerboard trunk forward on the second piece of Meranti plywood and jig sawed it into three subfloor pieces. Then I went back to the boat and tried the three pieces out on top of what was left of the old subfloor.

Now it was time to rip out the old subfloor. The oscillating saw neatly cut the glass tabs holding the supports to the hull. The two floor supports at the aft end of the cabin, attached to the port and starboard companionway steps, were left in place. They would be my reference points for the height of the new floor supports. A five-inch circular sander with 40 grit sanding pads ground the remaining tabs and debris flat and smooth with the inside of the hull. I vacuumed up what was left.

By this time, the new floor supports arrived from Marshall Marine. They were not a perfect fit; but with a little shaping, they would be fine. Now for the fitting. When *Whisper* was hauled for the winter, we took care to get her as level as possible. We sprayed water on the decks and adjusted the fore and aft trim so the water ran off at the breaks in the toe rail. Then we put water in the cockpit and tilted the hull until the water ran evenly out of both cockpit scuppers. A long level, placed on the centerboard trunk and then on a two by four across the cockpit seats, confirmed that *Whisper* was blocked up level.

My friend Andy, a master carpenter, met me at the boat with his Bosch belt sander, long straight edge, scribe, and a portable workbench. We started with the high-density foam floor supports at the front end of the centerboard trunk. Working on one side of the trunk at a time, we used the straight edge and level to get each of the front supports level with the reference supports at the companionway steps.

Then we fitted the supports in between. To do this, we used a laser-level on a block of wood to shoot a straight line across the top of the front and back floor supports. Each in-between floor support was fitted to its place in the hull and the laser traced a line that was scribed into the foam. Andy sanded the extra foam off with his belt sander until the green laser beam verified the support was the correct height. This

process was repeated for every support on the port and starboard sides of the trunk.

We then turned our attention to the bow supports. This time the laser was repositioned shooting forward, the beam touching the tops of two supports we already knew were the correct height. The support furthest forward was scribed and sanded first until it fit perfectly. Then working aft, each support was trimmed to fit. Finally, a long straight edge with a level was used to confirm the height of all the supports. The reference supports along the companionway steps were then replaced. At last, all the high-density foam supports were glassed into place with West Systems G Flex thickened epoxy. The green laser and Andy's straightedge were used to verify their accuracy, and minor adjustments were made where necessary.

When we were satisfied with the supports, pieces of wood were epoxied to the sides of each floor support so the subfloor could be glued and screwed into wood, not the dense foam. Then the hull was vacuumed and painted with gray bilge paint.

When *Whisper* was built, a short hose drained rainwater from the mast step into the bow area under the cabin sole, causing wood rot. I needed a better

way to move the water from the mast step back to the ballast area where it could be sponged out. A long extension hose was attached to the short mast step drain hose. The extension hose was led back through the limber holes in the floor supports to the ballast area alongside the centerboard trunk. There, the water could easily be removed and the bilge allowed to air dry.

Once the floor supports were glassed into the hull, I placed scraps of Meranti plywood and 3/8-inch-thick teak flooring on top. Then I used a laser beam to check that the flooring was level and to see how the finished floor would fit under the original cedar ceiling and mahogany trim.



The green laser-level showed the new floor would be level.



The floor supports and drain hose.

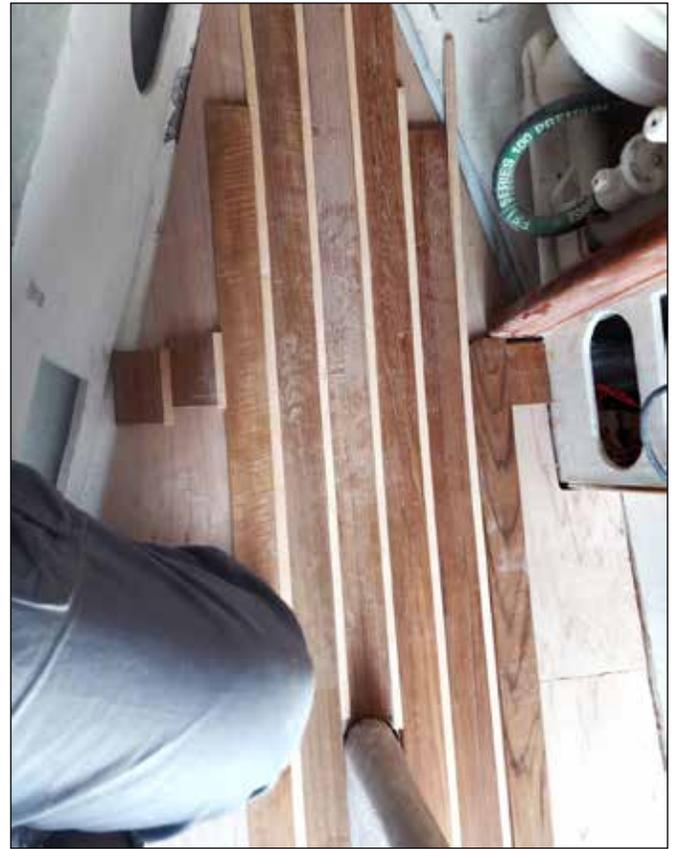
The three pieces of Miranti subfloor, each shaped to fit neatly alongside the original wooden furniture, were placed on top of the new foam floor supports. There was just one problem. When I stepped on them, they flexed. I fixed that by gluing pieces of Meranti plywood to the bottom of the subfloor to stiffen it. Now they were ready to be glued and screwed to the floor supports. I used the lead ballast blocks to hold them down until the epoxy dried.

Originally, *Whisper's* teak and holly plywood cabin sole had been fabricated from a single piece of plywood and dropped into place. Now with the bulkheads, cedar panels and mahogany trim installed, a new teak and holly plywood floor could not be fitted unless it was cut into pieces. That would leave unacceptable seams in the plywood.

Tongue and groove boards would be easier to fit. So, instead of teak and holly, I used teak and maple. I could buy 4X4 undressed lumber and mill



Extra pieces of meranti were used to stiffen the subfloor.



Teak and maple strips were pieced together on the subfloor.

my own flooring boards. But just because I could, did not mean I should. This was not a job I wanted to tackle in my home shop. Time to get the professionals involved.

I found a supplier in Florida and ordered enough teak and maple boards to do the job with a comfortable surplus to allow for mishaps, matching grain, and tear outs. I also wanted to avoid short pieces that would need to be spliced. For *Whisper*, I would need at least two eight-foot pieces of teak and maple and at least two seven-foot pieces. The rest could be six-foot pieces. I also needed floor epoxy, which the supplier had.

The teak and maple boards arrived from Florida and were laid on top of the new subfloor for a rough fit.

Back in the garage, the centerpiece, or king plank, began to take shape. I used Titebond III to glue five, six-foot-long pieces of teak planking and maple strips together, forming one of three sub-assemblies. The outline of the front of the centerboard trunk was traced and cut from the middle plank.

Then the assembly was clamped to the plywood floor template and trimmed with a palm router. I began using bar clamps. Later, I switched to pipe clamps because they do not flex as much and they apply greater pressure to the glued joints. The king plank fit almost perfectly around the centerboard trunk.

Back home, the sub-assemblies continued to come together on top of the plywood floor template. I used Titebond III to glue the sections together. After they dried, I clamped them down on either side of the king plank. Then a trim router was used to cut all the edges to match the outline of the floor. Finally, the planks alongside the centerboard trunk that covered the ballast were glued up. Their tongue and groove edges had to be trimmed smooth before they could be dropped into place. For this I used a Makita track saw because it was more accurate for long cuts than my ten-inch table saw. All the sub-assemblies were put together on top of the template without glue. When I was satisfied, I took them to the boat to see how they fit.



All of the pieces were dry fit on the template.

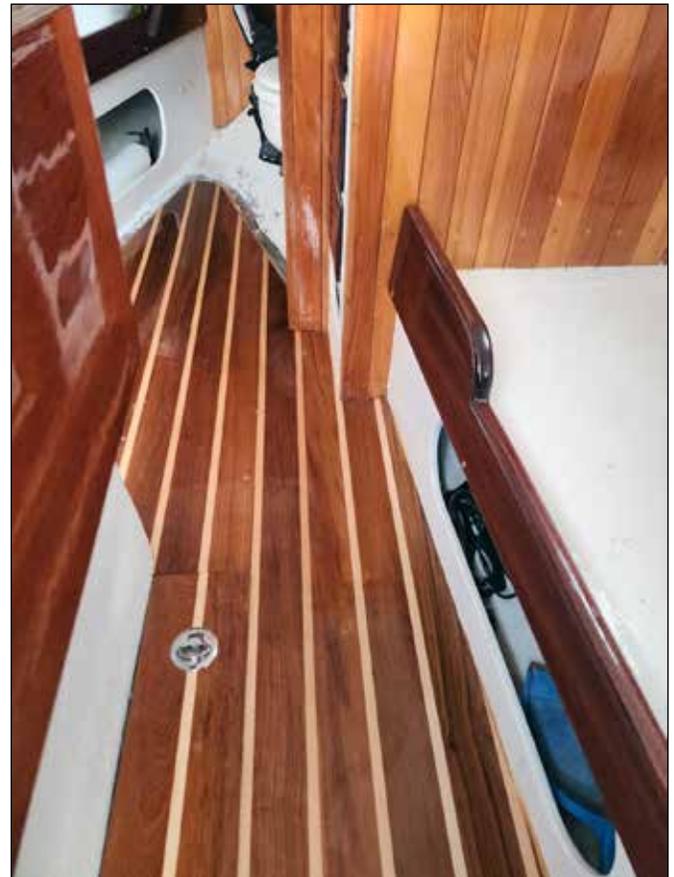
Now it was time to prep for varnish. The difference in the color of the teak boards disappeared when the boards were sanded with 80, then 120 grit sandpaper. When smooth, all the sanding dust was vacuumed up and the wood wiped with Acetone and dry paper towels to remove surface oil from the teak.

I used Awlgrip Awlwood clear primer and Awlwood gloss topcoat instead of traditional varnish. Awlwood is more scratch resistant and does not have to be mixed with a catalyst. The humidity in the air causes it to cure. The temperature must be forty degrees Fahrenheit or warmer with thirty percent or more humidity. Working time is thirty minutes and the edge stays wet for three minutes. A foam brush or roller can be used if spraying is not practical. A single coat of primer and eight gloss topcoats are recommended. A satin finish is available for a final coat if desired.

After applying six coats of Awlwood gloss topcoat, I dry fit the sub-assemblies into the boat to make sure they would fit under the cedar ceilings and to practice how I would install them when the epoxy cement was put down.

Some preparations needed to be made before the teak flooring could be glued down. I needed a paint mixer drill attachment to mix the epoxy, and a quarter-inch notched trowel. I used ten, forty-pound bags of topsoil to press the teak boards down while the epoxy cured. I also needed a floor installation kit from Amazon consisting of a pry bar, wedges, and mallet. I would use these tools to push the boards tightly together, hiding the seams. I used alcohol (recommended) to clean the excess epoxy off my tools and the varnished surfaces of the teak flooring.

And then it was done!



*Whisper's new cabin sole.*

### Suppliers

Meranti Hydrotech Plywood: <https://www.roberts-plywood.com/meranti.html>

Maritime Wood Products: [https://maritimewoodproducts.com/interior\\_flooring.html](https://maritimewoodproducts.com/interior_flooring.html)

Awlwood Clear Primer: [https://www.defender.com/pdf/756946\\_DATA.pdf](https://www.defender.com/pdf/756946_DATA.pdf)

Awlwood Gloss Topcoat: [https://www.defender.com/pdf/756947\\_DATA.pdf](https://www.defender.com/pdf/756947_DATA.pdf)



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The **Catboat Preservation Group** ([www.CBPGGroup.org](http://www.CBPGGroup.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 remarkable, mostly Golden Age, catboats.

Our flagship, the 1892 D-Class racing catboat *Suspect* (*Marvel/Elaine*), successfully hit the water in 2023 and we have now begun to prepare her for what promises to be a full and challenging 2024 season. To accomplish this, we urge you and your friends and family to continue your much needed and appreciated financial and logistic support. Patron donations can be made directly to the organization by check (payable to the **CBPG c/o P.O. Box 467 Westport Point, MA 02791**) or through our **Go-Get-Funding** crowd-source site:

[GoGetFunding.com/catboat-preservation-group/](http://GoGetFunding.com/catboat-preservation-group/)



*Note: All donations made to the CBPG will be tax deductible.*

Patrons who donate more than \$25 will receive by mail the pin-able, metal campaign badge of honor shown below. Even better, those who show this badge at a *Suspect*-attended rendezvous will have first rights to serve as a passenger or crewmember aboard the old girl during the event.



**Volunteers Needed.** Moving forward, the CBPG will continue to be a “work in progress.” In that spirit, we seek organizational guidance from our fellow CBA members and from their friends 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](mailto: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 (1890-1929).

We welcome suggestions of catboats you know of that could qualify as prospects. Please send them our way by emailing us at [info@cbpgroup.org](mailto: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. *Barbara Ann V* represents our latest discovery. For an expanded history and information regarding this boat contact us as above or at [www.CBPGGroup.org](http://www.CBPGGroup.org).

## *Barbara Ann V*

One-of-A Kind Fiberglass Prototype  
26' x 12.5' x 2.5'

Much mystery surrounds the fiberglass *Barbara Ann V* currently stored in the F.L Tripp boatyard in Westport Point, Massachusetts. Boatyard operator, Carl Tripp, reports that she was owned and operated by a well-known Padanaram, Massachusetts dentist who decided to trade her in for a catamaran on sale in the yard. She has been sitting uncovered for over five years but remains in remarkable condition. (See photos below.)

The mystery lies in the fact that her designer and builder have not been identified. CBA members speculate that she may be a one-of-a-kind prototype of a gaff-rigged Menger cat that never made it into production. Her design and interior layout are nothing short of remarkable for a twenty-six-footer.

Relative to her design, rather than a traditional centerboard, she supports a massive, off-center, winch-and tackle-deployed daggerboard. This arrangement allows her floor-to-ceiling, internal daggerboard-trunk to be leveraged as an internal bulkhead wall.

This creates a proper galley area and considerably opens up interior space. The boat offers standing headroom throughout her cabin...amazing for a catboat of this size! Her cabin also contains a folding dining table and settee that converts to a single bunk. A V-berth forward sleeps two adults. An adjacent hanging locker contains a marine toilet.

Beyond her sail, propulsion could be provided by an outboard...fifteen horsepower would be more than enough (not included). The boat has two outboard brackets, port and starboard, to mount same. The lack of an internal engine frees up a massive amount of storage space beneath her cockpit floor. Wheel steering is Edson rack and pinion. Her cockpit seating can easily accommodate four to six passengers.

From our inspections, the boat sorely needs an extensive cleaning and a modest amount of TLC. (e.g., sanding and re-oiling her teak rub rails, etc.). She may also need new rigging and a new sail as her current sail has been left exposed to the elements inside of a failing sail cover.

However, if you seek a truly unique, possibly historic, fiberglass catboat prototype, this is a boat well worth investigating. Carl Tripp tells us that he will accept virtually any reasonable offer as he very much wants to free up the storage space in his boatyard. You can contact him at 508-636-4058. Please mention that you were directed his way by the Catboat Preservation Group.

## *Barbara Anne V Interior*



*Barbara Anne V* Exterior



# Cruising

Steve Flesner, Editor

## Down on Dee Bay Hon

Steve Flesner

Good news for dee Bay Hon, the size of the dissolved oxygen conditions, or “dead zone” in the Bay, is the smallest it has ever been since they started measuring it thirty-eight years ago so, there is hope for a cleaner bay. Something else that will make us all happy: the drawing for H-2B workers that crab processors count on to pick Chesapeake Bay blue crabs will be easier to hire ahead of the crab season in 2024—the federal government is doubling the number of seasonal foreign workers allowed nationwide. That gives the watermen something to look forward to when they aren’t dredging for oysters! It’s one



thing to catch crabs, it’s another to get them picked. It’s been a banner oyster season, so let the shucking and slurping begin! The fall oyster survey found that juvenile oysters, or spat, are thriving throughout the bay including several areas where they have rarely been seen in forty years. A win-win for everyone! What happens to the health of the bay affects all of us.

See you on dee water Hon!

*Catspaw dinghy*

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# Racing and Rendezvous

Steve Flesner, Editor



## 28th Annual Regatta and Chowder Party at The Barnacle in Coconut Grove, Florida!

The Ralph Middleton Munroe Chapter of the Traditional Small Craft Association is hosting the Washington's Birthday Regatta at The Barnacle Historic State Park in Coconut Grove, Florida—home of famous Sharpie sailboat designer, “Commodore” Ralph Middleton Munroe.



### The weekend event includes:

- Saturday Regatta on Biscayne Bay
- Saturday Night Chowder Party & Awards at The Barnacle
- Sunday “Mail Run” Fun Sail on Biscayne Bay

Since this is a reenactment of the first Regatta organized on Biscayne Bay in the winter of 1887, small sailing craft of “traditional” rig are encouraged to participate!

### For more information:

Marcie Henderson  
The Barnacle Historic State Park  
3485 Main Highway, Coconut Grove, FL 33133  
Phone: (305) 442-6866  
[marcie.henderson@floridadep.gov](mailto:marcie.henderson@floridadep.gov)

## Catboats! – An Old Sculpin Gallery Celebration!

The Old Sculpin Gallery, in a dual celebration honoring Manuel Swartz Roberts and the Martha's Vineyard Art Association's 70th Anniversary, will host the Catboat Parade and Regatta for 2024 in Edgartown Harbor July 13. Please contact: Kurt Peterson [catboatkurt@yahoo.com](mailto:catboatkurt@yahoo.com)

(Continued on page 36)



2023 Parade of Sail.

Photo by Larry Click



*Muscot 1922*

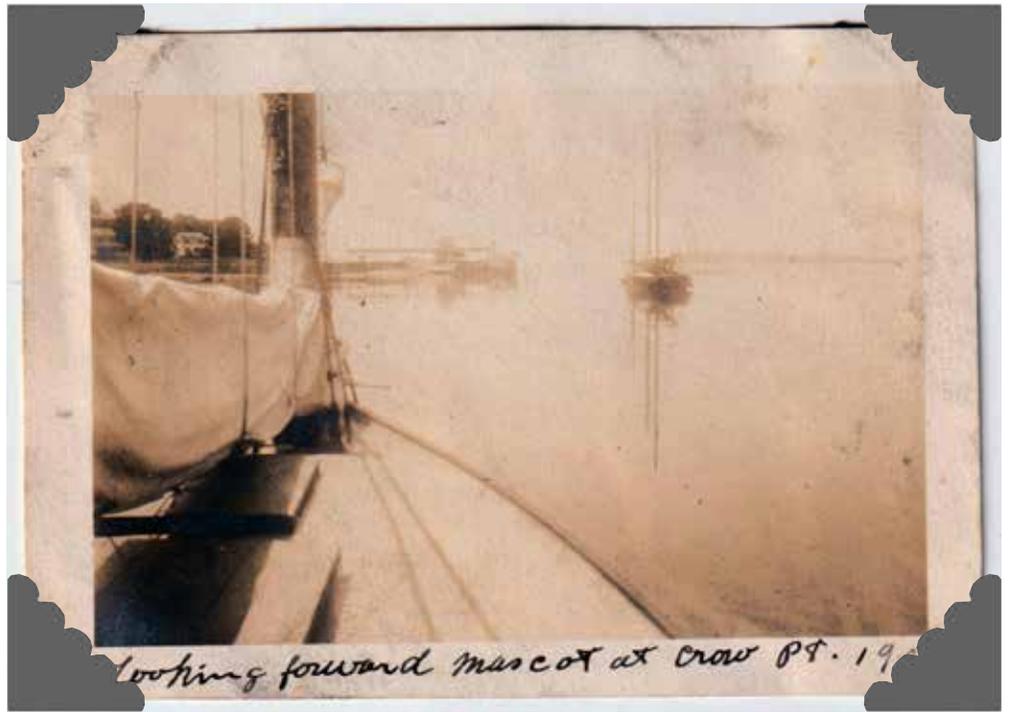


*Muscot at Gloucester 1922*



*Henry Mass.*

Pictured here are some recently found photographs of Henry Plummer (54), Henry Plummer



Looking forward Mascot at Crow Pt. 1922



May 1922



Sailing across Mass. Bay

Henry Jr (32) and Mascot, taken in 1922-23. (Courtesy of Henry Jr.'s great-grandson, Oliver Smith)

(Continued from page 33)

## The 2023 Edgartown Catboat Rendezvous

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Terri Potts-Chattaway

The Edgartown Catboat Rendezvous has been an annual tradition for over fifty years. It is a weekend-long celebration that draws sailors from near and far to share in their common love for catboats. For many of those years, the rendezvous was hosted by Mark Lovewell at the Vose Family Boathouse. But in 2021, June Schoppe, who serves as the event chair for The Martha's Vineyard Art Association at the Old Sculpin Gallery, had a new idea and it couldn't have been more fitting.

June explains, "Our unique history of being able to buy our gallery building from Manuel Swartz Roberts when he retired in 1954, launched the MVAA into existence. Having a catboat-themed event, including a parade of sail, an art exhibit with archival photographs and historical information seemed like the perfect choice to promote our unique history."

June goes on to explain that Manuel Schwartz Roberts welcomed visitors into his shop. He was known for his charm and warmth. Children and adults would gather around as he shared stories of his past. Sometimes he simply listened.

A friendship developed between Mr. Roberts and the local artists as they stood behind their easels and painted; documenting Manuel at work while he perfected his craft building catboats. When it came time to retire, he thought who better to deed the building to than to the artists who shared his love of creativity. It feels only natural then, that the Martha's Vineyard Art Association and Edgartown have come full circle to pay tribute to its history with the *2023 Catboats! – An Old Sculpin Celebration*.

The weekend began on Friday, July 14, with a Fire & Ice barbecue at the home of Jay and Terri Chattaway in Katama. It was a little uncertain how the weekend would go. The weather gurus were calling for storms and the dark sky threatened our festivities. Fortunately, the sky cleared just as our guests were starting to arrive. It was a fun evening full of good food, camaraderie, and maybe a few tall tales about racing.

Saturday morning, we all met at the Old Sculpin Gallery for the skippers meeting where we served morning joe from Catboat Coffee and were treated to refreshments from Morning Glory Farm. The

walls of the gallery were filled with artist renditions of catboats as well as photographs of Manuel Swartz and the history of both catboats and the building. It was both a beautiful and informative display.

We were invited to participate in the Edgartown Yacht Club's celebration of 100 years of regattas. Elizabeth (Tot) Balay was our Principal Race Officer and proceeded to give us instructions. The day was to start with a catboat parade. We were to gather in Katama Bay and then sail down the harbor in formation, passing the Edgartown Yacht Club and Memorial Wharf. From there, those who were racing were told to proceed to the starting line.

Despite the dire weather reports, it turned out to be a nice day with a steady fifteen-knot wind. Some dark clouds hovered but we were spared any rain. Crowds of tourists showed up for the parade. The porch of the Edgartown Yacht Club was packed from end to end. Memorial Wharf was crowded as well. Others lined the Chappaquiddick shore. All were shouting and applauding as we sailed past.

The race started promptly at 1:00 p.m. as the EYC had numerous races happening all day. Nantucket Sound was covered with sailboats of all shapes and sizes. It was a fun race, fast and furious. We were on a broad reach, and all was going well until several of us got caught up in the current when rounding the mark. No harm, no foul. But oh, so close.

Five p.m. came and we were invited back to both the Old Sculpin Gallery and the Norton Boathouse across the street. The guests mingled between the two, perusing the fine art and enjoying the unique camaraderie of those who love catboats. We were served appetizers and spirits, including oysters from Cottage City Oysters and a tasty dessert made by Mad Martha's just for us—Catboat Crunch. Catboat Coffee provided a delicious array of Lebanese food. Last came the informal ceremony we had all been waiting for: the celebration of the winners of the race. In retrospect, there was some confusion regarding who won what race.

One of the sailboat entries was Tony Davis's XFC 22, an Areys Pond catboat. Areys Pond Boatyard's website states that, "The 22-foot Cruising Cat is built to the highest standards of *wood* construction. The

hull consists of strip planks over a plywood mold, sheathed in a layer of *fiberglass.*” Thus, the confusion. Does the XFC 22 fall under the wooden or fiberglass category when racing?

Because of this question, Tony Davis won in the fiberglass category when announced by Kurt Peterson at the awards ceremony the night after the race. But the following day, the Edgartown Yacht Club website put the XFC in the wooden boat category—which Tony also won—as seen below. But, for all of us who were in the race, it was the wooden catboat, *Kathleen*, skippered by Tim Fallon and his wife, Karen, who clearly beat all of us, wooden and fiberglass.

So, in keeping with the motto of good sportsmanship, both results are listed. In what category the XFC should be listed in the future has yet to be determined.



Cottage City Oysters



Photo by Melinda Fager

Catboat Regatta, 1st Place, Fiberglass, Skipper: Tony Davis



Edgartown Catboat Parade, passing EYC.



Photo by Melinda Fager

Catboat Regatta, 1st Place, Wooden, Skipper: Tim Fallon



Friday night Fire & Ice



June Schoppe

The standings announced at the Old Sculpin Gallery on July 15, 2023.

**Catboat Wooden**

1. *Kathleen*, Skipper: Tim Fallon
2. *Conjurer*, Skipper: Frederick Villars
3. *Tigress*, Skipper: Kurt Peterson

**Catboat Fiberglass**

1. *XFC*, Skipper: Tony Davis
2. *Peregrine*, Skipper: Rex Brewer
3. *Whiskers*, Skipper: Jay Chattaway

The standings listed the following day on the Edgartown Yacht Club website.



The catboat parade

**Catboat Wooden**

1. *XFC*, Skipper: Tony Davis
2. *Conjurer*, Skipper: Frederick Villars
3. *Tigress*, Skipper: Kurt Peterson
4. *Alice*, Skipper: Skip Richheimer
5. *Pinkletink*, Skipper: Eric Peterson (Noted on the website but did not race.)

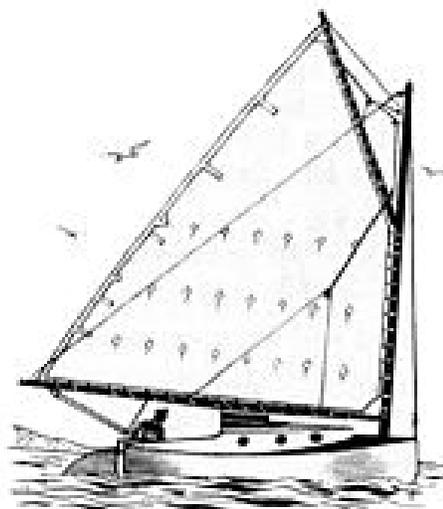
**Catboat Fiberglass**

1. *Peregrine*, Skipper: Rex Brewer
2. *Whiskers*, Skipper: Jay Chattaway
3. *Glimmer*, Skipper: Jim O'Connor
4. *Lulu*, Skipper: Jonas Kumpitch
5. *Guess*, Skipper: Tobias Glidden;  
*Gullholmen*, Skipper: Chris Hallgren

Mark your calendars for next year's Edgartown Catboat Rendezvous scheduled for Saturday, July 20, 2024. We look forward to seeing you there.



Morning Refreshments at the Old Sculpin Gallery



# Arey's Pond 2023 Cat Gathering

Robin Davis & Brooke Davis

After last year's Cat Gathering, Tony shared a bold announcement that he was retiring from running the event; after thirty years of success, it was time to go out on top. With that announcement, this year's Cat Gathering was destined to be exciting. The 31st was to be one of many firsts. This was the first Cat Gathering that Tony sailed since the gathering caught momentum; the first Cat Gathering that Tony did not run the Committee Boat; the first that Tony did not have a heavy hand behind-the-scenes; and finally, the first that had to be postponed and sailed on a Sunday. It fell on a weekend, later than years past, and had an early morning start. With the late August weekend came dicey and unpredictable weather. The weather channels were calling for thunderstorms and heavy winds. The decision had to be made first thing Saturday morning due to the early start. Under stressful circumstances, and facing the unknown, the novice race committee made the call; for the first time in thirty years, the race was postponed to Sunday.



Photo by Anita Winstanley Roark

Hi!

It was fun for those who were just out for the parade of sail yet competitive for those who wanted to do well in their class. Julian, who bravely stepped up to replace Tony on the committee boat, helped to make it a seamless transition. The committee, which recorded over seventy boats crossing the line, had to contend with several photo finishes. Woody Norwood, who trailered his Marshall 18, *Geezer*, from Beaufort, South Carolina, took a well-deserved line honor in a very competitive Marshall 18 division. The Bernie Huddleston design, *Pandora* finished ahead of the new Arey's custom XFC 22' by mere seconds—it was a duel. The XFC 22' was designed to beat *Pandora* so, for now, it is *Pandora 1*, XFC 0.

Thanks to all who participated in this year's Gathering. The proceeds from the event went to Friends of Pleasant Bay, a non-profit dedicated to preserving and protecting our bay, and Sipson Island Trust, which is in the process of restoring Pleasant Bay's precious landmark.

Visit our website, [areyspondboatyard.com](http://areyspondboatyard.com), to view results. And mark your calendar! Next year's Cat Gathering is Saturday, August 17, 2024.



Photo by Anita Winstanley Roark

Where are we?

The skippers meeting was held on Friday evening and at that point, the race date and time were still undecided, but rules and email notices were discussed. The race committee decided the celebration would happen Saturday night either way. It was a good call as the rain stopped and we had a nice turnout with live music. The sailors were in great spirits as the clouds parted and the skies were calming. Sunday looked promising, and everyone was eager to get out the next day.

Sunday, August 27th, turned out to be a beautiful day with a steady ten-knot breeze that filled in just as the race sequence started. Despite a difficult start for some, the race was one of the best and set a high bar for the next thirty years.



Photo by Anita Winstanley Roark

Hard charging!

# 2024 Race and Rendezvous Schedule

Steve Flesner, Editor

*Editor's Note: Thank you all for sending your Race and Rendezvous Schedules for the 2024 sailing season. Don't forget to also send the results and write ups to [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org). Just a reminder that if we don't get race results, like who won(!) or an article about the race, there's liable to be a mutiny amongst your participants...only you can prevent forest fires!!! We all want to hear about those moments of "mortal combat on the high seas" along with your racing "stories" and all the unexpected things that somehow happen! Now go out there and have some fun!!*

## April 25-27, 2024

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

## May 26, 2024

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

## TBD - 2024 Event on Hold

Stamford Mayor's Cup Race  
Halloween YC  
Stamford, CT

## June 22, 2024

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

## July 6, 2024

The Bill McKay Sail Around  
Popponesset Bay  
Mashpee, MA  
Contact: Eric Peterson  
781-856-8873  
Eric.peterson@catboats.org

## TBD

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

## July 13, 2024

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

## July 20, 2023

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

**July 20, 2024**

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

**July 29, 2024**

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

**August 10, 2024**

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

**August 10, 2024**

South River Sail in and BBQ  
 Annapolis, MD  
 Contact: Craig Ligibel  
 816-304-1409  
 Craig.ligibel@vml.com

**TBD - 2024 Event on Hold**

Noroton Yacht Club Catboat Regatta  
 Darien, CT  
 Contact: JR Reffner  
 267-663-3863  
 Jrr1lp@gmail.com  
 Mark Dam  
 203-322-4280  
 Mdam64500gmail.com

**August 17, 2024**

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

**August 17, 2024**

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

**August 24, 2024**

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

**August 24, 2024 (Rain date August 25)**

Spray Beach YC 5th Annual Catboat Rendezvous  
 Spray Beach, NJ  
 Contact: Thomas Caro  
 2300 Long Beach Blvd.  
 Spray Beach, NJ 08008  
 267-798-9981  
 thomasdcaro@gmail.com

**August TBD, 2024 Tentative no plan this year**

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

**TBD**

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

**September 21, 2024**

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

**September 7, 2024**

Great South Bay Catboat Regatta & Rendezvous  
Sayville YC  
Contact: Charlie Huberman  
631-574-7410  
cehuberman@gmail.com

**September 13-15, 2024 (Race on September 14)**

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

**September 8-October 20, 2024 Sundays 10AM**

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

**September 16-23, 2024**

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

**TBD**

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

**September 22, 2024**

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

**October 4-6, 2024**

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

**October 18-20, 2024**

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



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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](mailto: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)**

# Beetle Cat Corner

Stephanie Van Patten, Editor

## Beetle Cat News Letter, October 1945

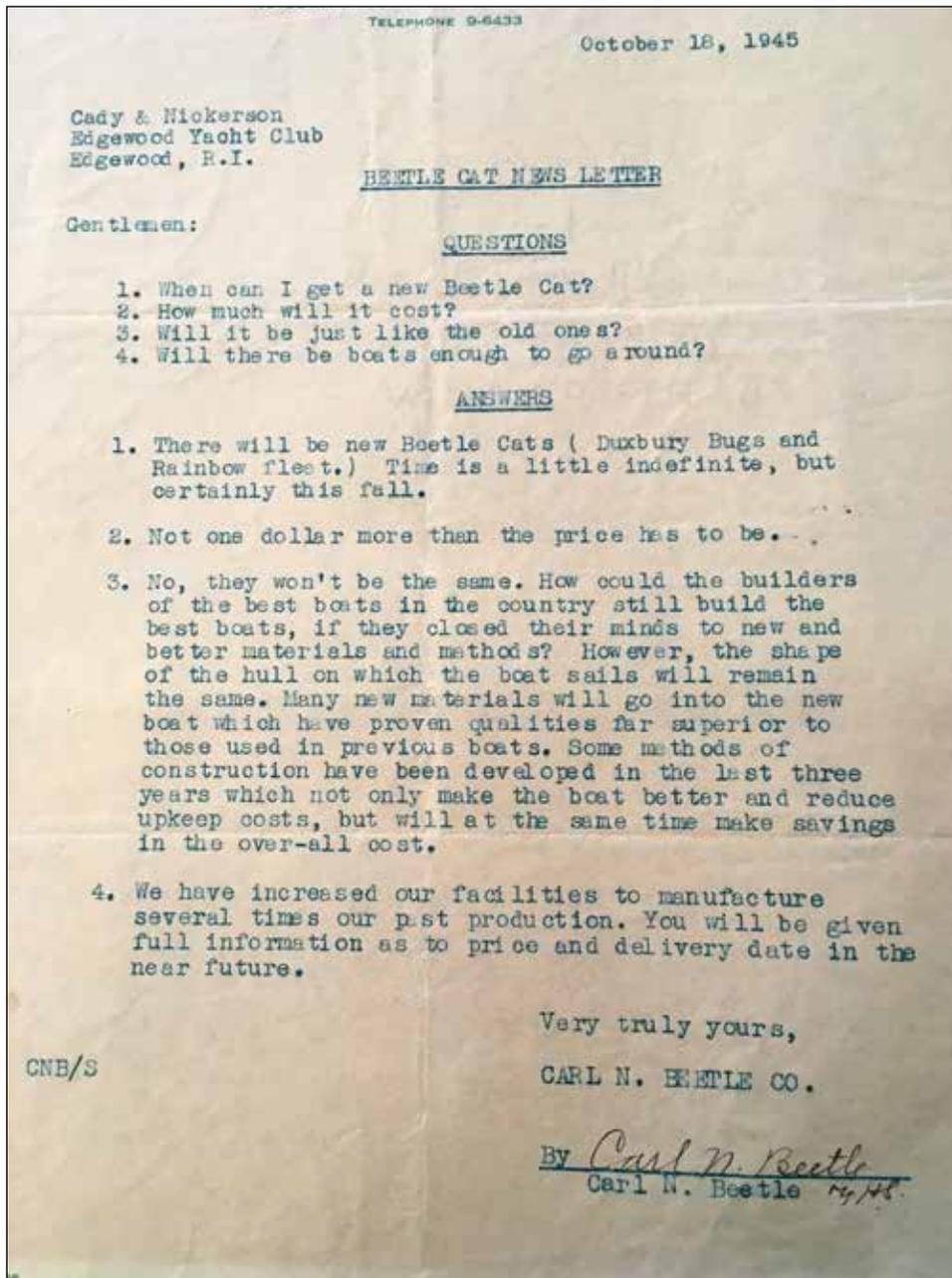
George W. Shuster, Jr. *Chairman, New England Beetle Cat Association*

I serve as Archivist for the Edgewood Yacht Club. I first took on the role during the pandemic,

when I had some time to go through boxes of documents that had been lovingly, but somewhat haphazardly, set aside over the 136 years since the club's formal foundation. My work slowed as the pandemic ended, but I still find time to filter through the files and discover ephemera from decades past.

Recently, I uncovered the "Beetle Cat News Letter" pictured here. It's dated October 1945, and it was sent to EYC by Carl Beetle, the grandson of the founder of the original Beetle Boatbuilding Yard in New Bedford. The letter is interesting for a number of reasons. First is the content of the letter itself, with its New England dry humor, frugality, and demand for patience—all, apparently, the result of dictation to the Beetle shop's secretary. In response to an apparent call for Beetle to meet the demands for more Beetle Cats, at a time when the class was bursting at the seams at Edgewood and across the region, Carl assures EYC that more boats will come, at fair prices, eventually. But second, and more broadly interesting, is the historical moment in which this letter was sent.

As reported in the New England Beetle Cat Boat Association's history of the Beetle Cat class, World War II suspended all production of



Beetle Cat News Letter, October 1945

Beetle Cats. This put a strain on the availability of the boats that had become the reliable youth training and racing boat of choice among New England yacht clubs in the late 1930s. The New England Beetle Cat Boat Association was formed around that time, and club, regional, and “national” championships were being held. Parents were racing their kids’ boats, too. Everyone wanted a Beetle Cat, but the sole manufacturer of the boats had stopped production.

By the end of the war, when Beetles could again be produced, another shift occurred. The Beetle shop had been operated by Miss Ruth Beetle, the daughter of the Beetle Cat’s designer John Beetle, leading into the war. “Miss Beetle,” as she was known, was both a schoolteacher and the only female boatwright of her era in the United States. She led the Beetle shop through the 1930s, and she had successfully brought the Beetle into prominence. But in 1945, Carl Beetle stepped in for his sister Ruth for a short period. As indicated by his letter to EYC, Carl was focused both on improving the process for building Beetle Cats and ramping up the output of the boats—while keeping costs reasonable.

Carl’s interest in improved technology was not limited to the wooden boat shop, however. Carl was also an early developer of plastics technologies, and it was Carl who designed the BB Swan, the fiberglass version of the Beetle Cat and one of the first production fiberglass sailboats (the photo here is courtesy of Mystic Seaport, showing BB Swan #5, from 1947, in its collection). The BB Swan reportedly premiered at the New York Boat Show in 1946. It was right in that window of time—right after Carl Beetle sent this letter to EYC—that Carl split from the family’s wooden boat operation and founded Beetle



BB Swan #5, 1947 (Mystic Seaport collection)

Plastics to pursue his dreams of fiberglass boats. Carl would only live a few more years, until 1952, but his innovations later resulted in his posthumous induction to the Plastics Hall of Fame in 1977. The company he founded survives today, manufacturing fiberglass pipes and tanks in Oklahoma. When he switched from wood to plastics, Carl sold the Beetle Cat business to the Concordia Company, which took the class to its next level.

It’s impossible to draw certain conclusions from Carl’s 1945 letter to EYC. But it’s tempting to read into the letter, knowing Carl’s pathway in the years that followed, a level of frustration with the “old school” business of building wooden boats. Despite the groundbreaking “assembly line” manufacturing that had been developed at the Beetle shop by his grandfather, in the post-war boom Carl was looking into a future beyond wooden boats. Indeed, in his book, *A Life in Boats, The Concordia Years*, Waldo Howland recounts Carl Beetle’s reaction when Waldo inquired about Beetle Cat production after World War II. “No, he had no used Beetles for sale. No, he wasn’t building any more new wooden Beetles. No, he wouldn’t build any for us, even if we did have buyers for them. These answers were not just for the sake of being contrary; they were the result of deep conviction. Carl was by nature a capable, inventive, forward-looking sort of boatbuilder.” But, Waldo added, “Carl truly felt, and with reason enough, that wooden boats would soon become a thing of the past.”

Well, Carl was both right and wrong. It’s interesting to look back at how those two divergent tacks—the Beetle and the BB Swan, the wooden boat and the fiberglass boat—have brought us to today’s sailing environment. Plastic, fiberglass, and composite materials have allowed for the development of lighter, stronger, and faster boats at the vanguard of our sport. Yet the Beetle Boat Shop in Wareham is still building the same boats that Miss Beetle was churning out in the 1930s. Waldo Howard ended up buying the wooden Beetle business from Carl, under the Concordia mantle, including the “all-important original Beetle Cat mold and patterns.” And today, like Carl notes in his letter to EYC, Beetle, Inc. is still finding ways to improve construction and keep costs down. Maybe demand for a new Beetle Cat is not quite as high as it was in 1945, but the affinity for the class is as strong at EYC, and across Beetle Nation, as it ever has been.



# Sailing Techniques and Seamanship

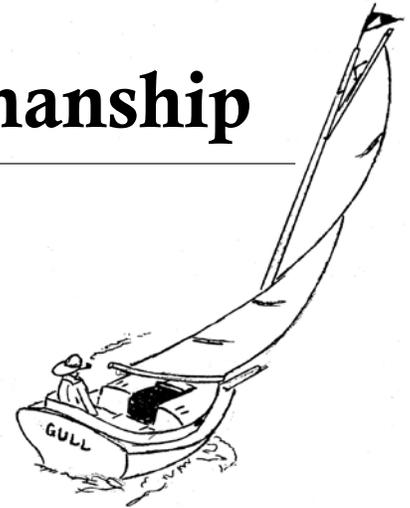
Brent V.W. Putnam, Editor

## Marlinspike Seamanship – Rope

Brent V.W. Putnam

The art and science of handling rope aboard a boat is known as marlinspike seamanship. It's a broad topic that covers everything from the types of rope, their uses, to fastening the rope to itself (knots, loops, and splices) to other ropes (bends), and to other objects (hitches).

We'll start at the beginning, with the types and characteristics of rope.



Until the industrial revolution (and for a bit thereafter) rope was manufactured by spinning fibers into yarns, yarns into strands and strands into rope. If you spent any time in the Boy Scouts, you might recall being guided through the process of taking sisal twine and making your own (albeit short) rope.

For thousands of years, rope was made from natural fibers such as cotton, flax, hemp, manila, and sisal. While these are still available today, you're not likely to be using natural rope unless you are attempting to maintain the look of a traditional, wooden cat, and even then, most of us will opt for synthetic ropes.

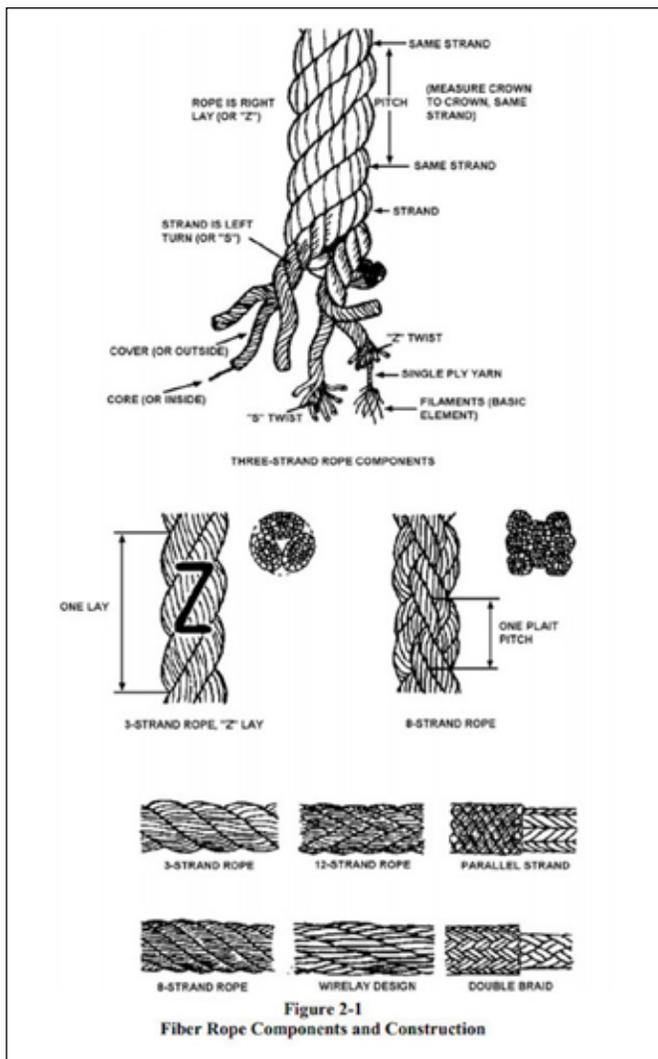
Why?

Why not? Natural fibers are capable—they were used on boats for thousands of years—but for a given size they are weaker, more susceptible to degradation from water and sunlight, and not as durable or easily worked. Synthetic ropes are simply stronger, more durable, easier to handle, and available in larger variety of sizes, types and colors. You can even get synthetic ropes that look like natural.

Perhaps the only downside to synthetics is the fact that, unlike natural ropes, they tend to have specific purposes. One hundred years ago, one would use hemp or manila rope for everything from the anchor line to the peak halyard—the only difference being the diameter.

On the other hand, the different synthetics have specific characteristics that make them ideally suited to specific purposes.

Starting with nylon in the 1930s and polyester in the 1950s, synthetics have largely displaced natural fibers. As noted, they offer many advantages over natural fibers, including the ability to stretch, dimensional stability, and resistance to abrasion.



Rope Construction (USCG Boat Crew Handbook)

Moreover, synthetic ropes are often braided instead of twisted, or consist of a braided cover that protects a continuous core of fibers. Twisted ropes have a left-hand or right-hand lay (i.e., when the rope is dangled vertically, the strands appear to travel up and to the left or right, respectively), whereas braided ropes don't. Because they have no specific direction, braided ropes are less susceptible to kinking.

When comparing the various synthetic ropes and their potential uses aboard, the characteristics we consider include weight, strength, durability and resistance to ultraviolet (UV) light.

Nylon stretches—as much as 30-percent of its length—and has good abrasion resistance. This makes it ideal for applications where that stretch can be used to advantage in absorbing shocks, such as for anchor and dock lines.

Polyester will stretch, but only about half as much as nylon. It is resistant to UV light, holds knots well, and tolerates being run through sheaves, leads and blocks. Its dimensional stability (i.e., less stretch) and durability have made it the workhorse for sail handling—for halyards and sheets. Although there are many manufacturers of polyester rope, you may be most familiar with the brand name Dacron, coined by the chemical company DuPont.

Polypropylene is weaker and less durable than nylon and polyester, and more susceptible to UV damage. Unlike polyester, it doesn't absorb water and it floats. For this reason, it's ideally suited to applications where high shock loads are not expected and staying afloat is important. It's often used for fish traps (e.g., lobster, crab) and lifesaving—throwing lines attached to type IV PFDs—and to a lesser extent, as painters for dinghies.

Aramids, liquid-crystal polymer (LCP) and polyethylene are relatively new. Where nylon and polyester have been around since the 1930s and 1950s, these fibers have only been commercially available for about thirty years.

Best known by their trade names: Kevlar and Technora are aramids; Dyneema and Spectra are polyethylenes; Vectra is a LCP. All are lighter, stronger and more dimensionally stable than polyester (they stretch only about a tenth that of nylon), additionally polyethylenes are more UV resistant and do not absorb water.

Dyneema is slick, which could be good and bad for running rigging like the mainsheet. On the one hand, it'll move a little faster through the blocks and is less likely to kink or bind than even braided

polyester—important considerations for racing vessels. On the other, the lack of friction makes holding and securing it, including tying knots, more difficult.

Cost is another factor. These space-age materials (Technora has been used by NASA for the parachute lines on the Mars rovers) cost about twice as much per foot as good ol' polyester, and when your mainsheet is upwards of 100 feet long, it adds up.

These newer synthetics are more suitable for roles where weight and strength are the key differentiators. For example, the traditional stainless-steel forestay can be replaced with one of Dyneema to help reduce weight aloft.

A note about the terms, “rope” versus “line.” Line is rope which has a specific purpose. You buy nylon rope, which you will put into service as an anchor line or dock line. A typical gaff-rigged catboat will have anchor lines, dock lines, topping lift, mainsheet, throat halyard, peak halyard and forestay. A Marconi-rigged cat will trade the peak halyard for a pair of shrouds. Both will sport sail ties, and they may also have outhauls and reefing lines, and perhaps even jacklines. All of these start as rope.

Once you've decided on which rope to use for your line, you then have to decide how to put that line into service by securing it to the boat. You have two options:

1. Splice it by interleaving the strands. The most common splices are the long and short splices, which join two ends together, and the eye splice, which joins the end of a rope to itself to create, you guessed it, an eye.

2. Knot it by tying lengths of rope together, or to itself. The most common knots used aboard include the bowline and square knot.

We'll talk about knots and splices in another article.



# Navigation

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Skip Stanley, Editor



## Buoys, Beacons, Lights, and Other Short-Range Aids to Navigation

Floating and fixed aids to navigation are by far the most common sources of visual near-shore information for the mariner. This is especially true for those of us who spend a great deal of time in shallow water in our shoal-draft boats.

Each aid has a characteristic that allows it to be identified by day and night and, for some aids, during periods of reduced visibility. This is determined by its location and purpose. An aid marking a channel at a harbor entrance will be different than one marking an offshore hazard. Likewise, the size of a buoy offshore will be much larger than one far into a small harbor.

Characteristics include its overall appearance as well as its shape, color, number and lettering and for many, lights and sound signals which also allow the aid to be identified. After all, it's no good if you can't identify an aid and locate it on a chart.

Shapes of aids include cylinders, cones, pillars and spars. Cans are cylindrical, painted green and have odd numbers. Nuns are conical (at their top), are painted red, and have even numbers. Cans and nuns are unlighted. Pillars are often cages with a light on top that houses a bell, gong, or whistle. They may be painted red, green, red and green, or red and white. Their lights may be red, green, or white.

Fixed aids may be onshore or in the water. They are called by numerous names that are often used interchangeably. Fixed aids are called beacons and include everything from simple sticks to huge lighthouses. Unlighted beacons are called daybeacons; and all beacons exhibit a daymark—a visual characteristic. (With a lighthouse, its overall shape is its characteristic.) Smaller fixed aids have dayboards. These may be red or green or red and white and are treated just like buoys. Red dayboards are triangular; green dayboards are square; red and white boards are also square with the points at top and bottom.

There are also a few unique aids that are still in use. One such aid is Nix's Mate in Boston Harbor. This unlighted aid was built 1832 after the island it sits upon receded so much it was deemed a hazard to navigation. Over the years, this non-standard aid fell into disrepair and in 2001 the Coast Guard planned to replace it with a standard aid. The outcry was swift and in 2004 Nix's Mate was placed on the National Register of Historic Places to ensure its current characteristic would be maintained.



Nix's Mate in Boston Harbor.

The United States, like many countries, uses a lateral buoyage system. This system generally marks the outer limits of channels. "Red, right, returning" is the most common way of remembering which side of the channel to keep the buoys on—keep the red buoys on the right when returning to port, green buoys on the left. The opposite, of course, is true when leaving port and the practice is to stay to the outer limits of the channel. The numbers on the aids increase the further inland you go. Incidentally,

a pair of buoys you commonly pass through when following a channel is called a gate.

Range lights are placed in strategic locations to aid vessels in maintaining course when passing through tight channels and waterways. Keeping the ranges aligned means you're on course. If the front board appears to the right of the rear board, you are to the left and need to come right.

Lighted beacons are simply called lights and each has its own identifying characteristic. Lights can be *fixed* – on continuously; *flashing* – dark longer than light; *equal interval* – even periods of light and dark; and *occulting* – light longer than dark. Additionally, they may display specific patterns and sequences to further distinguish them. These patterns can be found on the chart and in the Light List.<sup>1</sup> For example, Fl G 4s means the light is green and flashes once every four seconds. You can actually time the light with a stopwatch if you have one. The famous Minots Ledge Light (the “I love you light”) has the characteristic FL (1+4+3) 45s 85ft 10M HORN. The parentheses indicate it is a group flashing light; it flashes once, then three times, then four times every forty-five seconds. It stands 85 feet above mean low water, has a range of 10 nautical miles. It is also equipped with a horn. Boston Light, at the entrance to Boston Harbor, has the characteristic FL 10s 102ft 27M HORN.<sup>2</sup>



Boston Light

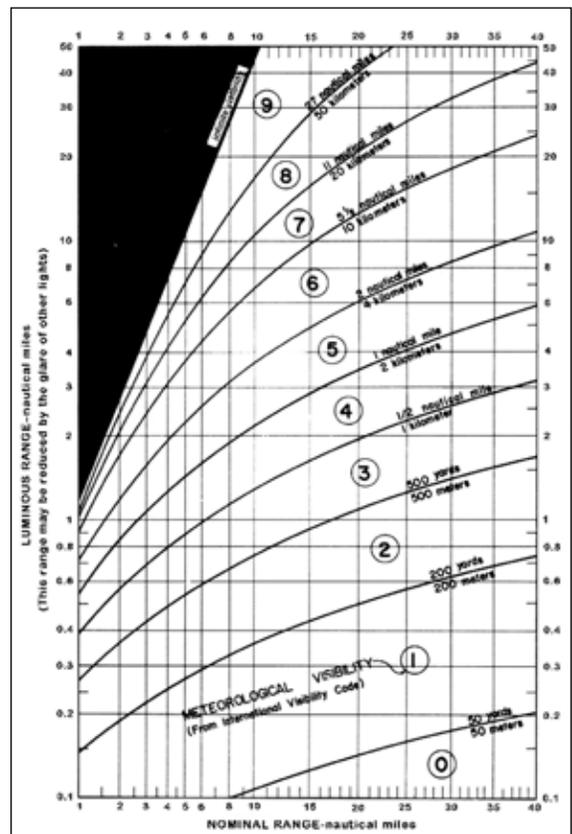
As you can see, Boston Light is quite powerful with a range of more than twice that of Minots Ledge Light. The range shown on the chart is the *nominal range* of the light. This is the distance the light may be seen in “clear weather” (Code No. 7, ten miles, as defined by the International Visibility Code). The

light's *luminous range* is the distance the light can be seen under existing conditions. The diagram below, which can be found in Bowditch and the Light List, can be used to determine a light's luminous range.

There is one more factor to take into consideration and that is the light's *geographic range*. This is the range a light can be seen given the curvature of the earth. If a light is powerful enough to be seen under the existing atmospheric conditions, the height of the light and the height of the observer come into play. Table 12 in Bowditch shows the distance to the horizon for a given the height of eye above the earth. Doing this for the height of the observer and the height of the light and adding the two, yields the geographic range.

Taking Boston Light (102 ft) for example, the distance to horizon is 11.8 miles. For an observer with height of eye of 6 ft, the distance to the horizon is 2.9 miles. 11.8 plus 2.9 equals 14.7 miles.

Boston Light, however, is so powerful that on a clear night, the loom of the light may be visible before the actual light can be seen above the horizon. This, however, isn't the case with Minots. At 85 feet tall its geographic range 13.7 miles but its nominal range is only 10 miles so it would only be seen on the clearest of nights at that distance.



(USCG Light List)

There is one other use I'd like to point out: using aids to *determine* the visibility. Often at sea, you may not know what the actual visibility is. Using Boston Light again, you might expect to see it at, say, eight miles, but instead don't see it until three miles off. This is valuable information as it applies when being on the lookout for other things such as aids and other vessels and may call for additional caution.

International Visibility Code		
Code No.	Weather	Yards
0	Dense Fog	Less than 50
1	Thick fog	50 - 200
2	Moderate fog	200 - 500
3	Light fog	500 - 1000
		Nautical Miles
4	Thin fog	½ - 1
5	Haze	1 - 2
6	Light Haze	2 - 5½
7	Clear	5½ - 11
8	Very clear	11.0-27.0
9	Exceptionally Clear	Over 27.0

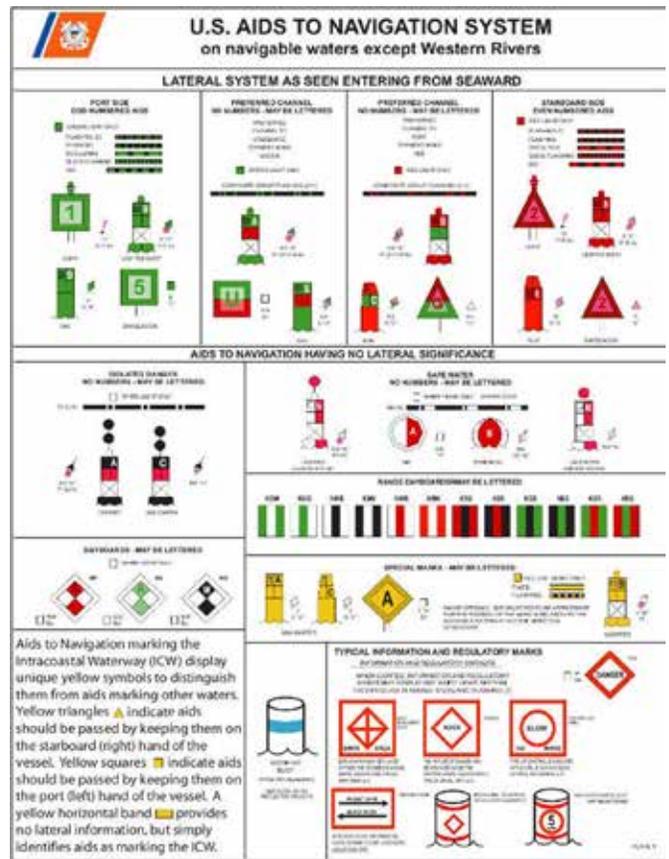


TABLE 12  
Distance of the Horizon

Height Feet	Nautical Miles	Statute Miles	Height meters	Height Feet	Nautical Miles	Statute Miles	Height meters
1	1.2	1.3	.30	120	12.8	14.7	36.58
2	1.7	1.9	.51	125	13.1	15.1	38.10
3	2.0	2.3	.91	130	13.3	15.4	39.62
4	2.3	2.7	1.22	135	13.5	15.6	41.15
5	2.6	3.0	1.52	140	13.8	15.9	42.67
6	2.9	3.3	1.83	145	14.1	16.2	44.20
7	3.1	3.6	2.13	150	14.3	16.5	45.72
8	3.3	3.8	2.44	160	14.8	17.0	48.77
9	3.5	4.0	2.74	170	15.3	17.6	51.82
10	3.7	4.3	3.05	180	15.7	18.1	54.86
11	3.9	4.5	3.35	190	16.1	18.6	57.91
12	4.1	4.7	3.66	200	16.5	19.0	60.96
13	4.2	4.9	3.96	210	17.0	19.5	64.01
14	4.4	5.0	4.27	220	17.4	20.0	67.06
15	4.5	5.2	4.57	230	17.7	20.4	70.10
16	4.7	5.4	4.88	240	18.1	20.9	73.15
17	4.8	5.6	5.18	250	18.5	21.3	76.20
18	5.0	5.7	5.49	260	18.9	21.7	79.25
19	5.1	5.9	5.79	270	19.2	22.1	82.30
20	5.2	6.0	6.10	280	19.6	22.5	85.34
21	5.4	6.2	6.40	290	19.9	22.9	88.39
22	5.5	6.3	6.71	300	20.3	23.3	91.44
23	5.6	6.5	7.01	310	20.6	23.7	94.49
24	5.7	6.6	7.32	320	20.9	24.1	97.54
25	5.9	6.7	7.62	330	21.3	24.5	100.58
26	6.0	6.9	7.92	340	21.6	24.8	103.63
27	6.1	7.0	8.23	350	21.9	25.2	106.68
28	6.2	7.1	8.53	360	22.2	25.5	109.73
29	6.3	7.3	8.84	370	22.5	25.9	112.78
30	6.4	7.4	9.14	380	22.8	26.2	115.82
31	6.5	7.5	9.45	390	23.1	26.6	118.87
32	6.6	7.6	9.75	400	23.4	26.9	121.92
33	6.7	7.7	10.06	410	23.7	27.3	124.97
34	6.8	7.9	10.36	420	24.0	27.6	128.02
35	6.9	8.0	10.67	430	24.3	27.9	131.06
36	7.0	8.1	10.97	440	24.5	28.2	134.11
37	7.1	8.2	11.28	450	24.8	28.6	137.16
38	7.2	8.3	11.58	460	25.1	28.9	140.21
39	7.3	8.4	11.89	470	25.4	29.2	143.26
40	7.4	8.5	12.19	480	25.6	29.5	146.30
41	7.5	8.6	12.50	490	25.9	29.8	149.35
42	7.6	8.7	12.80	500	26.2	30.1	152.40
43	7.7	8.8	13.11	510	26.4	30.4	155.45
44	7.8	8.9	13.41	520	26.7	30.7	158.50
45	7.8	9.0	13.72	530	26.9	31.0	161.54
46	7.9	9.1	14.02	540	27.2	31.3	164.59
47	8.0	9.2	14.33	550	27.4	31.6	167.64
48	8.1	9.3	14.63	560	27.7	31.9	170.69
49	8.2	9.4	14.94	570	27.9	32.1	173.74
50	8.3	9.5	15.24	580	28.2	32.4	176.78
55	8.7	10.0	16.76	590	28.4	32.7	179.83
60	9.1	10.4	18.29	600	28.7	33.0	182.88
65	9.4	10.9	19.81	620	29.1	33.5	188.98
70	9.8	11.3	21.34	640	29.5	34.1	195.07
75	10.1	11.7	22.86	660	30.1	34.6	201.17
80	10.5	12.0	24.38	680	30.5	35.1	207.26
85	10.8	12.4	25.91	700	31.0	35.6	213.36
90	11.1	12.8	27.43	720	31.4	36.1	219.46
95	11.4	13.1	28.96	740	31.8	36.6	225.55
100	11.7	13.5	30.48	760	32.3	37.1	231.65
105	12.0	13.8	32.00	780	32.7	37.6	237.74
110	12.3	14.1	33.53	800	33.1	38.1	243.84
115	12.5	14.4	35.05	820	33.5	38.6	249.94

(Bowditch)

- Light Lists are published by two organizations: in the U.S, it's the U.S. Coast Guard; internationally, it's the Defense Mapping Agency/Topographic Center (DMATC). They provide additional information on navigational lights and their sound signals. The U.S. Coast Guard Light List also covers unlighted buoys, radiobeacons, daybeacons, and racons.
- Boston Light flashes once every 10 seconds, stands 102 feet above mean low water, has a range of 27 miles, and is equipped with a horn.

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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.*



# Keeper of the Light

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Jay and Diane Webster, Editors

## Pleasant Bay Invitational

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Jay Webster

This past September, I had the pleasure of crewing for my son Jed on his Sandpiper, *Noah*, on Pleasant Bay. There were six or seven races held on a beautiful late summer Saturday with thirteen Sandpipers from the Pleasant Bay Community Boating and Padanaram fleets participating. The races were well organized and well run. The Pleasant Bay Community Boating (PBCB) facility overlooks Pleasant Bay providing a lovely spot for lunches, dinners on the grill, and comradery. A brief awards ceremony followed at the end of the second day. Because of our enthusiasm about this facility and event, I asked Jed if he would be interested in writing an article about it for the Bulletin. Accordingly, he and Suzanne Leahy of PBCB wrote the following article.

## Marshall Sandpipers and the Pleasant Bay Community Boating

---

Jed Webster and Suzanne Leahy

Pleasant Bay is a shallow saltwater estuary on Cape Cod with a meandering shoreline within the communities of Chatham, Harwich, Orleans and Brewster and is protected from the Atlantic by a long barrier island. Pleasant Bay Community Boating was founded in 2003 offering affordable access to Pleasant Bay to local and visiting families. For ten years, the organization worked from a beach in Chatham on the shores of Pleasant Bay. In 2014, PBCB made the courageous leap to a permanent home: 3.6 acres on Pleasant Bay, purchased from the Edward F. McClennen family. The campus has grown from the original 100-year-old cottages to include a fully accessible pier, a fleet of Flying Scots and Marshall Sandpiper catboats, as well as Sunfish,



420s, and Optis. PBCB owns a magnificent thirty-seven-foot solar-powered all electric pontoon boat. Programs include junior sailing and adult programs, a Marine Science Program, regattas, bay cruises, year-round events, and much more. The mission of the organization is to provide access to boating and marine science education, and to demonstrate environmental stewardship on Pleasant Bay.

Catboats are ubiquitous on Pleasant Bay. Their shallow draft allows for easy passage over some very skinny water. Pleasant Bay Community Boating has received several donated catboats since relocating to its permanent home. Suzanne Leahy was recruited to form a catboat program in 2019, one year before the COVID-19 pandemic. The fleet consisted of a mishmash of Handy Cats, one Arey's Pond 14, a beat-up Compass Classic Cat and a relatively new Fisher Cat. All were fourteen footers. The one outlier was *Cat's Paw*, a fifteen-foot Marshall Sandpiper. Suzanne had owned Pleasant Bay Boat and Spar Company and had favored the fourteen-foot cats. That first summer was an eye opener, the boats were in a sad state of repair. In some cases, sails and rigging were original to the boat. That fall, through connections of our volunteers, Neil Tomkinson and Priscilla Eastman, PBCB received two very new Sandpipers: *Nina*, built in 2015, and *Brilliant* in 2013. Suddenly, PBCB had three identical boats with all their gear in excellent condition. Suzanne was forced to convert to the bigger boats!

The pandemic changed everything for PBCB. Despite the many health restrictions, the staff was able to run programs due in large part to the size of the boats. The Flying Scots and Sandpipers proved to be adept at social distancing and, with the support of the Harwich Health Department, allowed the teaching to be done safely. That summer proved to be one of the most successful for the organization.

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The catboat program's success during that incredible season begged the question: do we expand the fleet of Sandpipers or stick with the variety of boats? The program had been using the Sandpipers for teaching, exclusively, which left the fourteens to the rental fleet. The resounding response from participants was Sandpipers all the way! It made sense to rent the same boat that was used in class. It didn't take long for Suzanne to fall in love with the boats. Their sail-ability and handling in all conditions, by a wide level of participants, was a fundamental asset to a program. The fleet quickly grew to eight boats, some donated, some purchased. All boats were reconditioned, sails, spars and rigging upgraded, and a rigorous maintenance schedule established.

The catboat program has since grown to include a progressive series of three classes: a *Women on the Water* course (taught by women for women), a Wednesday evening racing series (that focuses on fun and learning to race), bay cruises, and adventures and rendezvous with other Bay-wide fleets. The focus of the catboat courses is to foster confidence and independence so that our five rental boats are in continuous use every day and all day. Participation of PBCB Sandpipers in the 2022 Padanaram CBA rendezvous, encouraged (again) by Neil and Priscilla, opened the fleet up to another possibility: hosting a Sandpiper Invitational on Pleasant Bay. And in 2023, thirteen Sandpipers showed up for a wonderful weekend of racing and a foggy cruise around the islands. The event was so successful that it was proclaimed a permanent event!

#### **Adaptive Program**

A key observation about the Sandpiper is its accessibility. For many years, PBCB had included groups from local Councils on Aging, Blind and Visually Impaired (BVI), and several individuals needing adaptive equipment. The Adaptive Program was moving ahead slowly and, with the persistent support of a committee, sought out ways to connect with a larger pool of participants. The pontoon boat, FCRV *Friend*, was instrumental in promoting the accessibility of the campus and the programs. The boat offers a stable, quiet platform that can accommodate twenty to twenty-five individuals on trips around the Bay. It's a perfect introduction to the water, to PBCB and the staff, and acts as a springboard to thinking about the next steps for groups and individuals.

The staff has found that the Flying Scot and Sandpiper share similar qualities for an adaptive

program. They are roomy and stable and, at the same time, fun and fast. The new program now has a fleet of three adaptive boats: a modified Flying Scot, a newly modified Sandpiper and a Martin 16, which is suitable for an advanced sailor.

Sandpiper #9 was modified to accommodate a sailor with limited mobility. Geoff Marshall and Chris White added a simple but ingenious steering system and a pilot seat to allow for a sailor to be safely supported and secured while sailing. These adaptations allow someone with limited mobility to sail the boat with an instructor and a friend or family.

It's a huge improvement to the development of an all-inclusive Adaptive Program.

Geoff Marshall has been a fantastic partner with PBCB, whether building the fleet, or the occasional rendezvous and invitationals either at Padanaram or at Pleasant Bay. There is something so pure and magical that we all share and that is a love of sailing and a love of catboats.

Catboaters can stay in touch with the PBCB Catboat Program through their newsletter, and [www.pbcB.cc](http://www.pbcB.cc).



Marshall Sandpipers racing in the Pleasant Bay Invitational.





Post-race gathering



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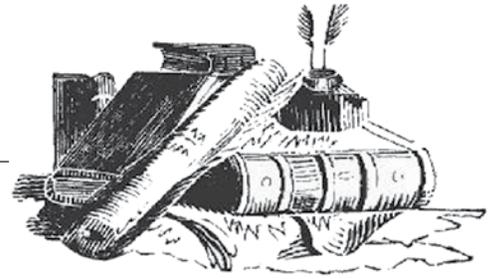
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# Book Review

Dan McFadden, Editor



## *Empire of Ice and Stone: The Disastrous and Heroic Voyage of the Karluk*

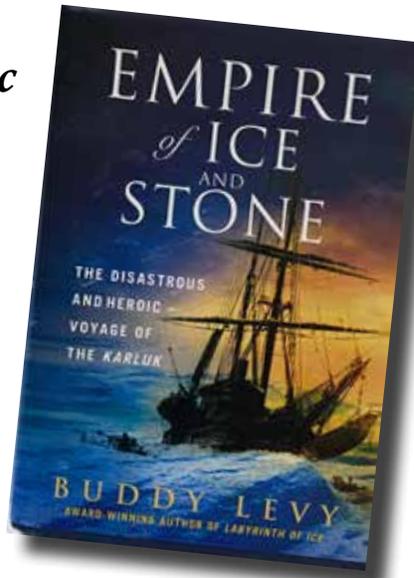
By Buddy Levy

Historic accounts of the Western exploration of the Arctic and Antarctic range from the heroic: Ernest Shackleton and the *Endurance*; to the truly tragic: John Franklin and the *Erebus* and *Terror*. In both cases their expeditions were locked in the ice and their ships were sunk. However, Shackleton managed to bring his entire crew back home alive, whereas Franklin and his colleagues disappeared in one of the great mysteries of the sea. Only in recent years were the wrecks of Franklin's ships discovered, and they offer only clues as to what happened.

Buddy Levy's recent book, *Empire of Ice and Stone: The Disastrous and Heroic Voyage of the Karluk*, recounts a tale somewhat in between the two. The subject is the 1913 Canadian Arctic Expedition, which set out from the Pacific to find land north of the known Canadian shoreline on the converted whaleship *Karluk*. The group was led by a shameless self-promoter, one Vilhjalmur Stefansson, a man more interested in fame rather than planning. Fortunately, to command the ship he engaged a Captain named Bob Bartlett, an experienced Arctic explorer who Admiral Robert Peary described as the "world's greatest living ice navigator."

From the outset, things do not go well. *Karluk* was a poor candidate for the voyage: old, worn-out, and under-powered, she was not up to the rigors of winter ice. Preparations were haphazard and completed in just a few months. Equipment was spread over three different ships, and Stefansson did not purchase appropriate cold-weather clothing, opting instead to hire an Inuit woman named Kiruk, to sew sealskin garments as they progressed north.

After nosing her way along the Alaskan coast, *Karluk* becomes frozen in the ice northeast of Prudhoe



Bay in August. Stefansson promptly gathers a small party, claims the best sled dogs, and sets out for nearby land on a "caribou hunt" never to return. (No Ernest Shackleton is he.)

In contrast, Bartlett realizes the *Karluk* is doomed to be crushed and organizes the remaining crew for that eventuality by creating a camp on the ice. After drifting on the ice hundreds of miles east over five months, the inevitable happens—the ship is crushed and sinks—and the survivors head for Wrangel Island. Bartlett embarks on a harrowing 700-mile journey on foot, with an Inuit companion named Kataktovik, to Eastern Siberia to arrange for a rescue party. They are ultimately successful.

The story of those marooned on the ice is one of privation, extreme cold, hunger, disease and some things even worse. Not everyone survives.

Throughout, Bartlett's relentless leadership and determination is inspirational, and Levy's honest treatment of the contributions of the indigenous members of the expedition is refreshing, although the continued use of the word "Eskimo" strikes a discordant note.

This is just a single chapter in Bartlett's remarkable career in the Arctic, as he would go on to lead twenty expeditions on the schooner *Effie M. Morrissey*, which recently completed an extensive restoration and is now in the care of the Massachusetts Maritime Academy as the sail training vessel *Ernestina-Morrissey*.

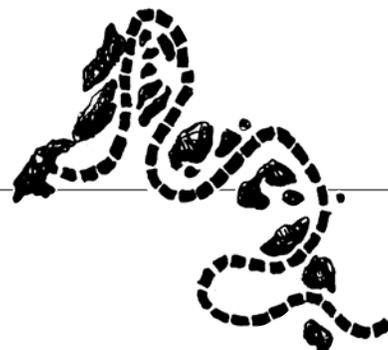
*Empire of Ice and Stone* is an engaging story well-told and best enjoyed from the warmth of your armchair. Levy's respect for the dangers—and beauty—of the Far North propels the narrative. While there is no shortage of colorful characters on the expedition, the main character in this tale is the Arctic itself.



# Short Tacks

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C. Henry Depew



## Communications

Do you have a VHF radio on board? Does it work? If you call for help on a VHF radio, the Coast Guard has a good chance of finding you rather quickly. If all you have is a cell phone, coverage may not be available, and problems can develop. Back when all we had was citizens band, everyone could talk and hear everyone. The communications might have been a bit garbled, but you could generally be heard and if help was needed, it would be coming. Our Sisu-26, had both a VHF (mounted and handheld) and a CB.

In the CB days, one could hear all kinds of traffic from where the fish were biting to a boat needing a tow. One time, on a vary calm day, there was a call to a local marina for someone to bring another case of beer to a sailboat as those onboard had drunk all they had. One night, we were anchored out in Apalachee Bay, as race committee for a night sailboat race, when the CB came on from a trucker on the coast road looking for the nearest truck garage, as his driving lights were dimming. I responded and asked where he was on the road. After a short discussion on options (he was in the middle of nowhere), I advised him to continue eastward to Perry where there was a 24 hour truck stop/garage. He went on his way, and we waited for the sailboats come back to the finish line. I seldom get those kind of calls these days.

## Painting

When Judy and I married in 1968, I was building a sailboard. Since that time, I've built or repaired quite a number of small craft. Along the way, I was taught a number of tricks in painting that came in handy. When working with two-part epoxy paint, I put the unused paint in the kitchen freezer until I could back to the job (the next day in some cases). When painting started again, the paint can was taken out of the freezer and let to thaw a little. Then using a hand operated blender, the paint was thoroughly stirred and work on the project continued. I had to stir the paint until it was brushable but all, usually, went well. If the paint needed to cure, I put the remainder back in the freezer for next time. With any luck, I would get one more use out of the paint before it would no longer be useable.

Another trick when varnishing was to use the inside of a brown paper bag (like those from the grocery store) to polish the varnish after it had complete dried. The paper put a nice shine on the varnish. The process also worked on standard painted surfaces, but not as well.

One of the problems with varnish (and any paint, for that matter) is the partial amount left over would get a "skin" or "crust" on the surface. You could use some propane from a hand-held torch to fill the can and remove the air/oxygen. This will preserve the contents quite nicely, but you better not be smoking when you open the can. A much safer alternative is to use argon gas which, like propane, is heavier than air and displaces the oxygen in the container. Bloxygen is one such product.

## Manuals

You purchased a newer version of one of your electronic gadgets and are cleaning out the old stuff. DO NOT throw the older manual away just yet. In many cases, the core operations of the new gadget is the same as the older one (just some "add ons") and most of the material in the older manual will still be current. The reason I suggest keeping the old manual(s) for a bit is that the material may be more understandable than in the newer (usually digital) manuals (and more "user friendly" to read). What brought the above to mind was a problem with a file I created with my 2003 version of "Microsoft Publisher" and tried to load and print it with my wife's printer (with Windows software). The graphics would not come up and print. A review of the digital manual for my older program gave instructions on fixing the problem, but her newer version did not seem to have the same options for the user. Granted, I started with computers so big that they needed a building and heavy air-conditioning and key punch cards (Hollerith cards) and worked my way up to Windows (Windows 2000 Professional) and always found the printed manuals more useful than the latest digital version.

## Building a Catboat

You can purchase plans for the catboat of your choice (I have a couple) or you can go to a nautical library and find a copy of some of the old boating magazines where the line plan and table of off-sets is given. With this information, you can loft a set of drawings that can be used to build the boat. My wife and I built a cardboard boat this way for a contest of such craft and the whole process came out quite well. To loft the lines, I went to a butcher shop and explained why I need some butcher paper. The owner gave me about twenty-five feet. Using one side as the

center line and some Tornado sail battens to bend to fit the needed curves, I was ready to convert the off-set information into a pattern to make the frames and the hull. If you are building a wooden boat this way, it is important to note the type/size of wood being called for in the plans and whether or not the off-set specs are to the inside of the wood or the outside, as it does make a difference. While all the above is possible, it is better to purchase the plans you want as you will then have some support from the naval architect who created them.



# New Members

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Carolyn Pratt, Membership Secretary

*WELCOME ABOARD to our new members since Fall 2023*

John M. & Donna Anderson III, Mattapoisett, MA

John & Tama Andres, Chatham, MA

John & Lisa Arancio Jr., Oradell, NJ

Harris & Barbara Bucklin, Williamsburg, VA

Neal Carter, Centerville, MD

William & Melissa Cheadle III, Anderson, SC

Bob & Sally Churchill, South Yarmouth, MA

Sarah Clement, Groton, CT

Barbara Colie, Summit, NJ

Molly Conole, Vineyard Haven, MA

Nathan Cronin, Brewster, MA

Mark & Nan Dancer, Beaufort, SC

Ken Fabien, Boxboro, MA

Andrew & Nancy Frieze, Chatham, MA

Kaytlan & Michael Gullette, Phoenix, AZ

Jeff & Lucy Hunsinger, Hope Valley, RI

Frederick Jones, Mooresville, NC

Joseph Kristan, South Windsor, CT

Ira & Stellah Kurz, Chester, MD

Wayne Matten & Diane Janczewski, Clifton, VA

Kenton McCoy, Collinsville, CT

Robert Mulligan, Bradenton, FL

Paul & Maggie Mullins, Manhasset, NY

William & Debbie Nieuwkerk, Doylestown, PA

Richrd Peele & Susan McPherson, Eliot, ME

Andrew Putnam & Terry Logan, Boston, MA

Grayson Putnam & Bethany Schlott, Colchester, VT

Joe Raposo, Coxsackie, NY

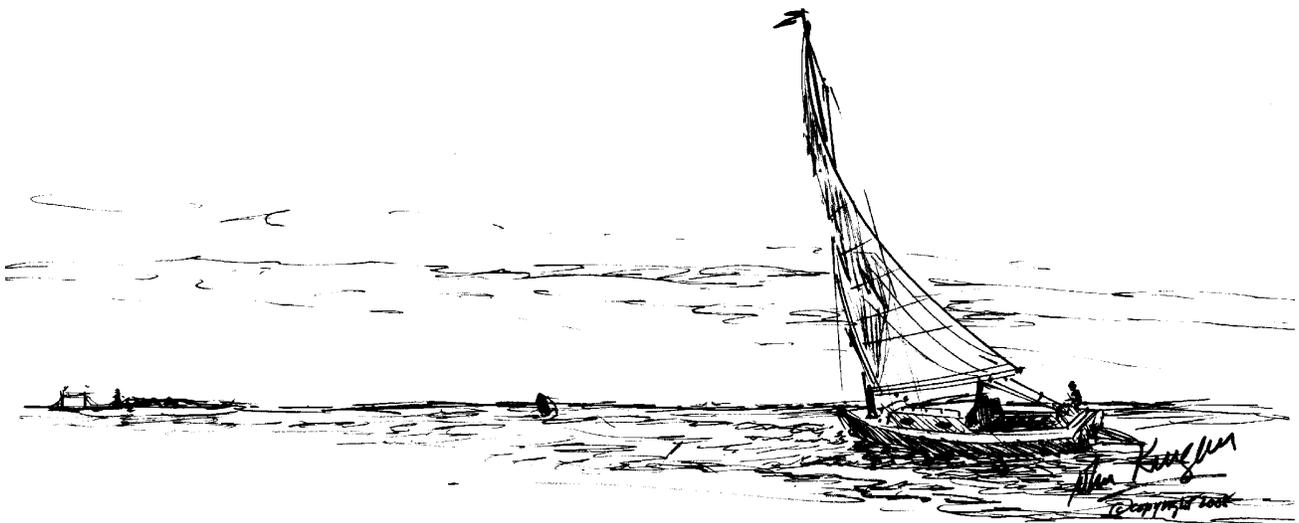
Michael Reilly, Bloomfield, CT

Melinda Roman, Newtonville, MA

Henry Schwalbenberg, Bronx, NY

George Schuster Jr., Warwick, RI

George Topulos, East Falmouth, MA



# Cats for Sale

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

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

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

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

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

*Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or [cats4sale@catboats.org](mailto:cats4sale@catboats.org)*



193-1. 1975 Marshall 18' Sanderling catboat. "Margaret Sands". New (2023) Tohatsu 6HP Sail Pro long shaft outboard motor with fuel tanks. New (2022) Thurston Quantum sail (sailed 1 season). Centerboard table and boom tent. Two Marine Radios, mounted and hand-held, 2 anchors, and a decade of related gear for coastal cruising. Trailer included. Boat was purchased through Watch Hill Yacht Services (May 2016), in excellent shape. Launched and hauled annually by Frank Hall Boat Yard, Westerly, RI. 2022 Repairs and Repainting by Billy Pires Mobile Marine Services, South Dartmouth, MA. included: Centerboard refastened; Rudder pintles and gudgeons replaced; Mid-ship cleats installed; Rebuild and reseal the port and starboard portholes with new Lexan; slopes to centerboard drains are redirected; Complete refinish of the Hull, cockpit, deck and cabin exterior, for a "reliably sealed (and looking new) catboat"; New Marine radio coax wire/fittings on run to top of mast; New mast boot and wedges. Trailer rebuild (Oct. 2018) included Complete replacement of critical trailer components: springs, axles, hubs, wheels, all hardware, forward galvanized shaft, winch, safety chains and hitch. \$12,500 or best offer. Located Charlestown, RI. Barry O'Brien (617) 967-1227 or email [bobrien@northshorecommunications.com](mailto:bobrien@northshorecommunications.com)



193-3. 2002 Compass Classic 14' Catboat. Built by Compass Classic Yachts. Very good condition. Ready to sail away. New mast and running rigging. Refinished brightwork. Original owner. Northeast trailer included in good condition. Asking \$6000. Located in Moodus, CT. Email Bill Anderson [wra016@outlook.com](mailto:wra016@outlook.com)



193-4. Cimba is for sale. Fenwick Williams 25, built 1965, professionally maintained by the same yard and person for the last 26 years. Excellent condition. If interested call or email Steve at 978-290-3957, [catboatsteve@aol.com](mailto:catboatsteve@aol.com) for details



193-2. 1996 Marshall 22 Catboat. Gaff sloop rigged. Chain locker on foredeck. In great shape, docked at the Miami Yacht Club. Sails incredibly well. Recent survey (January) graded "Lady Luck" in fine shape. Yanmar 20 hp engine recently tuned. Bottom has been cleaned every 45 days (it's Miami, you know). Recently sanded and stained most of the teak. Owner is moving to Spain and bought a 1909 Gaff Rigged wooden cutter (guess he got hooked on gaff rigs). It was too expensive to transport Lady Luck over there. More info here: [https://www.marshallcat.com/s/M22-sloop\\_1996\\_239\\_LADY-LUCK.pdf](https://www.marshallcat.com/s/M22-sloop_1996_239_LADY-LUCK.pdf). Price is negotiable -- around \$27K. Contact [geoff@marshallcat.com](mailto:geoff@marshallcat.com)



193-5. 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](mailto:McQuilken@gmail.com)



193-6. 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



193-7. 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



193-8. 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 \$225,000 (REDUCED from \$290,000). Contact the builder, Arthur Halpern, for more information at 252.249.7299



193-9. ROSEBUD is available (FREE) for restoration. Fenwick Williams 21' catboat, built 1965. ROSEBUD was grounded off of Beavertail Point (RI), 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

193-11. 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. A marine survey was completed spring of 2023 and the items that needed attention were addressed The Sail and rigging are in good condition. Located West Michigan. Email for more information and photos \$12,900 jackvdb@gmail.com



193-12. 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



193-13. 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. 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



193-14. 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](mailto:daniellawrence@msn.com) (757) 709-2626



193-15. 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 (Epifanes) 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. Asking \$28,000. Located Beaufort, SC. Contact Woody Norwood: [snorwood3@me.com](mailto:snorwood3@me.com), or 678-427-2937.



193-19. 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 resized, still in box. All new halyards, sheets, lines and blocks. Boat is ready to sail. Located Long Beach Island, NJ. Asking \$9,900. John Pallante 856 816 7800 [Johnpallante@hotmail.com](mailto:Johnpallante@hotmail.com)



193-20. 1995 Menger 19' Catboat. This beautiful boat has been well cared for. All teak is in top shape. 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. Asking \$23,000. Located North Kingstown, RI. Contact Craig. [craig\\_public@hotmail.com](mailto:craig_public@hotmail.com) (401) 741-6670



193-21. 1978 Marshal 22 Catboat. Well maintained with a 1978 Universal 18hp diesel (950 hrs) in great running condition. She's keel-stepped, and the Aluminum mast, gaff and boom were completely restored (2023). Bottom painted, hull waxed, and engine commissioned. 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. Electrical system works. Nav lights and masthead light were reconditioned in 2022 along with all seacocks. Located Back River Boat Yard in Georgetown, ME. Asking \$11,900. Contact Loren. Phone: (207) 751.8237 [backriverboatyard@gmail.com](mailto:backriverboatyard@gmail.com)



193-22. 1996 Menger 19' Catboat with Diesel Inboard. Lovingly maintained. Yanmar diesel inboard 1GM10 (rebuilt winter 2015), Load Rite single axle trailer, Tabernacle mast, Custom fitted closed cell foam cockpit cushions, 2 recent AGM batteries, VHF radio 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-potty. Marine cooler. Winter cover. Located Hingham, MA. Asking \$25,000. Contact: [mike\\_a\\_clark@icloud.com](mailto:mike_a_clark@icloud.com)



193-24. 2009 Wagner (MENGER) 19' CATBOAT. Built by Jerry Thompson who attempted to continue the Menger line after the passing of Bill Menger. The company became Wagner shortly thereafter. 'Beach Eagle' is a joy to sail. She is winterized and ready to go all but for a touch up on the brightwork. 1GM10 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, portapotty, sail cover, winter cover, an assortment of life vests and throwable seat cushions plus some incidental parts. Asking \$20,000 or best offer. Located Lanoka Harbor, NJ. Contact Paul via phone or text at (732) 278-0082. Email pmer@optonline.net



193-25. 2002 Arey's Pond 14' Catboat "Restless" 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. Immaculately kept and is ready to go. She comes with her own LoadRite single-axle trailer and outboard motor. A simply lovely boat. Asking \$13,000 OBO. For more information, contact Keith keith@padanaramboatworks.com, or 401.218.9706



193-27. 1980 Marshall Sanderling. In 2022 bottom was 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. REDUCED. Asking \$11,500. Contact Frank Snow at 206-200-4124 or fsnow@fsnow.com



193-28. Victor, gaff rigged Crosby Catboat, 1916/1998, 26'x12.5x2', 25hp Lugger 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



193-29. OWN A PIECE OF MARSHALL HISTORY: 15' Marshall "Sandpiper II" -- hull #2 -- with brand new Honda 2.3 hp outboard (never run, tags still on it; old engine shown in photo), storage cover, rudder step, and teak boom crutch, teak bilge covers and teak centerboard cap in 2021. Freeboard re-gelcoated in 2019. Painted cockpit/topsides, 5-coat Epifanes brightwork & stripped bottom in 2019 (splashed just once for trailer repair). Recently re-built 2005 Loadrite trailer with new tires in 2019. Running rigging in great shape, sail serviceable (new in 2000). Quick-Step mast. This boat was one of a handful of Sandpipers Breck Marshall built on spec and launched as a "mystery boat" at the North American Inter Class Solo Sailing Championship that saw upstart Bobby Doyle unseat then famous Ted Turner. (NYT articles covering the Championship available upon request.) In frustration over losing, Turner is reputed to have beached his Marshall, and stormed into a nearby swamp to pout.) This boat is one of only two known hulls from this original fleet (Marshall owns hull #1). Since I bought her three years ago, she's been ready to get up and go, but I seem to have got up and went. I have yet to splash her, so it is time to let her go. Located in Little Compton, RI. \$13,725 firm. Contact Jim Tumber 401-743-1900 (c) or email packassist@gmail.com



193-30. 2003 Com-Pac Horizon Cat 20' catboat. Hinged mast. Near-complete refit. 8'4" beam; 2'2" draft CB up, 5'5" down. Hand-laid fiberglass hull. Forest green w/tan cabin top. Halyards led to cockpit. 2 cabin top Harken winches & jam cleats. Teak bowsprit w/8# CQR anchor, stainless samson post. Extra anchor in hold. Chain locker w/teak doors. 4 SS mooring cleats. SS boarding ladder. Kick-up rudder. Teak & SS boom gallows. New (2022) Yanmar 1GM10 diesel engine w/owner & service manuals, transmission, muffler, exhaust, fuel lines, hoses, controls, spares kit, misc tools. New 30-amp shore power w/SS marine inlet in cockpit, Sterling 'ProCharge' 3-stage battery charger w/remote, 2 GFCI 120v cabin outlets, 1 at helm. Sail cleaned, w/ minor repairs & all new slugs. 12v Rule 800 auto bilge pump w/manual switch. 'Bosworth guzzler' manual bilge pump operable from cockpit. 2 wet-cell batteries (2020), equalized yearly. Mast running lights, interior lights. Teak wheel steering w/helm cabinet. Interlux Micron bottom paint (2022). New running, standing rigging (2023). Lazy jacks. All exterior teak weathered gray. Bulkhead compass. Custom closed-cell cockpit cushions w/storage under seat hatches. Companionway sliding hatch w/teak lockable drop boards. Tan Sunbrella bimini w/cover, sail cover, marine fabric for custom cockpit awning protection from sun and rain. Teak engine cover. Twin 6'7" berths w/teak storage cabinets, 3" navy blue Sunbrella cushions and pillows. Bins under berths and in hull sides. 4 screened opening ports. Foredeck hatch. Cabin sink starboard, ice box to port. Porta-john w/privacy curtain in bow. Stored 6 months/yr under BoatTop winter cover on tandem Loadrite trailer w/bow access step, front jackwheel, emergency light pack, heavy duty jack, tire covers. Various: Butane stove, table, mooring lines, boat hooks, lifejackets, horn, fenders. Catboats, sailboat, electrics books. Located West PA, off I-90. Accident forces sale ASAP. Asking \$25,900. cmitcphpa@aol.com phone four12eight8nine6five78.



193-31. 1990 Trinka 10 Sailing Dinghy. Includes new Karavan trailer, lightly used 2hp Honda outboard with mobile stand, rarely used Sobstad Sail with sailbag, new Shaw & Tenney oars, additional set of oars, two sets of oarlocks, complete sailing rig with boom vang, centerboard and outboard rudder. Located in Westbrook, CT. Asking \$6500. Contact Pete at 860-399-6084 or email at psjohn\_06498@yahoo.com



193-32. 10 Foot Bitty Kat. Kit boat, built c.2002. Gaff rig with mast hoops, loose foot main, all in Very Good condition. Trailer is included, but has no registration plate. First \$2200 takes it. Located in western NY. Cash only. E mail only; I'll provide my phone when needed. grundyswoodworks@roadrunner.com



193-33. 1978 Legnos Mystic 20. 1 year old tanbark sail, 10 hp Yanmar, Fresh Trinidad 75. Good Condition and all systems functional. \$10,000. Boca Grande, FL John Foster at johnfosterinbocagrande@gmail.com



193-34. 1971 Marshall 18' Sanderling. MAGIC has been constantly upgraded. Lengthwise interior shelving port & starboard installed by Marshall 2011, Dodger, outboard cover 2011. Rudder and transom swim steps added 2011. 4" Foam interior cushions w/ washable suede cloth/naugahyde bottom, 2" closed cell cockpit cushions/naugahyde bottom, 2011. Isateak cockpit sole 2016, Quantum sail/2 reefs and new sailcover 2020 (also older 2nd Thurston sail). New centerboard & pin, plus bottom stripped & repainted at Marshall, 2022. Load Rite trailer new axle hubs and springs 2022, 6HP Tohatsu 4-stroke outboard dealer winterized 2023. Located in Newport/Middletown, RI. \$13,500. Contact Butch Hitchcock at butchhitchcock75@gmail.com or 401-847-8795.



193-35. 2003 Marshall 18' Sanderling Daysailer (Open). Includes a really great galvanized Load Rite trailer. Brightwork is in good condition with everything varnished except for the rub rail which has been left natural. Sail is original but in good shape. Spars were refinished in 2022. All fiberglass surfaces are in amazing condition. The bottom could do with sanding and new paint. Equipment includes dark blue sail cover, dark blue boom tent/cockpit cover, Anchor and line, 3.5hp Mercury (long shaft) outboard, dock lines, full cockpit cushions, bilge pump, battery, Garhauer cam cleat for mainsheet, Lazy Jacks. Boat is currently in Key West, FL. Will deliver as far north as Savannah. \$26,800. Peter Batty pbattyfarm@gmail.com (305)797-0656



193-36. 1948 original Beetle Swan. Beetle Swan. Original 1948 fiberglass version of the iconic Beetle Cat. original 1948 bill of sale. This was purchased in 1948 to sail on Popponeset Bay and remained there until recently when it was thoroughly reconditioned. Swans were one of the first fiberglass sailboats ever made according to the book Glass. Another Swan resides in the Mystic Museum. Price is negotiable and best buyer is someone who appreciates the value of this piece of American sailing history. Comes with almost new trailer, all sails and plus custom covers by Squeteague Sailmakers Call or text Jack at 617.733.1822



193-37. 1986 Menger 17 catboat. Fully overhauled classic. Diesel inboard Yanmar 1GM10. All in excellent condition. Continually updated during the last 3 years. Tow anchors, sail cover, mooring cover, trailering cover, inventory of spares. Engine was overhauled with new starter, new alternator, new belts, new fuel injection. Asking \$18,000. Contact Todd for more pictures and details. 561-850-2172 toddandaliciah@hotmail.com



193-38. For Sale: CBA Bulletin Collection. Includes all published issues - #1 (Aug 1962) through #192 (Fall 2023). Plus Index for 1-57 and index for 58-90. All in excellent condition. Must go as set. You pick up. \$375 OBO. Located Middletown, CT Contact Vic Organek email: vaorganek@msn.com





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

If you prefer to mail this application form with your check, please send to:  
**Membership Secretary, 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>
<b>NEW !!</b> Engraved Rocks Glass 8 oz				\$18.00	
Oval CBA Stickers				\$5.00	
Magnet				\$5.00	
Handy Lists				\$8.00	
Tote Bag				\$25.00	
Silk Scarf – Navy with burgee & catboat pattern				\$25.00	
T Shirt - Grey S, M, L, XL, XXL				\$25.00	
Baseball Cap – Color and Logo Choices Below*				\$25.00	
Visor - Navy or White, Specify Original Logo or Burgee only				\$15.00	
Long Tie - Silk, Navy				\$25.00	
Bow Tie - Silk, Navy				\$25.00	
Mug				\$15.00	
Burgee Pin				\$10.00	
Decal				\$2.00	
Catboat Pin				\$15.00	
Wool Blazer Patch				\$25.00	
Tie Tack				\$6.00	
Burgee				\$30.00	
Tumbler Traveler (16 oz with Lid)				\$15.00	

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

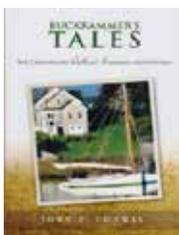
Total \$ \_\_\_\_\_

<b>Name</b>
<b>Address</b>
<b>City, State, Zip</b>
<b>Phone</b>

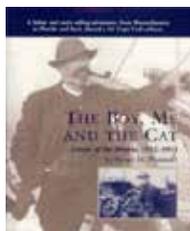
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org);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

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

# CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



Buckrammer's Tales



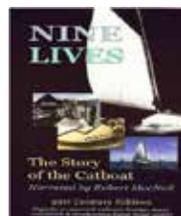
The Boy, Me and the Cat



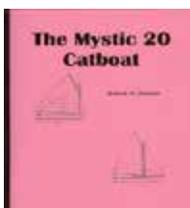
The Catboat and How to Sail Her



The Catboat Era in Newport



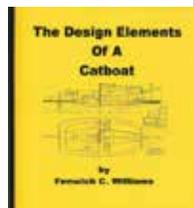
Nine Lives DVD



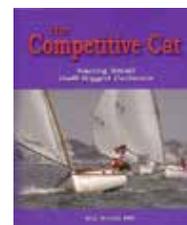
Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat



The Competitive Cat

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	
The Competitive Cat by Bill Welch, MD		\$16.00	
Nine Lives – The Story of the Catboat (DVD)		\$24.95	
The Design Elements of a Catboat by Fenwick Williams		\$20.00	
The Mystic 20 Catboat by David W. MacIntyre		\$20.00	
Reprints from "Rudder" – Design Plans of Twelve Cat Rigged Yachts		\$20.00	
<b>Shipping and Handling: \$4 for EACH item.*</b>			
<b>ORDER TOTAL</b>			

\*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](mailto:mary.crain@catboats.org); 508 758-8081

# Scuttlebutt

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## Membership Renewals

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

## CBA Mailings

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

## Want to Do More?

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

## CBA Website

The CBA website [www.catboats.org](http://www.catboats.org) has a multitude of interesting things including:

- A gallery of photographs
- Member resources including: Annual Meeting information, instructions on writing for the Bulletin, all previous Bulletins and the current Yearbooks
- The Races and Rendezvous Schedule
- Catboats for Sale classified ads
- Merchandise available in the online store
- 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](mailto:membership@catboats.org)

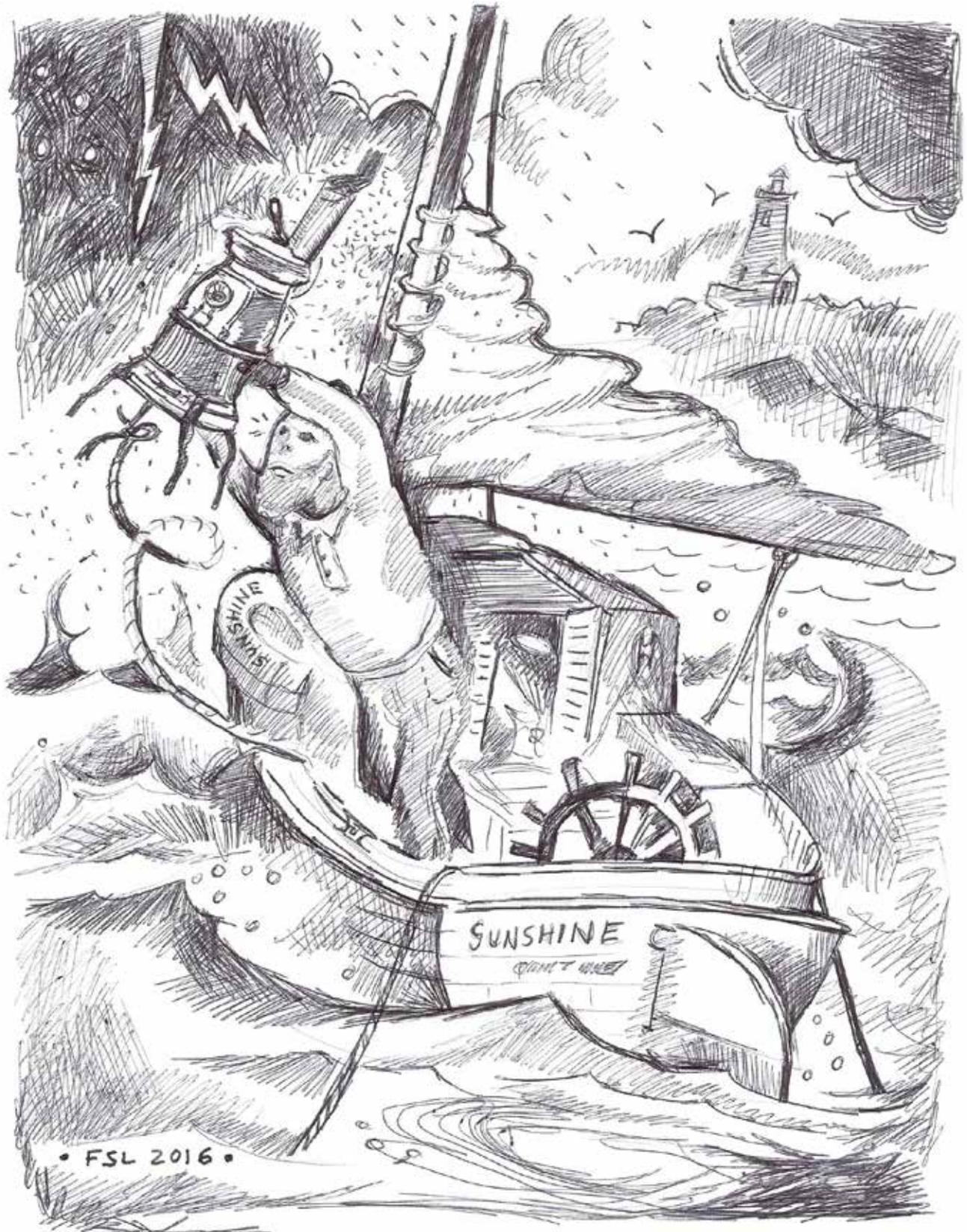
## Feedback and Letters to the Editor

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

## 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.





• FSL 2016 •

# ON THE BACK COVER

## **“Daysail on Cape Ann” Watercolor by Joseph Buchanan**

From the Artist:

I've loved sailing my whole adult life and have owned and sailed many different types of boats. I've always loved catboats and owned and sailed a Compac Picnic Cat and a quirky little Florida Bay Peep Hen. Both boats were wonderful and fun to sail.

I live in beautiful Northwest Arkansas surrounded by rivers and lakes and have had the opportunity to travel and explore America's coastal areas on the east, west and gulf coasts. I've been able to sketch and photograph many reference ideas for my watercolor paintings from my surroundings and travels and look forward to doing much more in the future.

[Jbuchananwatercolors.etsy.com](http://Jbuchananwatercolors.etsy.com)

