

Catboat Association Bulletin



No. 194



Spring 2024

ON THE COVER

***Pinkletink*, sailing in the Edgartown Yacht Club's 100th Annual Regatta and Catboat Pursuit Race, July 2023.**

The photo was taken outside Edgartown Harbor. Cape Pogue is in the background.

Photo courtesy of Edgartown Yacht Club and Rick Bannerot, Ontheflyphoto.net, 2024.

About the Photographer

Rick Bannerot is an active member of Stamford Yacht Club and frequently writes and photographs for *WindCheck* magazine. He is a graduate of Yale University, where he studied photography, and worked as photographer and photo editor at the *Yale Daily News*.

Catboat Association

www.catboats.org



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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.

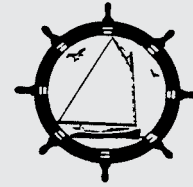
Membership in the CBA is open to all. Members receive: an annual subscription to the Catboat Association Bulletin (ISSN 2689-7067) published three times a year (spring, fall, winter), the CBA Yearbook, access to the CBA website, and periodic information about Association events and activities including 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.

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify Carolyn Pratt at the address above.

From the Editor:

Well, another Annual Meeting is behind us. It seems like only yesterday that I was writing about last year's meeting. While much at these meetings is familiar, there are always new things to learn and this year was no exception—even at Catboating for Beginners (though we've had our boat for nearly a decade). From Eric Peterson, I learned about what he calls the "Hudson River Gybe," a technique he uses when gybing *Pinkletink*, his 1932 Crosby. To find out what a Hudson River Gybe is, see page 13.

I found this year's keynote speakers, Tim Fallon and his family, profoundly inspirational. They had just returned from spending two winters in the Caribbean living aboard a J-32 sloop named *Betsy*. (Their summers were spent living aboard *Kathleen*, their twenty-eight-foot, wooden, C.C. Hanley cat.) Tag-teaming with their two boys, Ben and Jamie, Karen and Tim told us of their adventures.

Tim and Karen both sailed competitively in college and competed together for many years afterward. Both were drawn to being on the water, as were the boys. Sailors at heart, they knew they had what it would take to make such a leap; they also knew it would not be a relaxing "vacation."

They sketched out a list of the things they wanted the trip to be; this was to be their mission statement: (1) To grow closer as a family; (2) To not rush, to have more time; (3) To reduce their carbon footprint; (4) To be closer to nature, (5) To be warm; and (6) To do something unconventional. Then they committed to it. The original plan was to sail the Caribbean for one winter.

Kathleen, however, was not suitable for such an undertaking. They would need a boat better fit for offshore sailing. So, they borrowed Tim's brother's boat, the J-32, for the trip. She is the cruising version of the racing boat and had a modern rig and more room, especially headroom, than *Kathleen*. It also had an engine (*Kathleen* doesn't). It's an excellent sailing boat.

They saved up their money, sold just about everything they owned, quit their jobs, rented out their house, made plans for home-schooling the boys,



and moved aboard *Kathleen*. In the fall, they moved on to *Betsy* and headed south for the Bahamas. They took their time going down the east coast, about two months, to get to there.

In the Bahamas, they basked in the beauty of the natural world. Awestruck by the clarity of the water, they would see sea turtles, sea stars, sharks, flying fish (that would land on the boat), rays, manatees, conchs, fish, dolphins, and, of course, beautiful sunsets.

In the spring they would sail north, move back aboard *Kathleen*, and return to their normal summer activities—cruising the Cape and Islands, stopping at their favorite spots, and attending local races and rendezvous. The boys would return to their normal summer activities, sailing Opties with their friends.

The next fall, they did it all again. In the end, they spent two and a half years afloat.

Returning to a more land-based life, Tim reflected saying it sometimes felt like a dream—did we really do that? Looking back at the mission statement, they hit their marks. They took their time, grew closer, stayed warm, experienced nature, spent little, and lived an unconventional life for a time.

Thank you Tim and family for sharing your adventure.

If you would like to see the presentation, search YouTube for "Cruising the Betsy to the Bahamas and Back."



Now Hear This:

The View from the Top

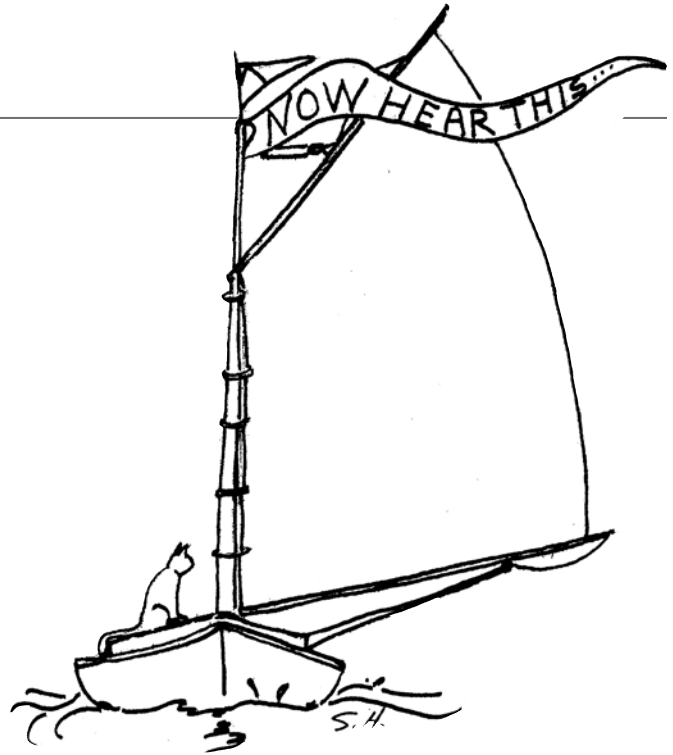
After the annual meeting, I find a shift in my perspective from dreading dreary winter, to eagerly awaiting the upcoming season. It is always great to have those precious hours with our friends in the middle of winter, listening to stories, learning from our peers and speakers. There is nothing quite like the shift in thinking thanks to our fellow catboaters. Shortly after the meeting, the plans for a young catboat's adventure coming in June were brought to my attention. For the first time in history a catboat will be participating in the Race to Alaska. If you have not heard of this adventure before, it is a 750-mile course from Port Townsend, Washington to Ketchikan, Alaska, unsupported. If you have a moment, check out Team Wicked Wiley Wildcats on R2AK.com. I am sure we will have features from this adventure in forthcoming pages of this Bulletin. I think most of us are preparing for a more approachable season, and I hope everyone's projects go well and I can't wait to see you on the water!

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

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



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@boatus.com, or visit website: www.boatus.com/group/default.aspx. Remember to ask about insurance too.



Crossing Over The Bar

James (Jim) Ohlmacher 1942–2024

David Bleil

An early member of the Chesapeake Catboat Association, Jim Ohlmacher, passed away January 25, 2024 after a short illness. Jim's father built boats as a hobby and he inherited an eighteen-foot plywood sailboat which he kept in Selby Bay on the South River. He used to take me on overnights on that boat and convinced me that I should get a similar sized boat so we could cruise in company. So, I purchased a used eighteen-foot Herreshoff America. It soon became apparent that the catboat had enhanced sailing capabilities and Jim became permanent crew on *Melvil's Mouser*. His father's plywood sailboat was shoved into the garage where it remains today. The two of us participated in the events of the Chesapeake Traditional Sailboat Association (CTSA) including the often boisterous Chesapeake Appreciation Days race from Sandy Point Light to Baltimore Light and back. The Chesapeake Catboat Association grew from the CTSA. There were only five boats back then at the beginning of the CCBA and Jim participated in every cruise and race from that point on.



Jim aka "Speedo"

As the CCBA grew we gained opportunities to sail other boats. I eventually acquired *Gull*, a Mystic 20, formerly sailed by Caption Hoover. We also

acquired the use and maintenance of *Pussy Footin*, the Compton's Mystic 20. On one cruise we were able to repair a leaking stem fitting by temporarily beaching *Pussy Footin* long enough to dry out and re-bed the fitting.

Jim was a master mechanic. He could fix just about anything from outboards to steam engines and computers. When he wasn't sailing, Jim worked for IBM maintaining mainframe computers. He worked well past normal retirement age because he maintained the several coordinated mainframes in scattered locations which ran the world-wide payrolls for the U.S. State Department.



Jim hiding his Speedo with me.

Occasionally, we would participate in CCBA events each of us sailing one of the Mystic 20s. These boats were always providing new challenges. One day, Jim was sailing *Pussy Footin* across the Chesapeake when a fitting broke and the tiller detached from the rudder pin. He was able to heave-to, devise a way to reattach the tiller and continue on to Whitehall Bay. I don't remember how he did it. Although we learned from each other, he was the better, I would say gifted, teacher. Our last trip together was a three-reef slog across the Chesapeake in better than gale force winds. We made simultaneous decisions that we had gotten too old for this.

And Jim will always be remembered for his sailing apparel—a snug Speedo!



Annual Meeting

Photos by Emily Ferguson



Steering Committee members Eric and Dawn Peterson



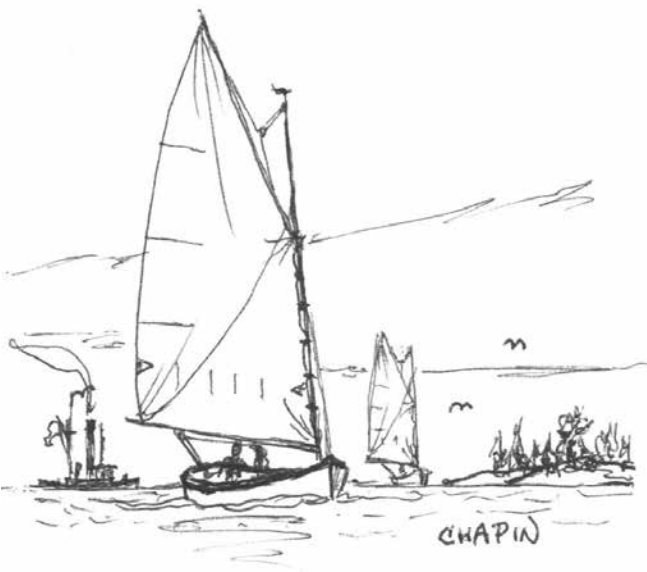
Folk singers Mark Alan Lovewell and Molly Conole



George Shuster and Steve Glovinsky, New England Beetle Cat Assoc.



President and Steering Committee Chair Nate Titcomb



The 2024 CBA Awards

Brent Putnam, Chair

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



Photo by Emily Ferguson

The perpetual CBA awards.

John Killam Murphy Award

The John Killam Murphy Award was presented by Frank Newton.

Over several decades, both formally and informally, this year’s recipient, Phil Livingston, has led numerous catboat-related initiatives in both the Catboat Association and the Chesapeake Catboat Association. He has been the key leader in planning and leading the CCBA’s annual Long Cruise on which he is often the lead boat taking willing participants into every little cove and creek.

An avid and highly skilled sailor, Phil gets underway upwards of forty days a year, sometimes in the most extreme conditions. For this he has earned the nickname within the CCBA as “The Iron Man.”

Over the past six years, on an every-other-year basis, Phil hosts a three-day rendezvous at his home port of Oxford, Maryland, encouraging all Chesapeake Bay catboaters to attend. This festive late-summer event provides an opportunity for both new and old salts to come together to share sailing knowledge and fellowship. The highlight is a highly publicized parade of sail, in which dozens of gaff-rigged sailboats sail past Oxford’s famous Strand Beach. Phil invites prospective new catboaters to attend, introducing them to current owners and placing them as crew for boats in the parade.

Several years ago, with a change in the Chesapeake Catboat Association leadership, Phil stepped in to serve as interim treasurer for the organization. He also served three years on the CBA Awards Committee, culminating as Chair in 2020.



Photo by Emily Ferguson

Frank Newton presenting the John Killam Murphy Award to Phil Livingston.

The Dolphin Award

The Dolphin Award was presented by Tim Joost.

This year’s recipient, Mark Lovewell, joined the Catboat Association in 2008 and has served the Association in many different roles. In 2011, he became a member of the Bulletin Editorial Board. In almost every issue since that time, at least one of Mark’s photos or articles has appeared in the Bulletin and he served as lead editor for many issues. With his experience as an artist, musician and photojournalist, he is, and continues to be, the heart of the Bulletin.

Since 2012, Mark has been a member of the Steering Committee, working with the other members to help guide this organization into its next fifty years.

Mark has organized the Martha's Vineyard Rendezvous since 2013, hosting many a gam at his home in Vineyard Haven.

In 2014, Mark resurrected the Edgartown Rendezvous, hosting the event at the oldest building on Edgartown harbor, the iconic Vose boathouse.

Mark is a regular contributor to the Catboat Association Annual Meeting, providing entertainment and leading seminars.

On top of all of these contributions, Mark is an exceptionally cheerful presence who is always happy to talk about catboats and promote the mission of the Catboat Association.



Photo by Emily Ferguson

Tim Joost presenting the Dolphin Award to Mark Lovewell.

Broad Axe Award

The Broad Axe Award was presented by Brent Putnam.

This year's recipient, John Conway, was recognized for his work to restore the historic catboat once known as *Susan*, formerly *Sunnyside*, potentially the D-Class catboat *Marvel* (or was it *Elaine*?) but now known as *Suspect*.

Aside from his to work to identify the true identity of this historic catboat—an effort unto itself—John led a team which has, over a four-years period:

- Refastened the planks.
- Grafted new sections into some of the ribs.
- Reassembled the Volvo diesel (a task that included, among other things, testing the valves, cleaning the injectors, reconnecting the cooling

system, fabricating new gaskets, and getting the alternator and starter rebuilt).

- Disassembled, cleaned, reassembled and refinished her Merriman blocks.
- Refinished her spars, steering box cover, ship's wheel, companionway stairs, engine box, coach roof, helm seat, and cabin door.
- Got a new centerboard fabricated and installed.
- Restored and re-installed the starter switch.
- Added sound deadening insulation.
- Replaced rotted deck sections.
- Removed, cleaned, lubricated, repaired, polished, and re-gasketed the boat's portholes.
- Rewired the engine's electrical systems, including fitting new oil pressure, water temperature and fuel gauges.
- Acquired and installed a new-to-the-boat, antique, centerboard winch.
- Cast a new builder's plaque.

John was “seduced by the charms of a water-borne woodpile that by all rights should have been some coastal town's July 4th bonfire long, long ago.” This boat, he was told, required, “just the basics.” Hardly.

This evolved, with the help of fellow member Ben Delong into the creation of the Catboat Preservation Group which has the mission of locating worthy owners of majestic “Golden Age” catboats.

John told the story of *Sunnyside*/*Susan*/*Marvel*/*Suspect* in a series of articles published in *The Rudder* and in the *Bulletin*.



Photo by Emily Ferguson

Brent Putnam presenting the Broad Axe Award to John Conway.

Bill McKay Editors' Choice Award

Editors' Choice Award was presented by Skip Stanley.

Before the Editors' Choice Award was presented, Skip made an announcement. He reminded the members that long-time member, Bill McKay, passed away in January 2023. Bill was a huge supporter of the Bulletin—writing stories and articles, proof-reading, and pitching in any way he could. He always had an encouraging word for all who contributed to the Bulletin. When the Editors' Choice Award was created ten years ago, it was Bill who donated the clock-barometer set that serves as the perpetual award. So, in honor of Bill and his many contributions to the Bulletin, the award is being renamed the “Bill McKay Editors' Choice Award.”

Skip asked Bill's wife, Moe, if she would like to present the award, but unfortunately, she would be on a long-planned trip to New York City with her daughters and could not attend. She plans to present the award in the future.

The Bill McKay Editors' Choice Award is presented annually to someone who has made significant contributions to the CBA Bulletin. This year's recipient, Ed Dankievitch, provided nine installments in his series “Catboats Found.” In this series, Ed recounts his many “adventures” working on and sailing six different catboats including:

- A small catboat he and his dad bought when he was a kid named *Rose*.
- A Beetle Cat named *Rosebud*, which he sailed until he and his dad got tired of sitting on the deck but which taught him a thing or two about overpowering.
- A fourteen-foot cat with a cuddy cabin named *Anna*, which he described as a “real lady” that had *no* weather helm. He still misses that boat.
- An eighteen-foot Hermann cat. When he bought her, she was out in Kansas, and he had to have her shipped east. The builder, who had passed away, had added about a foot to her length. Ed rebuilt her over a two-year period and named her *Catherine*. She was a lovely little boat.
- A Herreshoff America named *Peregrine*, which he bought at auction and rebuilt, fixing her cockpit deck and installing a new rudder and centerboard.
- And lastly, a 1964 Hermann cat that he did extensive work on named *Grace*, seventeen feet long. He put in a bid and won her.

His stories include major rebuilds such as cutting out the entire centerboard of *Catherine*, adding tabernacle masts to numerous boats, an untimely engine failure, a near mishap during unstepping a mast, and a brain tumor. The last event was, thankfully, benign but made him appreciate sailing more than ever.

Although in his working life he is an assistant port engineer with Cape May – Lewes ferry, he ends each installment with the tag line “I have much to learn.”



Photo by Emily Ferguson

The Bulletin Editorial Board, Skip Stanley, Dan McFadden, and Mark Lovewell, presenting the Bill McKay Editors' Choice Award to Ed Dankievitch.

The Henry M. Plummer award was not presented this year.

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Cruising in Chesapeake Bay

Phil Livingston, Presenter



Phil Livingston

Chesapeake Bay is the largest estuary in the United States—225 miles top to bottom, 35 miles wide at its widest and 3 miles wide at its narrowest. This is the same distance as from Manhattan to Hyannis. It gets pretty rough too. But, it's a great place to go cruising. Its bottom is mostly mud, which is not too bad if you run aground. It's not a successful season if I still have bottom paint on my boat.

In the Chesapeake Bay Catboat Association, we have a cruise committee, which includes Frank Newton, Butch Miller, et al, herding the cats. The members figure out where we're gonna go each year. We like to go in September when the weather is good. We pick a date.

We check the cruising guides. One of the best is *Cruising the Chesapeake*, which has more info on the Chesapeake than all the other guides combined. We lay out paper charts, we look at satellite images too. The we go on a recon mission, driving around, looking at facilities, marinas, slips and anchorages. We pick those that have ice, fuel, showers that are more than a garden hose, restaurants, all things that make for a successful cruise.

Floating docks(?), what a concept. Up in New England you have tides, not in the Chesapeake. Here we have maybe a two-foot drop; pilings are everywhere. Some marinas are now starting to transition to floating docks. Hallelujah. And that's nice because climbing off your boat can be pretty tough when the tide is low.

We like to go twenty to thirty miles a day. A typical cat goes about four knots. That's' about four to five hours of sailing per day.

Provisioning

Fellow CCBA member Frank Newton discussed provisioning. Similar to backpacking, plan for the amount of time you're planning to be out. Lots of times we're just going out for a long weekend. This is provisioning with the KISS principle. Frank can cook almost anything but when he's out on the catboat, he doesn't necessarily want to cook a full meal all the time. He usually prepares stuff ahead of time, things that he can keep in a cooler and can just pull out and eat. He keeps a list on a memory stick to refer to. His favorite cooler was a Moosejaw 25 quart that would hold a bag of ice for three to four days. Now he has a fifty quart. His stove is a butane burner he got from Walmart.

Checklist. I'm a checklist-type guy. Here's a basic list of the things I take.

- Dinghy with oars and oarlocks. I need to have a dinghy. Don't forget the oarlocks.
- Buckets. I carry two just in case I lose one.
- Sunshade
- Sunscreen. Nothing like looking like a lobster out on the Chesapeake in 100 degree days with 100% humidity.
- Sunglasses
- Reading glasses. Or cheaters at least, if necessary.
- Stadium umbrella. When not underway, I attach it to my boom-gaff. It keeps me nice and protected from the sun and it works in the rain.
- Duct tape. Fixes everything.
- Ice (block and cubed). We plan the cruise so we can get ice *at some point*. Because a lot of the marinas don't have fuel, ice, or facilities. So, on the recon mission, we make sure we can get those things.

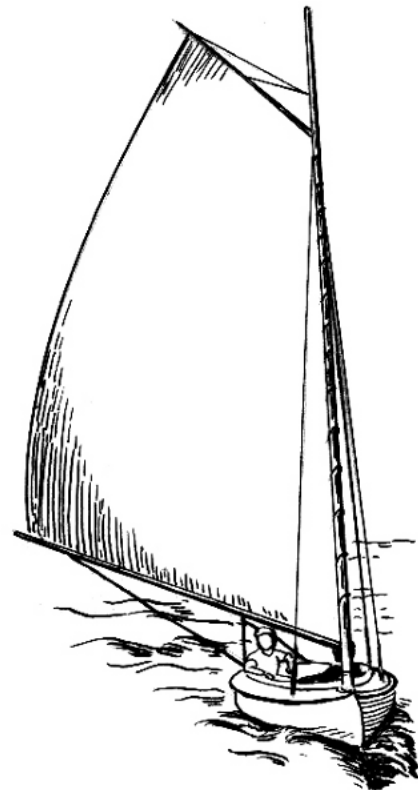
- Cane. For getting around with all my replacement parts.
- Medications. Don't forget them if you need any.
- Beer and chips. I am living proof that a man *can* survive 9 days on a catboat on beer and chips.
- Coffee
- Stove and fuel
- Thermos
- Knife, fork and spoon
- Spare fuel
- Oil
- VHF
- Spotlight. I've not had to use it (yet), but I have one.
- Fuel pump
- 12 Volt Battery. Charged up before going on the cruise.
- Flashlights. Two or three around the boat.
- iPad and cell phone
- Charts. You may say, "I don't need charts, I have a GPS." Then you take a wave over your catboat. Every ship has a chart table. I've been around aviation for forty-seven years and I can assure you it's nice to know they're there. And when you're sitting around and resting up you can pull out a chart and look it over for places to explore. It's a lot harder to do that on a hand-held GPS that's mounted on the bulkhead.
- Dividers, parallel rules, pens and pencils
- Anemometer
- Binoculars
- Bug spray. Like in the Everglades, the mosquitoes come in like B-52s. They land on you and the next things you know, you're a pint low.
- Citronella candle. I have at least two on board, one to use and one spare. I put one right outside the door close one door and the hatch and I've never had a problem at night. They work.
- Candle for heat. A big, round one that comes in a jar (they look real pretty). I use that for heating in the fall and spring. If you close up the cabin, and close the hatch, it will heat your little cabin. So, when it's 50 you're warn.
- Blankets. I have a wool army blanket. It doesn't matter how wet it is, it keeps me warm.
- Shower
- Spare hat. In case I lose my primary hat
- Sweatshirt. For when the sun goes down or for a guest (who forgot one).
- Foul Weather Gear. Get the good stuff.
- Towels
- Pillows

The real key to a successful long cruise, whether going as a group or by yourself, is planning. I have never gone to work and not known where I am going. I flew DC-10s, MD-11s and C5s all over the world, and have yet to go to work and not know where I was going. Where would you like to go? It doesn't work that way. Have a plan. Look at the weather. It doesn't matter what source you use, but check the weather because, *it changes*. So, we put together a little map showing where we're going to go each day. We do, however, build in flexibility.... We go as a group. Some people have dinghies, some don't. Cruising as a group is nice because there is always help if something goes wrong.

Safety at sea is paramount. So, I always wear what I call an industrial life jacket. It's equipped with a Personal Locator Beacon (PLB), VHF, whistle, strobe light, signal mirror (Air Force).

If you want to get started, before heading out (for real), I recommend you spend the night onboard while in your slip or on your mooring. One time, I did this; I went sailing and dropped an anchor ¼ mile from my slip. It gave me a chance to see if there was anything I forgot.

Phil is a retired airline pilot. He owns and sails the Marshall 18, Patriot. He lives in Oxford, Maryland.



Catboating for Beginners

Eric Peterson and Drew Staniar, Presenters



Catboating for Beginners presenters Eric Peterson (left) and Drew Staniar (right).

Eric began the seminar by introducing the topics relevant to sailing and specifically catboats including getting started, safety, reefing, weather, and fun.

Eric owns venerable *Pinkletink*, a 1932 Crosby and is the father of four boys, one of which is Kurt who owns two, thirty-foot catboats including *Tigress*. Kurt operates Catboat Charters on Martha's Vinyard. This was Eric's thirty-third consecutive Annual Meeting.

Drew grew up racing Sailfish then switched to Sunfish. He got involved with his brother's catboat and fell in love with them. There is something about catboats, he said. He told the tale that at his first Annual Meeting, not knowing anyone, a fellow leaned over and said, "Don't worry, catboats have a way of finding fun, unique owners. And how they do that, we don't know." He's found that to be true. He owns and races the wooden cat, *Pandora*, a 1991 Bernie Huddlestun catboat.

Weather

Watch the weather—a good weather app is a must. Especially as a beginner, you want good weather for learning. Five to ten knots is ideal—enough to go, but not enough to cause problems or harm. Gusts to fifteen, you'll need to reef your sail. Gusts to twenty-five—make other plans.

Raising Sail

It's a nice day, the conditions are right, and you're ready. Untie the sail, loosen the sheet; let the sail do what it wants. On the mooring the boat will naturally head into the wind. Tighten the topping lift. Get the boom out of the boom crutch. When hoisting, pull the throat and peak halyards together, keeping the gaff level with the water. Hoist until the luff is tight. (If the peak halyard is raised first, the gaff may tend to bind.) Secure the throat halyard; continue pulling the peak halyard until it's up, but with a gap between the gaff and the mast. Secure the peak halyard.

Once the sail is up, ease the topping lift. If left up, it will hold the boom up and affect the shape of the sail. Easing it allows the boom to drop a bit and lets the sail to assume that nice foil shape. Secure (cleat) it in a way that it will catch the boom and not allow it to drop onto you or your crew should anything go wrong.

Centerboard Position

Before leaving the mooring, put the centerboard down. This is to give you control when leaving the mooring (and in the vicinity of other boats). Once underway, you can adjust the position of the centerboard: *close-hauled*, centerboard down; *reach*, half board; *running*, board up. Drew rarely sails with the centerboard all the way down.

On the other hand, it's perfectly acceptable to just put the board down and leave it there. Once underway, play with it a bit, look for differences in speed in different positions.

Letting Go and Getting Underway

You're on your mooring, you have your sail up, and you're ready to let go. The boat will naturally swing on the mooring. The thing you don't want is for the boat to start sailing, straining at the mooring, before you're ready to go. That's why the sheet is left loose.

Decide which way you want to go. When the boat, on its own, gets pointed the way you want, then let go. The sail will be off center. Drew likes to be on a slight port tack.

Always check the other boats moored around you—playing bumper boats is not good.

It's good to have a second person, if you have one, to help you let go. Sometimes, when you let go, the boat will go backwards. When this happens point the rudder in the direction you want the stern to go, recalling that the bow will go the opposite way. Don't force things, take your time, move slowly; when you move fast, that's when you get hurt.

Sail Shape

A sail is somewhat like an airplane wing and your sail is a shape you're trying to create with that. Actually, there is a "vacuum," and area of low-pressure, on the back side of the sail. Going upwind, you're "getting pulled" upwind.

Reefing

You can't sail these boats well with too much sail up, it just doesn't work. These boats are designed to be reefed. As beginners, or even as experienced sailors, you want to put your reef in at the dock or on the mooring. It's tough to reef underway unless you have a lot of experience. Or a motor. Or you anchor. If you're questioning reef or not—reef. It's a lot easier to shake a reef out than put one in.

If you have to reef underway, we recommend motoring to a place where you can put the reef in.

Scandalizing

Scandalizing means to shorten sail by lowering the peak rather than reefing. While not an emergency procedure, can come in handy if it gets windy and, say, you don't have a motor and you *have* to keep sailing. To scandalize the sail, set the topping lift, to prevent the boom from dropping into the cockpit, then lower the gaff with the peak halyard. You'll be sailing with a piece of the sail. It won't be pretty, but it will get the job done.

Sailing Downwind, Gybing and Avoiding an Unintended Gybe

Going dead downwind in a lot of wind can be a little scary. What you don't want to do is an accidental (or "goose-wing") gybe—a gybe that occurs unexpectedly. Drew related that, with the sail all the way out, his eyes are on his masthead fly or burgee—you don't want them to be in line. Drew avoids sailing *dead* downwind.

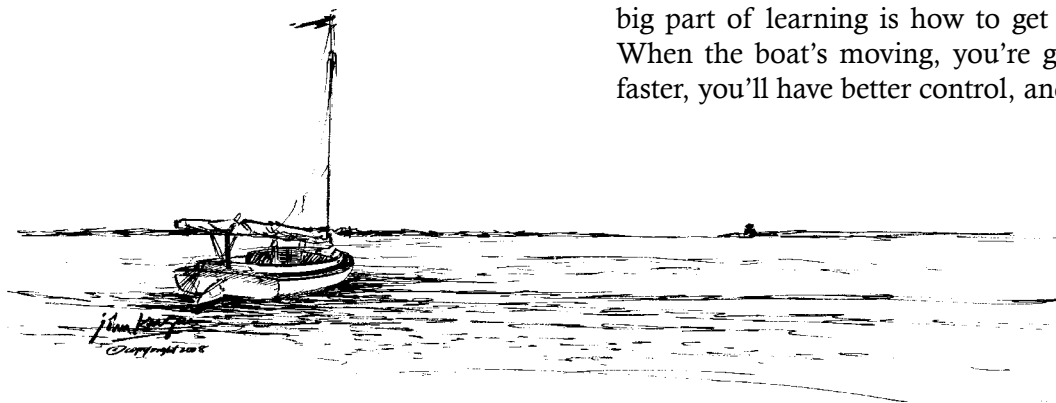
Let's say we're going downwind on a starboard tack (the boom out to port) and we want to turn to the left. In other words, we have to gybe—go from a starboard tack to a port tack (the sail going from one side to the other). This can be violent, if uncontrolled, because it's a long way from one side to the other and there is no luff in the middle like when you tack. It goes from full on one side to full on the other side very quickly.

A controlled gybe is best. With a controlled gybe, the course is maintained and the sail sheeted in. When you and the crew are ready, the helm is up over *to weather*. As the boat turns, the wind catches the sail and it rapidly swings from one side to the other. When this happens, allow the sheet to run through your hands. For this reason, to avoid a rope burn, it's a good idea to have on a pair of sailing gloves when doing this maneuver.

There is a type of gybe known as the "Hudson River Gybe" in which boat is gybed but allowed to go beyond the intended course which relieves some of the pressure on the sail as the boat is gybed.

In some situations, a "chicken gybe" may be the best move. A chicken gybe is not really a gybe at all, it's a 270-degree tack. You come from running to reaching then beating then tack, then fall off again to your desired course. Discretion being the better part of valor, it's sometimes the better move with novice passengers on board.

Getting your boat fast is fun and rewarding. Most importantly, if you're not moving, you can't steer. A big part of learning is how to get the boat moving. When the boat's moving, you're gonna learn much faster, you'll have better control, and have a fun time.



Catboats Found – Winter Maintenance

Ed Dankievitch

It's January and I'm in my office with a major project going on in the shop. My team is in it right up to their elbows with a major overhaul. Keeping older vessels in good, safe working order is a constant job. The older they get, the more difficult it becomes. Parts availability is the biggest issue of the day that I deal with this time of year.

The bobbleheads on the morning news are hyping up the next storm for later today. Blizzard 24! Of which we might see all of one inch of snow here on the coast.

This is the time to get my boat in order for next season. While it's too cold for sailing, I find just being on my boat, going through her rigging or her engine, is relaxing and helps to "untangle my mind." It also gets me just out of range for all those "honey-do project" requests. At least until I happen to walk back into the garage for that one tool I forgot. Guys, isn't it incredible how our partners just know when we start a project we enjoy? I can literally spend weeks working on a "house project" and never see or hear from my partner. Lean the ladder up to the boat and she's right there with a scowl and a "What are you doing? You know things need to be done around here. Boats are not all there is in the world!"

I think I heard her tell her oldest daughter once say, "If you see a man doing something he enjoys, you need to put a stop to that. It's your duty as a woman".

All kidding aside, winter is the time to go through our boats. Time to make proper repairs so we don't have any downtime when the weather is nice or there is a challenge from that other catboater at the yacht club. After all, it's one thing to lose a race due to reading the wind wrong, quite another to lose because your mainsheet parted or your rudder fell off. Most of our boats were well-built with good quality parts allowing for many years of service. But that is no excuse to not give things a once-over.

The sun really ages things, and we often don't put much thought into it. Okay, we grumble that the gelcoat on our hull gets chalky almost as fast as we buff and wax. But when did you look at your halyards or lazy jacks? We cover our sails to protect them from the sun, but those lines (not ropes), they are out in the

sun every day without protection. I had a mainsheet part one afternoon. While the line looked good, the sun had done its damage and in a good puff of wind the damage showed itself. I was able to turn, put the boat in irons, retrieve the boom, and make temporary repairs. It's always good to keep some extra lines onboard.

Now is the time to renew those halyards. On most of our cats we have two. If you are lucky to have a tabernacle mast, it's relatively easy to thread the new line through the blocks. If you don't, you can bend the new line to the old one and use the old one to pull the new one through the blocks. Hey, wait, those blocks, they need some love as well. Now is the time to inspect and lubricate them with a non-greasy silicon spray or, if they are damaged, replace them.

Your rudder pintles and gudgeons, they are constantly moving and they wear too. Best to find the wear now and not have to short haul in August to replace them.

A boat is a comprised of many systems that need to work together. The hull provides a strong base that needs to float. The mast supports the boom and gaff and provides a place for our propulsion, the sail, a place to hang out and catch the wind. Lines, winches, blocks, all combine to make our boats work. Each system needs a once-over. I like to start at one end of the boat and work my way through to the other, making notes along the way as to what needs replacing or renewing. When was the last time you took your mast hoops off, cleaned them, and treated them with some linseed oil?

There is an old saying, "A stitch in time saves nine." It's the same with our sails. Now is the time to have them cleaned. Some dry cleaners can handle cleaning sails, some cannot. Your local sailmaker may have a better option. Who cares if it takes a week or two now to get it done? Most shops are busy, but not swamped with work. Don't wait until the last minute or your boat may be sitting at her mooring without her main engine.

Speaking of engines, yes, that noisy stinkpot either in the bilge or on the transom, they need attention also. From water pumps and thermostats to filters and oil changes, now is the time to catch up.

My Yanmar 1GM was giving me fits of hard-starting. It had a cracked cylinder head when I acquired *Grace*. I replaced the head, got it to run and made it through the season. But it wasn't right. My last sail of the season got derailed when it wouldn't start. When it finally did start, I noticed excessive blow-by in the crankcase. A new piston and rings were in order along with some new gaskets and seals. Yes, this was one of the projects where my wife made sure to remind me there was a bathroom that needed painting more than my engine repair. Funny, that bathroom was just painted three years ago. (It looks okay to me.)

When it's cold outside, the last thing you want to do is to pull back the winter cover and "work" on your boat. But spring is only a few months away. Take that rainy, snowy day to do the housework. But if the sun is shining, get out there and give your boat some much needed love. You just might find yourself sleeping better at night knowing that you accomplished something. And when the weather warms up, the spring "make-ready list" will not be so long. I like to have a good jump on my list.

As I tell my wife every day, "I've got boards to bend. I've got planks to nail. I've got charts to make. I've got seas to sail."

The adventure continues, and I have much to learn.



280 Congress Street, Boston

Skip Stanley



280 Congress Street, Boston, Massachusetts

If you've driven into Boston from the south, you may have seen this building. It's located on the Boston waterfront. See the unusual pole on one edge surrounded by a series of rings? Why do you think it's there? Maybe an antenna of some sort? What do you think?

Think "catboat." See it now?

Yep, the architects slanted the roof and added a sculpture of a mast and rings to the west-facing corner to so the building would resemble a sail. This was done in recognition of the rich nautical history of the surrounding area.

Thoughtfully, the glass tower was built atop the older brick building, which preserved the character of the area at street level, which is also called Atlantic Wharf.



Do You Need AIS?

Bob Campbell

AIS Radio Receivers

Do you need AIS (Automatic Identification System)? It depends....

Operators of small craft, sailing in good visibility, can see the boats around them. Collisions are unlikely and a lifejacket is all the safety equipment needed. But if you sail in an area where fog is prevalent, fishing boats and large commercial vessels operate, or find yourself out after dark, then seeing and being seen becomes a safety concern.

In the past, I have sailed between Block Island and Nantucket at night, crossed the mouth of the Delaware River in fog, and run down Chesapeake Bay in thunderstorms. I found those conditions, surrounded by commercial shipping and large, fast moving pleasure craft, worrisome. USCG licensed pilots and tugboat captains transmitted their positions, speed and heading information on channel 13. I could call them on channel 16 and they would answer. Very few pleasure boat operators did. Listening on VHF channels 16 and 13, and keeping a vigilant watch were the only ways available to monitor the vessels around my small boat. But times have changed.

Radar equipment has been around since World War II. Today, even small catboats can be seen with radar antennas strapped to their masts. But radar draws a lot of power and the equipment puts weight aloft where it affects stability. The attitude of the antenna, and hence the effectiveness of the signal, is affected by the heeling of a sailboat. Now there is an alternative.

Large ships, commercial fishing boats, ferries, and pleasure craft are operating VHF radio equipment capable of Digital Selective Calling (DSC) on channel 70. DSC-capable radios, with GPS (Global Positioning System) and a preprogrammed MMSI (Maritime Mobile Service Identity), can send emergency DSC messages that are received by every VHF radio in range. Radios receiving the emergency

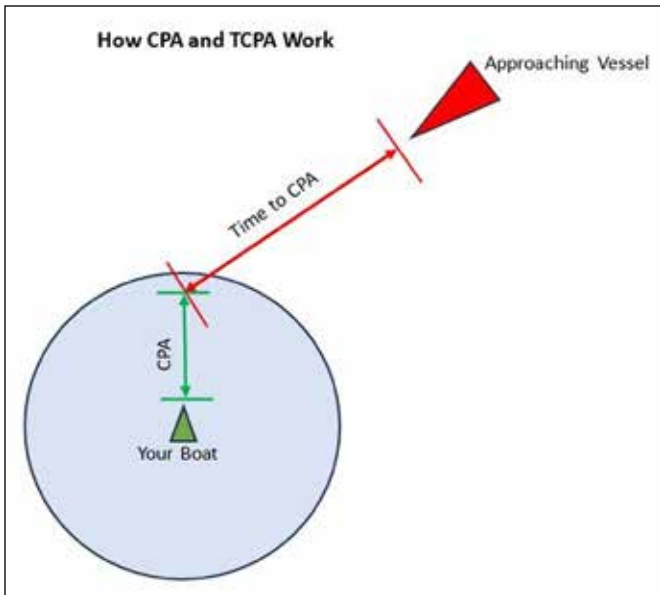
message sound an alarm and automatically record the vessel's name, MMSI, time, and GPS position. If programmed, the message can also contain the nature of an emergency.

Many DSC capable VHF radio units also have AIS receivers that can paint an AIS target on their radio screens as a triangle. In the picture below each ring is two miles from the boat in the center of the circle. The triangle identifies a boat that is two miles away. This AIS display is similar to what would be seen on a radar screen. The difference is that a radar sends electromagnetic waves out that hit objects and bounce back. Radar is like a person using a flashlight to see a buoy in the dark. Unlike radar, an AIS receiver is passive. It does not send out waves of energy that hit objects and bounce back. It only receives the signal sent out by another boat's AIS transmitter. But there is more.



The triangle is a boat two miles away.

A DSC VHF marine radio that also has an AIS receiver provides two additional safety functions. CPA (Closest Point of Approach) and TCPA (Time to Closest Point of Approach). CPA allows the user to create an imaginary circle around his/her boat. If any vessel transmitting an AIS signal enters this circle, the radio can sound an alarm. TCPA is set to give the boat operator enough time to react to an approaching vessel before it enters the CPA circle. This allows the operator time to change course or make a DSC non-distress call to the approaching vessel by using its MMSI.



The circle marks the distance to closest point of approach.

On a VHF radio with DSC and an AIS receiver, an approaching vessel, the *Tuscan Sun*, appears on screen with its CPA and TCPA. In the radio screen pictured below, the CPA is set at 1.3 nautical miles and the time to closest approach occurred 2 minutes before this picture was taken. This vessel is now moving away at 30 knots.

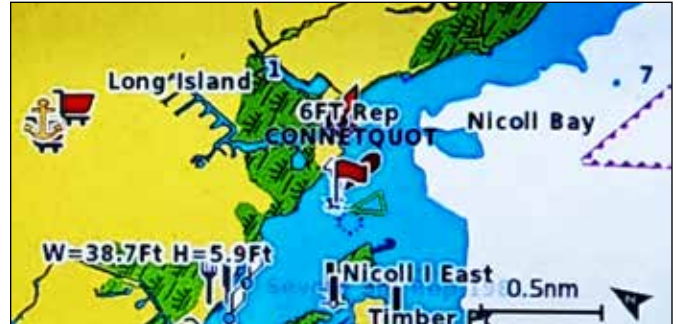


A VHF Radio with AIS can keep track of CPA and TCPA information.



By pressing the button under DSC, a non-distress call can be made to the *Tuscan Sun*.

In the event there is a need to speak with the vessel, it is possible to initiate a non-distress call on channel 70 and shift voice communication to channel 8. Pressing the button below the letters “DSC” in the blue field brings up the call menu.



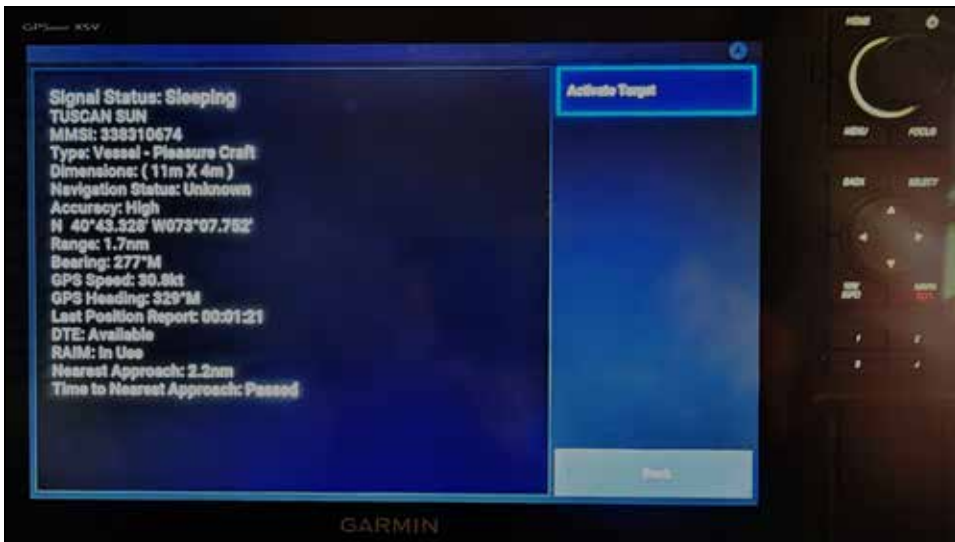
The (green) triangle by the (red) flag is the *Tuscan Sun* (MMSI 338310674), entering the Connetquot River at 30 knots.

If the radio is connected to a chartplotter, sometimes called a Multi-Function Display (MFD), the vessel will appear as a green triangle. On this chart the triangle is near the red flag.

The radio will send more detailed information to the chartplotter. The plotter screen shows *Tuscan Sun* is 1.7 miles away and past the point of closest approach.

New AIS aids to navigation (AtoN) technology is now being used on the midchannel buoys at the Moriches and Shinnecock inlets on Long Island’s south coast. Aids to Navigation (AtoN) appear on AIS devices with the same letters that identify them on a chart. In this example, the “M” identifies the midchannel buoy at Moriches Inlet. This is what it looks like on Screen 1 of an AIS enabled VHF radio.

The second AIS screen for this buoy gives its GPS position, distance, and course to steer to it. Under the best daytime conditions these buoys are just visible from a half mile away. After dark, midchannel buoys blink Morse code “A,” one short flash followed by one long flash. On a clear, still, moonless night, lighted buoys are easier



A Multi-Function Display (MFD) or chartplotter puts all the *Tuscan Sun's* information on one screen.

to spot. But in fog, they are almost impossible to see. An AIS receiver allows these buoys to be located (because they have AIS transmitters).

AIS Radio Transceivers

AIS transceivers send and receive AIS radio signals. Since 2002, commercial vessels over 300 gross tons, and vessels carrying more than twelve passengers for hire on international voyages, are required to install Class A



Screen 1 identifies "M" as an aid to navigation—the Moriches mid-channel buoy.



Screen 2 gives the GPS location, range and bearing to "M."

AIS transceivers. Around 2006, small fishing and pleasure vessels had the option to install Class B AIS transceivers. Both worked on the same network, but there was a difference in the transmission power and how often their signals were sent.

Class A units have their own keyboards and viewing screens. They transmit at 12.5 Watts every two to three seconds and can supersede a Class B signal.

Class B units are black boxes without keyboards and screens. They transmit at 2 Watts every 30 seconds when underway, but defer to Class A transmissions. In congested traffic areas and for vessels traveling at high speed, Class B is better than nothing, but not entirely satisfactory either.

Then Class B+ (called Class B-5 Watts or Class B SOTDMA) was introduced. [SOTDMA—

Self Organized Time Division Multiple Access—a system that allows multiple transponders to operate in the same area without interfering with each other.] B+ extended the range of Class B from 7-8 to 10-12 nautical miles, or about half the distance of a Class A transceiver. The rate of transmission was increased from once every 30 seconds to 15 seconds for boats moving at 14 knots or as often as 5 seconds when their speed increases to 23

knots. Early Class B AIS transceivers used CSTDMA technology while Class A transceivers used SOTDMA. Class B+ units adopted SOTDMA. And if you are wondering, Class B transceivers cannot be upgraded to B+.

This chart explains the differences in the technology.

COMPARISON OF AIS TECHNOLOGY	
Class B+ SOTDMA (also used by Class A)	Class B CSTDMA
Self-Organized Time-Division Multiple Access	Carrier Sense Time-Division Multiple Access
For Class A, B+ & Search and Rescue Transmissions	For Class B Pleasure Vessels
Transmits at 30 seconds or faster	Fixed 30 second transmit interval
Finds 1st free spot and reserves the next 5 spots	If a free spot is found, the signal is sent
Class B+ - 5 Watts of Power (Class A - 12.5 Watts)	2 Watts of Power
Can Send/Receive Text Messages	No Text Messages
Can addresses messages to MMSI numbers	Does not address messages to MMSI numbers
Second priority to Class A AIS devices	Third priority to Class A and B+ AIS devices

The following chart explains more differences between AIS transceivers.

COMPARISON OF AIS TRANSCIVER CLASSES			
TRANSMISSION	CLASS A	CLASS B+	CLASS B
Power	12.5W	5W	2W
Rate of Transmissions	2-3 Seconds	5-30 Seconds	30 Seconds
Range	20-24 NM	10-12 NM	7-8 NM
Technology	SOTDMA	SOTDMA	CSTDMA
Keyboard & Screen	Yes	No	No
Guaranteed Time to Transmit	Yes	Yes	No
Destination Of Vessel	Yes	No	No
MMSI, Call Sign, Vessel Name	Yes	Yes	Yes
Type Of Vessel	Yes	Yes	Yes
Position, COG & SOG	Yes	Yes	Yes
Voyage Information	Yes	No	No
Vessel Dimensions	Yes	Yes	Yes
Navigation Status - Anchored or Underway	Yes	No	No

To summarize, a Class B+ transceiver guarantees its signal will have a time to transmit, just like a Class A. It transmits half the distance of a Class A unit, but more than the distance of a Class B. It transmits no slower than Class B and faster, depending on vessel speed. Satellites, land bases, and vessels around you with AIS receivers know your position, speed, and direction of travel. Search and rescue teams can find you if you declare an emergency.

One time, when I was caught in dense fog approaching Shinnecock Inlet, I used a Si-Tex MDA-5 AIS transceiver to send my position to every boat's AIS receiver within ten nautical miles of my position. (See Bulletin No. 191, page 36.)

The second summer, the MDA-5 only worked for a few hours before it inexplicably turned itself off. Then, after an hour or so, it turned itself back on. This on-off pattern became the norm for my the unit. It has an LED that changes color to signal its status. Green means it is working properly. Blue means it is in silent mode—receiving, but not transmitting.

Red means it has stopped working. My unit would start out green and turn red after a few hours. Then it would turn green again. Something was wrong with it....

I called Si-Tex here on Long Island and a company representative told me my MDA-5 had a two-year warranty. He suggested I send it back for repair or replacement. After a few weeks Si-Tex said there was nothing wrong with my unit, charged me \$70, and shipped it back.

But my MDA-5 was not okay. I called Si-Tex and told them I did not feel safe with the unit because it was unreliable. The gentleman on the phone agreed to send a replacement as soon as they received mine. A month passed and I spoke to the same person again. He explained that he had been very busy and he would send my new MDA-5 out that afternoon. Another month went by without the promised replacement.



My Si-Tex MDA-5 had become unreliable.

I usually sail alone. My wife likes the idea of having a working AIS transmitter on our boat. She gets email notifications from the Marine Traffic app when I set sail, anchor, and head home. There is also a map, courtesy of Marine Traffic, showing where *Whisper* is sailing. After two months, Si-Tex had still not replaced my defective MDA-5. I was tired of waiting for them to honor their warranty.

Amazon had a Garmin AIS 800 on sale for under \$800. Geoff Marshall installed my Garmin chartplotter, autopilot, and wind vane in 2017. My Garmin hardware has worked perfectly, and I trust it. Without hesitation, I placed my order for the 800 and wired it into my NMEA 2000 network a few days later. It has been working flawlessly since then.

If you choose to install a Class B+ AIS transceiver in your boat, you will first have to apply for an MMSI. Boat US members can do this for free. I have listed their website in the reference section below. The Marine Traffic website is also listed. Try it out on your computer. Their free app is available for Apple and Google devices. When you register, Marine Traffic gives you three free uses and thirty free email message credits per month. Additional email message credits can be purchased and are good for a year. More expensive plans are designed for companies tracking fleets of ships and shipping containers anyplace in the world via satellite.

Other Safety Equipment

For your safety and the safety of your crew, consider a VHF-DSC radio with GPS that can be programmed with your boat's MMSI and used for emergency transmissions. Also see my article, "VHF Radio Ain't What It Used to Be" (Bulletin No. 193, page 15), detailing the development and use of VHF-DSC radio.

DSC radios with AIS receivers can also monitor other vessels' AIS position reports and display them on screen. Radios like my ICOM M605 have NMEA 2000 connectivity. These radios send CPA plots and TCPA intercepts over the NMEA 2000 network to a chartplotter screen.

But if you want to be seen by other vessels, you will need a Class B+ SOTDMA AIS transceiver that will alert nearby vessels with AIS receivers to your location. Land stations and satellites also monitor your AIS broadcast, and can relay it to Marine Traffic, so loved ones can follow your voyage. And should you have to declare an emergency, search and rescue teams will find you and bring help.

One more thing: consider acquiring a personal AIS beacon (sometimes referred to as PAB or AIS MOB) that can be attached to a lifejacket. They transmit at 1 watt of power and need an antenna height of 1 meter (an arm's length) above the water before they can reach a maximum range of 4 n.m. Wave heights further limit their signal range. But if a nearby boat has an AIS receiver, a person in the water with a PAB has a much higher chance of rescue, particularly in open water and at night.

Another point in favor of a PAB is that its homing beacon moves with the swimmer. Hitting the MOB button on a boat's GPS device marks the static position where the person went overboard. But the swimmer in the water is a moving target, drifting with wind and wave, and no longer where the boat's GPS says he is.

Of course, if a person in the water has a 5-watt handheld DSC radio with GPS and MMSI, a rescue boat could also find them. Another benefit of the handheld VHF is that the person in the water can talk to the rescue boat. Often the person in the water can see the rescue boat but the people on the rescue boat cannot see the person in the water.

If a boat owner wants to be seen by other boats with AIS receivers, the owner must install an AIS transceiver. For under a thousand dollars, there are dedicated AIS black box transceiver units that can send a vessel's MMSI number and course and receive data from surrounding boats. But these devices will not replace a DSC VHF radio.

Do you need AIS? That depends on how you use your boat.

Frank Cassidy also wrote a comprehensive article on AIS for the Cruising Club of America. The Catboat Association was fortunate to have him as a presenter at the Annual Meeting a few years ago.

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Boat Building and Maintenance

Eric Peterson, Editor

A Marvelous Mystery, In Pursuit of a Catboat Legend, Part 10: Re-Launch... *Times Three*

John Conway

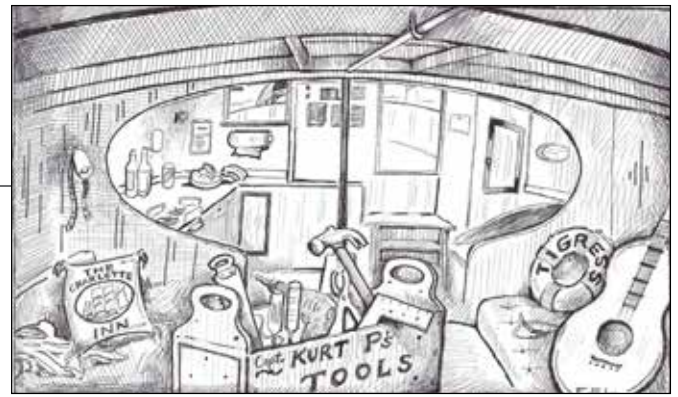


May 2022, *Suspect/Marvel/Elaine* ready to launch?

It's never easy.

We closed Part 9 of our epic with the hope that come May of 2022 *Suspect/Marvel/Elaine* would hit the water for the first time in over twenty years. Everything was in order for a so-called “tea bag” test launch around the 2022 Memorial Day weekend without her mast, main boom and gaff. This, of course, would allow the boat to tighten up prior to their installation. We had also uncoupled the prop shaft for her Volvo MD-7A diesel in contemplation that the boat would flex considerably as she swelled.

The launch initially seemed to go well until we noticed a significant amount of water filling her bilge. The boat's pumps, however, seemed to keep up with the flow.



Suspect hits the water.

With the leak seemingly under control, we had her towed over to Slight's dock. While there she would hopefully tighten up over the course of the next few days.



Suspect “on the soak” at Slight's dock.

Sadly, over the following week she continued to ship water at a rate we calculated to be about sixty gallons per hour. Obviously, we had missed something serious during the restoration.

We had the old girl towed back to the marina, had her hauled and began the troubleshooting process. Little did we suspect that the process of finding the leak would consume most of the summer(!).

At first, the experts speculated that water was entering through the rear drift pins that held her keel on under the prop shaft. To access these, we had to remove *Suspect's* worm shoe. Flex epoxy was injected into the drift pin shafts, a new worm shoe was fabricated and installed, and the boat was relaunched.

No go!

The leak continued unabated and the boat was pulled once again.... July 4th was upon us.

Expert opinion next turned to the shaft log. Although the exterior and interior stuffing boxes were watertight, it was felt that seawater was entering through potentially open seams in the rear keel partners and then into the log thereby bypassing the boxes. To remedy this, all seams in the rear portion of the keel were routed out, re-caulked with oakum and cotton then sealed with seam compound.

Expectations were dashed when, upon re-launch, water flowed as if we had done nothing at all.

Arrrrggghhh! August arrived early that year.

Long-time CBA member, expert boatwright and *Suspect* team-member, Bob Luckraft, was as puzzled as the rest of us until he remembered an article that he had read in *WoodenBoat* magazine regarding phantom

leaks caused by incorrectly placed (and appropriately named) "stop water plugs." Stop waters are wooden dowels driven into underwater seams where a vertical timber meets a horizontal timber. Most are found in places where the horizontal keel meets a vertical timber such as the stem or stern post. They nastily hide under the garboard plank, i.e., the plank that rests against the keel.

"Let's pull her garboard," Bob suggested and so we did.

Sure enough. This revealed that virtually all of her stop waters were either misplaced or rotted out.

Working together, Bob and I (mostly Bob) drilled out the old stop waters, re-drilled (with a bit brace) new passages, fashioned new plugs from Alaskan yellow cedar (excellent swelling ability) and drove them home. Bob donated a beautiful, knot-free, cedar plank to the cause and fashioned and installed a new garboard.

"That new plank looks like it *grew* in there," Bob beamed.

Unfortunately, by the time we completed this work, the hurricane season was upon us with several threatening. Reluctantly, we decided to call it a wrap for the year. Another launch attempt would have to wait until the 2023 season.

The Summer of 2023

Needless to say, we were more than eager for the 2023 boating season to arrive. On the good news front, *Suspect* was only a paint and varnish job away from hitting the water. With expectations cautiously high, we scheduled her splash for mid-May. Had the stop water repairs worked?

They did!

After a week-long soak, we had her mast, main boom and gaff installed and bent on her sail.

With everything mostly in service, sea trials could finally commence. Here is a summary.

Rig: *Suspect's* rig gave us a few surprises, some good, some odd. Those of us who have sailed these big, old catboats were puzzled by the fact that the boat had two winches, one for the throat and peak halyards and one for the topping lift. Winches are a rarity on most old wooden catboats. We quickly learned why this boat differs: her massive racing sail and booms are much, much heavier. It was *almost* impossible to hoist her sail without the help of a winch. It *was* impossible to hoist her topping lift without a winch. (We will explore re-rigging her topping lift blocks next



Bob Luckraft removes her port garboard to inspect the stop waters.

season.) One of the remaining mysteries regarded the deck hardware for mounting the halyard and topping lift's turning blocks. As shown below, rather than having fixed deck mounts for the turning blocks *Suspect* has deck-mounted bronze pulleys, one on the port side and one on the starboard. The pulleys are too small to handle the diameter of the halyard lines and not suitable for attaching proper turning blocks. This forced us to devise an adjustable rig as shown.



Unusual, Adjustable Turning Blocks

Under sail, we discovered that this arrangement allowed us to control how readily the boat's uncrabbed main boom will "float" up and down on the mast. With the adjustable rig set tight, the boom locks into place; set semi-loose, the boom floats. Is this what the boat's designer intended? Does this provide some sort of advantage when racing? We welcome your comments.

Regarding *Suspect's* sail... *Sunnysides's* seldom-used, circa 1980s, sail performed flawlessly throughout the summer. We were so lucky that *Suspect's* former owners had taken such great care of it. The purchase of a new sail would have certainly exhausted our limited, crowd-sourced, materials budget and could have delayed the boat's restoration and relaunch for several years.

Handling: Unlike many old, wooden catboats, *Suspect* does not swing a large barndoor rudder. We wondered how her smallish underslung rudder would behave. It took an embarrassing grounding, (with a boatload of patrons) while leaving her dock in a strong crosswind, to demonstrate that steering is a bit problematic until the boat had gained some headway. Things were quite different under sail, however. While it takes many turns of the wheel to affect steering, this seems a benefit as it allows micro-tuning of the boat's heading to optimize speed. We also noticed a significant lack of weather helm. In fact, we never really experienced any weather helm during the boat's sea trials. Further, we were able to balance the boat's helm under many points of sail. The boat's new, incredible, high-tech centerboard (a generous donation from the *Silent Maid* Group) may also have contributed to excellent handling. More experimentation is needed.

We welcome comments from all with experience in underslung catboat rudders.

Performance: *Suspect's* hull also differs from many of the older catboats in that a significant portion of her after section ("tailbone") is out of the water when at rest yet in the water when heeled.... Supposedly, a construct designed to bend racing handicap rules. How? We believe this is intended to increase waterline length when under sail to invoke the inverse square law wherein a boat's speed increases as a function of the amount of boat in the water. It seems to work. In one speed trial, we sailed the boat "flat" and measured 5.6 knots. As we heeled the boat slightly her speed increased to 6.2 knots. However, her speed suddenly jumped to 7.1 knots once her stern quarter fully submerged.

This may be just our imagination at work but is certainly also worth more study next year. Thoughts?

Engine: As mentioned above, once again, *Suspect's* antique Volvo-Penta MD-7A diesel proved problematic. Recall that we replaced the engine's head, fuel injectors and fuel transfer pump at the beginning of the season. Once the boat successfully launched, we put the engine through several tests and trial runs in the Westport River. The engine performed perfectly throughout. However, during the boat's first ocean-going tests the unit's throttle control failed and we had to limp back home under sail and feeble power. We were not able to resolve this problem until late in the season when Westport's resident mechanical wizard, Bob Montgomery, identified the problem as

a mis-adjusted Telex throttle cable. Turned out that the cable had slipped ever so slightly in its engine mount. This caused the throttle to malfunction. An adjustment of literally ¼ inch brought all back into service. Beyond frustrating. While addressing the throttle problems, the #2 fuel injector decided to fail. With this out of action, the engine would start and run but stall when put into gear. A new injector was ordered but was not delivered in time for the season.

Reluctant to operate *Suspect* without a reliable engine during this “shake-down” season, we opted to purchase a used 6 h.p. Yamaha outboard and, sacrilegious though it was, temporarily mounted it on the boat’s stern. This served the boat throughout most of the season. In fact, the little four-stroke Yamaha was able to help us motor-sail, non-stop, from Mashpee on Cape Cod back to Westport, Massachusetts on less than two gallons of gas. Pretty amazing. In the future, it will serve as an emergency back-up in the event the MD-7A gives us more problems.

Events

A series of strong storms prevented *Suspect* from participating in three scheduled CBA rendezvous races (Edgartown; Bass River and Padanaram). We were afraid to put an untested boat built in 1892 through harsh sea conditions. However, this did not keep the old girl completely out of the public spotlight. The East Bay Massachusetts/Rhode Island media chain ran front page articles in all of their August 24 newspapers. Headlined “*Suspect* Sails Again.” The piece described the process by which the old catboat was resurrected thanks to the help of volunteers and generous crowd-source patrons.

On August 26th, Catboat Association president, Nate Titcomb officiated during the event wherein Andy Crosby, the great, great grandson of *Suspect*’s builder, Herbert F. Crosby, affixed the reproduction builder’s medallion to the headboard over the boat’s companionway. A number of *Suspect*’s patrons joined in the ceremony.

Summer of 2023 Summary

Our inability to attend CBA rendezvous races disappointed all aboard our venture this season. However, our success in controlling the 2022 season’s debilitating leak and our ability to “learn” *Suspect*’s “ropes” under full sail did wonders to restore faith in our vision of bringing this circa 1892 D-Class racing catboat back among the living and sailing.



Nate Titcomb, CBA President (top left) and Andy Crosby restore the builder’s medallion.



Replica Builder’s Medallion





Flying the Black Cat Flag of the CCCA/D-Class Racing Catboats

who wish to experience a sail aboard a truly historic Crosby catboat. However, as you all know, *Suspect* is owned and managed by the non-profit Catboat Preservation Group (www.CBPGroup.org). Between restoration, ongoing maintenance, insurance, and mooring/storage fees, we need to raise \$3000 for the 2024 season. Please be as generous as possible with your donations to guarantee an exciting spring, summer and fall so that this remarkable catboat can be enjoyed by all.

This Season's Plans

Barring any unforeseen events, *Suspect* will officially launch in June (date to be announced) and will welcome aboard as many crewmembers and passengers as possible. In partnership with the Catboat Association, she will appear, sail, and race at CBA rendezvous ports along the Massachusetts South Coast, Cape Cod, and Narragansett Bay throughout the 2024 season.

We hope to see you all on the water.

2024 Annual Fund Raising

We look forward to an event-filled 2024 season wherein we plan to welcome aboard as many of you

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The Catboat Preservation Group (www.cbpgroup.org) is a non-profit, all volunteer organization, affiliated with the Catboat Association. We are on a mission to locate, catalog, rescue and, where possible, relaunch historic catboats to have them once again under sail and available for enthusiasts to enjoy.

The group traces its roots to the restoration and rechristening of the D-Class catboat *Suspect* (possibly *Marvel* or *Elaine* circa 1892). *Suspect* has become the flagship and goodwill ambassador of the organization. She will be campaigned at CBA rendezvous and other sail-race events off Cape Cod, along the south coast of Massachusetts, and in Narragansett Bay, Rhode Island. At these and other events, the CBPG will encourage interested parties to serve as skippers or crew to enjoy day-sailing or racing in this beautiful example of the class.



Suspect

Suspect will continue to be supported by patron donations made directly to the organization:

CBPG c/o P.O. Box 467 Westport Point, MA 02791 (Checks made payable to the CBPG) or

through the **Go-Get-Funding** crowd-source site: GoGetFunding.com/catboat-preservation-group/.

We have set the goal of raising \$3000 for this season. This will support insurance, on-going maintenance, and mooring/dockage fees. Note: All donations made to the CBPG will be tax deductible. Please be as generous as you can. Patrons will receive the pin-on button shown below. This will serve as a ticket that will give the holder first rights to sail aboard *Suspect* as crew or as passenger during a CBA rendezvous.



If you would like to learn more about volunteering to help maintain *Suspect* or are interested in joining our board or if you know of a catboat in need of rescue, please email us at info@CBPG.org. The success of the CBPG 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 strive to identify historic catboats that have a unique history and are well worth saving. To qualify as a prospective candidate, a boat needs to have a significant history 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).

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

Since our founding in 2022 we have identified over eight candidate boats, have saved three and have several more in progress. This month's entry is very worthy of your serious consideration.

Maggie



Maggie is a rare Charles Crosby cat built in 1911 in Osterville, Massachusetts and owned by Suzanne Johnson near Peekskill, New York. She was featured

in Bulletin No. 69 in 1982. She measures 22 feet, 3 inches LOA and carries a beam of 10 feet, 6 inches. A Universal Atomic 18 h.p. gas engine serves as her auxiliary. She has been out of the water for the past fifteen years, stored under a tarp in the Johnson's back yard near Peekskill.

Sadly, her mast and gaff boom were destroyed in a fire while being stored. Carpenter ants have feasted on her main boom which lies next to the boat. However, she still has her sail(!). *Maggie* was last "refurbished" in 1992 and sailed for many seasons on the Hudson. In 1993 and through the 90s, she participated in the Mayor's Cup Regattas in New York Harbor.

As you can see from the photographs, she is an extraordinarily beautiful example of a Crosby boat. Suzanne Johnson, her owner, believes that she would not sink once tightened up due to extensive below-the-waterline repairs.



Maggie shortly after her last restoration.

We feel that with a modest effort and new spars and rigging, this excellent example of a Charles Crosby cat could be once again back under sail.

For more information, please contact us at info@CBPGroup.org or call or TXT John Conway at 617-821-7890.



Installing a Trailer Tongue Hinge

Brent V.W. Putnam

Back in Bulletin No. 178, I made the case for “garage catboats”—catboats that could fit in a standard-sized garage. After relocating to Florida, I found one, a Beetle Cat, whose hull had been fiberglassed by a previous owner. Without the need to keep her wet, I could keep *Roam*, my new-to-me Beetle, on her trailer and ready to roll.

While *Roam* and her trailer fit in my garage, it was tight and I wanted to better utilize the space. *Roam*'s trailer has a long tongue, extending four feet past the winch stand. The length is helpful when launching at low tide on a shallow ramp, but it occupies a lot of space when in the garage. If I could reduce that length, without losing it, I'd get back three to four feet of usable space.

I found the answer in the February/March 2021 issue of *BoatUS* magazine with the article, “How to Install a Folding Tongue.”



The Fulton fold-away hinge arrives.

The hinge I used, a Fulton fold-away, was mentioned in the *BoatUS* article. It can be obtained from a variety of retailers such as eTrailer, West Marine, Amazon and others.

Both Fulton's instructions and the *BoatUS* magazine article adequately document the process, so

we won't go step-by-step here. However, there are a few things worth highlighting.

Verify the cross-sectional size of your trailer tongue before ordering. Mine was three inches square (3x3), but the Fulton product comes in other sizes such as 2x3 and 3x4. In addition to the sizes, it's sold in bolt-on and weld-on versions, so make sure you order the right type. I opted for the bolt-on version.

The point of no return comes early in the process—you have to cut the trailer tongue. Here the old adage “measure twice, cut once” applies. You must know your trailer's gross weight rating, this will determine (in part) where the hinge will be located on the tongue. In my case, I could have located it up to 48-inches from the ball, but I needed a few inches to clear the winch stand and mount the safety chains.

That said, the cut doesn't need to be perfect. You should use a square to mark the lines, but if you use a hacksaw, as I did, you might find it difficult to keep a straight cut. This is fine; it should be reasonably square, the edges will be covered by the castings. No one will know it's not perfect unless you write an article about it!

The kit includes a half-inch transfer punch to mark where to drill holes for the bolts. A word of caution here—take your time marking and drilling the holes. This is the part where you need to be precise.

There are sixteen bolts so you are going to drill sixty-four holes. The instructions advise you to start small (1/8-inch) and gradually work your way up to 1/2-inch. Each hole requires four drills (1/8, 1/4, 3/8 & 1/2), each of the two castings has two faces with bolt holes, with each face having four bolts (4 x 2 x 2 x 4). It's a tedious process, but requires only patience to do it right. I succeeded in getting fifteen of the sixteen holes aligned correctly.

As with drilling the holes, installing the bolts was tedious but easy work. The only specialized tool needed was a torque wrench. If you don't have one in your toolbox, you can rent one from many auto parts stores.

The safety chains must be attached behind the hinge (in case the hinge fails). If your hinge is far back on the tongue, they could drag on the pavement. As you can see in the photo below, I used a line to prevent this.

The final result. My garage is twenty feet long. *Roam* on her trailer is eighteen feet long. With the hinge, this is reduced to a little over fourteen feet, giving me almost four additional feet. I now have



Now you see it...



...and now you don't.

room for a workbench (and room to work at it).

The hinge gives me the space I wanted, but how does it perform? On several occasions, I towed *Roam* several hours to visit a new cruising ground. The hinge worked as advertised and the trailer performed flawlessly.

Reference:

Tiger, John. "How to install a folding tongue." *BoatUS*, February/March 2021. pp72-74.

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Cruising

Steve Flesner, Editor

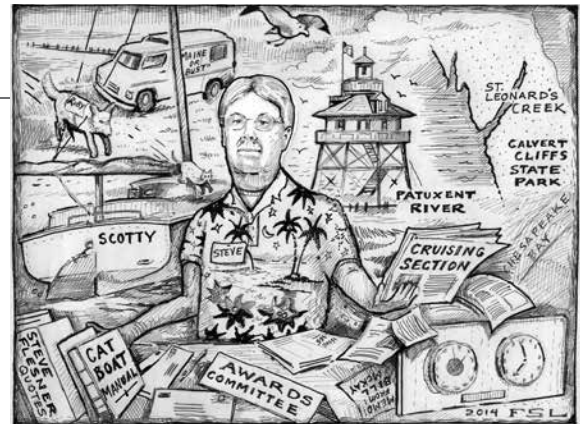
Down on dee Bay Hon

Butch Miller, CH (Cat Herder)

Steve Flesner, MB (Money Bags)

Hello Cats,

Winter is in the rear-view mirror and the sound of sanders is in the offing. CCBA has had a number of great get-togethers since last fall. In late August, the Oxford Parade with thirteen boats, followed by the Long Cruise Baltimore Bound with a tour of the *John Brown*, a Liberty Ship. Mid-October was the Wild Goose Chase and, no, we didn't see any geese. In late October, it was the down-rigging of the tall ships in Chestertown. The year ended with the Holiday Party in early December featuring the debut of the CCBA Kazoo Band lead by Jersey Frank. The CCBA kazoo rendition of "What to do with a drunken sailor?" was a real hit! As you can tell, there wasn't much time to "work on boats!"



The Annual Meeting was held on March 17 with thirty cat people from around the bay attending...no green beer allowed! Awards were presented: The Tut went to Phil Levingston for his racing prowess and the John Brown to Frank for promoting our social agenda including his help with arranging restaurant accommodations, hosting the Wild Goose Chase and just being Frank! No "winners" for the Clewless so a call went out for "someone to please do something stupid this year." Running aground does not qualify as we only have one trophy! We had many door prizes including five authentic Hawaiian shirts donated by Steve. You have to admit, we do bring a bit of color to the Chesapeake Bay hon!



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The New York Yacht Club



The New York Yacht Club maintained a station at Nantucket for the 1905 season only. It was set up by Paul Thebaud of White Plains, New York, a wealthy merchant who had maintained a summer home on Nantucket since 1885. Thebaud paid for the station at his own expense in order to provide a clubhouse for NYYC members who sailed to the island. The Nantucket Yacht Club was formed in 1906, obviating the need for the NYYC station.

Painting scenes from Nantucket's maritime heritage has been a particular pleasure for John. During the past forty years, he's painted and sold more than seventy glimpses of the island, the majority having been Nantucket waterfront scenes.

ib's Station on Nantucket



John Hutchinson has been painting for more than fifty years. His work has been influenced by the paintings of Joseph Turner, Robert Salmon, Winslow Homer and A.T. Bricher. Among his favorite subjects have been catboats, fishing schooners, pilot schooners, tugboats, landscapes, and lighthouses. He will paint your catboat on commission. You can contact him at john.hutchinson@comcast.net or 978-335-8034. John, his wife, Cindy, and their two black labradors live in Chatham on Cape Cod.

Catboat Association 2024 Race/ 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. 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, 2024

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

July 20, 2024

North of the Cape 57th 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:
www.oldsculptingallery.org

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 – 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 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

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 25th)

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

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 7, 2024

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

September 13-15 (race on 14th)

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 Sassafras
 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 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 for further info
 & specifics

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: Frank Newton
 (908) 581-8774
 finewton3@yahoo.com

Edgartown Catboat Gathering

Kurt Peterson

Ahoy Catboat Captains!

The Edgartown Catboat Gathering will now take place on the weekend of July 20th, 2024! We moved the date back a week to not conflict with the Vineyard Cup in Vineyard Haven the preceding weekend. This year we'll have a full schedule of events including a skippers meeting with coffee, a parade of sail, and a party afterwards with food, drinks, and live music. Additionally, we're having a 70th Anniversary Party for the Old Sculpin Gallery on Sunday the 21st and all catboaters are invited to stay through the weekend to help us celebrate!

Here is the tentative schedule of events:

Saturday July 20th:

"Catboats, Captains and Coffee"
 Pre-Parade meeting at 10 a.m. at the Old Sculpin Gallery
 Catboat Parade of Sail 12 p.m.
 Sailors' Reception with Live Music 3-5 p.m.

Sunday July 21st:

Old Sculpin Gallery 70th Anniversary Party 5-7 p.m.

All are welcome to attend, and we hope to see you there!

2023 Seneca Yacht Club Barge Race

David Kendrick

The sun has long gone. It's bucketing rain. The dog crouches unhappily in the three inches of water sloshing near the centerboard trunk. We are booming along through chop and spray, navigating by compass alone through a complete blackout. My mate is likely questioning her choice to join in this madness. How did we end up in this situation? (Spoiler alert: it turns out okay!) The 2023 Seneca Yacht Club (SYC) Barge Race began much more calmly.

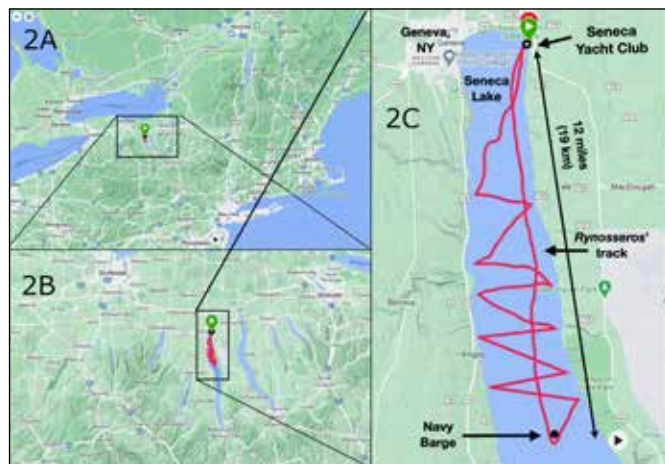
Some background: Racing at SYC usually consists of buoyed triangles or windward-leeward courses. In early September, however, we prep for a longer event - about 19 km (12 miles) south to round the imposing US Navy research barge moored about halfway along the Seneca's 50 km (35 mile) length.

A note on the mark: This facility is part of the Naval Sea Systems Command (NAVSEA), the group responsible for engineering, building, and maintaining ships and technology for our nation. The Seneca's deep, U-shaped (those glaciers!) profile makes it the perfect place for testing a wide range of advanced, complex sonar systems.¹



The Navy research barge

The Seneca is one of the eleven Finger Lakes splayed north-south like the fingers of a giant's hands across central New York. (See Figs. 2A and 2B) These long, narrow, and deep lakes—the Seneca maxes out at about 200 meters (620 feet)—are essentially land-locked glacial fjords and afford some great inland sailing. Down to the barge and return is a thirty-nine kilometer (twenty-four mile) hairpin. Winds here are dominated by southerlies and northwesterlies, so, depending on the winds of the day, a sail around the



A preview of our route.

barge can be a drag-race beam reach there and back, or a combination of a long run and a tacking slog.

The SYC fleet invites boats from the Finger Lakes Yacht Club (FLYC), located in Watkins Glen at the southern end of the Seneca, to sail up to join in the event. FLYC members are gracious with their time and enthusiasm and regularly make the trip. We use a reverse handicap start, i.e. the boat with the largest handicap starts first and the rest follow at their appropriate time.

Back to our story: The 2023 race featured ten boats, including a Sabre 28, a Pearson 30, a Pearson 26, an Alberg 35, a Beneteau Oceanis 323, and well, you get the picture, but let's not leave out the prettiest: our Marshall 18, *Rynosseros*, hull 751, one of the few catboats on the Seneca. (There's a Stur-Dee cat at SYC, and I've seen a Beetle Cat moored down the lake, but that's about it.)



Nan and David, single-reefed, out on *Rynosseros* on a less stormy day.

September 9 dawned overcast with little wind. Predictions were for moderate breezes from the north—a less common wind for the Seneca, that, if it filled in, promised a run down to the barge. At 10 a.m., the AP flag (the “Cat-in-the-Hat” pennant, vertical red and white stripes) came out for a postponement in the hope that the wind would pick up. Just before 11 a.m., the race committee decided that 2.5 to 3 knots was enough, and elected to proceed with the start. *Rynosseros* owns the biggest handicap and so serves as the rabbit boat for the race. So, I, first mate and spouse Nan Crystal, and sailor dog Rikki Tiki Tavi (a Shetland Sheepdog) called our start out to the fleet as we crossed the start line and set off on a long run down to the barge. Compared to most of the competitors, *Rynosseros* sails pretty well on a run, so we had the downwind portion of the race to ourselves. With a slight but steady wind and an occasional gust, *Rynosseros* kept well ahead of the entire fleet. We felt quite smug on this leg and enjoyed some genuine downtime, a real luxury in a busy world.



Rynosseros running south toward the barge. Nan at the tiller, Rikki lounging happily on the bench. Other racers’ sails are microdots on the horizon. But all is not rosy—note the long bands of low clouds, they will become much darker before the race is over!

In spite of the quiet morning, we’d prepared with the variable forecast in mind. As we ran south, we tracked into an enveloping squall line, so the foul-weather gear came in useful. We kept our heading through the rain and the associated gusts pushed us on our way; however, this was only the first and mildest of several soakings.

Averaging about 2.5 knots, it took us five hours to make it down to the turning point. As we reached around the large guard buoys flanking the barge’s southern side, it was clear that the wind was picking

up. We rounded ahead of the field but once we started beating back to the north end of the lake, it was obvious that the rest of the fleet was on its way by us. We watched, a little wistfully, as the fleet dueled with each other as they moved on. *Rynosseros* is a great boat, but she can’t sail as fast or as close to the wind as the rest. However, it wasn’t long until things livened up for us as well. The winds and our boat speed increased as we beat north. The low, dark, and rain-laden clouds increased as well. We continued our beat up the lake, hoping the winds would shift to the west as predicted. As the sun set, we sailed into another solid curtain of downpour.



Rynosseros sails off the edge of the world, into the rain. (Photo by Katie Alley)

With the rain came increasing pressure and that sent us shooting along at hull speed with gusts occasionally heeling us over precipitously. After the sun dropped, darkness enveloped us. The Seneca narrows to a little less than two miles wide as you move north. At night, you normally see lights on both sides from houses, the small city of Geneva, and eventually the yacht club and nearby marinas. This

night, however, even as we neared alternate shores on our tacks, visibility was close to nil: no lights anywhere to be seen.

But there's good with the bad. As the wind shifted west (Huzzah!), it morphed into a continuous beat to a booming reach. (Note the course changes on the chart above.) Running lights on, we plowed through the chop. I called out compass headings while Nan maintained a lookout, swinging the high-powered flashlight, seeking any other boats (and eventually the extremely immovable pylon marking the entrance to the canal that connects the Seneca with neighboring Cayuga Lake). Rikki was nonplussed. Nevertheless, our heading was true and through a good sense of dead reckoning, we eventually spotted, dimly, the many lights around the club and other nearby marinas, as well as the lights of one of FLYC's boats that had run aground on a rock pile right by SYC. We flew past them into the canal entrance, still under full sail, and back into the lee of the trees and structures in this small branch of the Erie Canal system. I have to say that while it was a strenuous sail, it was also pretty exciting.

In the backwaters of the canal, we maneuvered toward an empty slip for a place to tie up, put Nan

and Rikki ashore, and secured our sopping sail and lines. As we moved forward into the slip, I reversed to slow our motion and, in a moment that I will likely never live down, jounced Nan off the bow and into the water. She was unhurt, but whatever parts of her that had remained dry were no longer. She soldiered onward, climbing out onto the dock and promptly took off for the car taking the dog with her. I finished buttoning up *Rynosseros* and met her, shivering, at the club, whence we all quickly departed for the warmth of home.

We completed the race in about nine hours total and it was a real adventure on many fronts. Kudos to Nan and Rikki on their first-time Barge Race. We came in last (well, one boat retired, so ninth out of ten), but undaunted. I should note that *Rynosseros* has placed much higher in the results, even though competition from the larger boats is fierce. A few years ago, half the fleet retired due to high winds. *Rynosseros*, double-reefed, persevered sturdily; though small, she's a respected sailor on the lake. If you visit, look for her green-and-white striped sail!

1. For more on NAVSEA and this installation, see: <https://www.navsea.navy.mil/Home/Warfare-Centers/NUWC-Newport/What-We-Do/Detachments/Seneca-Lake/>



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Racing in Heavy Weather

Woody Norwood

Anytime winds or gusts are forecast to be fifteen knots or greater, your day could be ruined. While some sailors thrive in heavier conditions, others may find the rough conditions intimidating. In fact, they can be dangerous, especially to the less-experienced sailing team. This piece provides guidance for two, often competing, priorities in heavy weather sailing in catboats: safety and speed.

Safety

- **Personal Flotation Device (PFD):** Skipper and crew should wear a PFD when conditions are the least bit threatening. Those who are not strong swimmers should *always* wear a PFD as the possibility of falling overboard is always present.
 - **Practice:** Most of us have gotten our practice with heavy conditions by being stuck unexpectedly in such conditions. As we gain experience, we become more competent and confident and expand our comfort zone in handling the boat safely in heavy weather.
 - **Caution:** Catboats can capsize or at least take on considerable water (swamping) when heeled over too far.
 - **Bailing:** Every boat should have a “large” bilge pump and bucket. The bucket can move out water above the floorboards, and the pump can do the rest.
 - **Let Out the Sail in the Puffs:** Take the pressure off by letting out the sail. This may not be so necessary in keelboats that can take a complete knockdown and then recover (“power through”), but catboats can’t do that. They swamp. Day ruined.
 - **Reef:** Sanderlings typically put in a first reef at around fifteen knots (whitecaps on the water). Sandpipers reef a bit earlier, like around twelve knots, plus or minus, depending on the skills, the weight, and the agility of the team. It’s easier to put in a reef at the dock than out on the water, and it is relatively easy to undo the reef if you find it is not needed. Err on the side of safety.
- In Extreme Conditions:** We do not intentionally start a catboat race in conditions where/when the wind is predictably going to be above twenty knots. However, you may find that such conditions come up, and you have to deal with them. What to do:
- **Scandalize:** If the conditions are either sudden or appear to be temporary, completely release the gaff (peak) halyard thereby reducing sail at the top and creating a much smaller triangular sail. This is called “scandalizing” the rig and it could save the day in sudden or temporary overwhelming conditions.
 - **Drop the Sail and Crank Up the Motor:** When you feel sufficient discomfort, simply stop racing, drop the sail, and crank up the motor (not necessarily in that order).
 - **Anchor:** If you can’t get the motor going or it is not strong enough to get you to safety, deploy the anchor, being certain to have the anchor line attached to your bow and running through an eye shackle, or block at the bow.
- Going Fast:** You probably are going to encounter winds in the range of twelve to twenty knots and, after consideration of safety factors (above), you still want to compete successfully in the race.
- **Keep the Boat as Flat as Possible.** Catboats are notorious for extreme weather helm when heeled over. You are dragging your barn door rudder sideways through the water to keep the boat going straight. It is like dragging a 2 X 6 or a 2 X 8 in the water. Very slow. Get and keep all weight as far to windward as is comfortable. Agile competitors sit up on the cockpit coaming.

- **Play Out the Mainsheet in the Puffs.** A “puff” is a temporary increase in wind velocity, and it normally will have the effect of a temporary “lift” angle. Play out the main sheet to accommodate the lifting angle and the stronger heeling pressure, then gradually pull the sheet back in as the boat accelerates and the puff passes by.

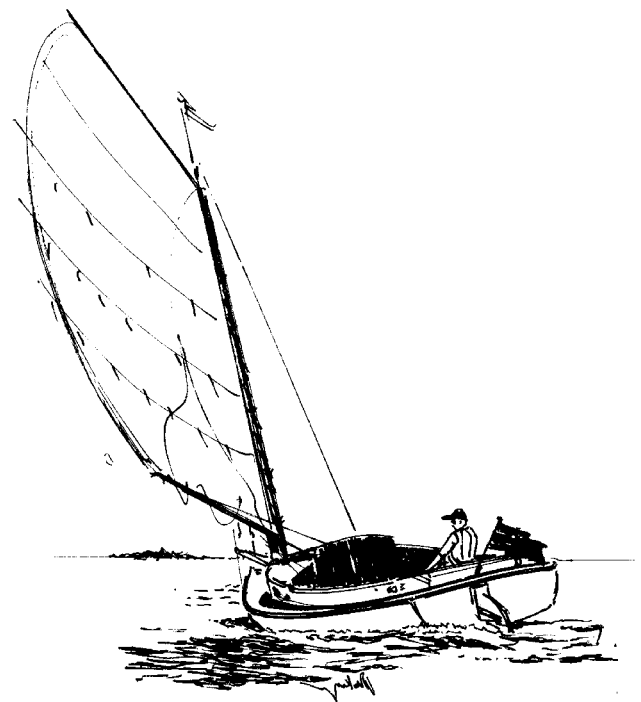
A more sophisticated (complicated) alternative is to “feather,” which is to head the boat up as the puff hits and then bear away as the boat accelerates and the puff passes by. This takes a lot of practice to do well without killing speed or over-heeling, but it has the advantage gaining ground to windward and is less stressful on the arm muscles.

- **Raise the Centerboard a Bit, Up to Halfway.** You are actually moving the centerboard’s effect more *aft* than vertically up, and this helps offset weather helm (your enemy). The faster the boat goes, the less board you need to achieve its primary mission of enabling you to sail to windward. I know this is counter-intuitive to those who think of the centerboard as a *keel* for stability.
- **Move Your Weight Aft a Bit on the Reaches and Runs.** How far back depends on your boat’s speed through the water—the faster the speed, the more you can (and should) move aft to get “lift” for the entire boat. If you get too far aft, the negative transom drag effect offsets the positive lift effect. You want the water flow to come off the stern clean, without curling back at the transom. Watch the sterns of the boats around you.
- **Heel a Bit to Windward on the Runs.** This offsets the weather helm effect of having the entire sail rig on one (the leeward) side of the boat. Use your and your crew’s weight to accomplish this.
- **Keep an Eye to Windward.** Strong winds are often accompanied by puffs and changes in direction. Have your crew constantly scan the wind to look for puffs and shifts. In particular, when running straight downwind, watch for shifts that might cause a surprise jibe, something you really want to avoid.

- **Jibing.** This deserves a much bigger discussion. Nothing is more important than practice. In heavy winds this takes really fast and coordinated action and commitment; don’t go into it tentatively or half-heartedly. Commit to go and then move fast. Have the crew pull in the sheet with maximum speed and total commitment. When the sail is nearly centered the skipper pushes the tiller to weather so the boat turns in the new, intended direction. When the sail comes across, at great speed, the crew **MUST** let the sheet run to the sail fills out on the new side—PERIOD. Re-read this procedure. Rehearse it with the crew ahead of time. Keep the centerboard mostly up to allow for some slide as the sail sets on the new side.

- In winds toward the upper range, don’t be ashamed to do a 270 degree tack, often called a “chicken jibe.” You’ll need to have the *centerboard down* for this

In summary, safety first, then focus on speed. Catboats can swamp. Be prepared with the right equipment. Reduce sail when you feel uncomfortable or overwhelmed. Then go for speed. And, practice,



Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor

Float Plans

Brent V.W. Putnam

“Planning is bringing the future into the present so that you can do something about it now.”

– Alan Lakein

It’s time. You’ve owned your catboat for several years now. You know how she handles. You’ve practiced and prepared, and now you’re ready to spend more than a casual weekend aboard. You’re going cruising.

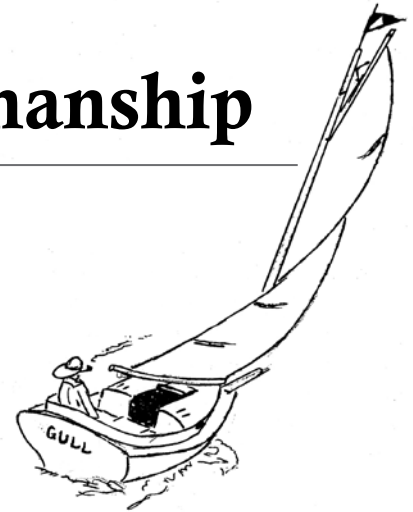
The day comes. You’ve charted your course, put the perishables in the cooler and stowed your gear. You’re ready to shove off, but have you filed a float plan?

In Bulletin No. 186, I discussed the logbook. A log is a record of where you’ve been, the conditions you’ve encountered, and other information. It is essentially a history book—a record of what has happened.

In contrast, a float plan is a forward-looking document. It’s a prediction: where you’re going, when you’ll be there, and when you’ll return. Unlike a logbook, which is kept aboard your vessel, a float plan is a document that is meant to be shared.

In its most basic form, a float plan is simply a way of notifying someone of your itinerary. It doesn’t need to be fancy. If (my wife) Rebecca isn’t around when I take *Roam* out, I’ll send a quick text to her and the kids right before I shove off. However, there will be times when something more than a quick text is needed.

Take, for example, the float plan we filed with friends and family when we circumnavigated Cape Cod back in 2015. It included destinations, estimated transit



times, and ports along the way where we could have sought shelter if needed.

In an emergency, this information would be of great value to potential rescuers. For example, what if we had an event on Monday that forced us into Nauset Inlet? If we didn’t arrive in Provincetown as planned, and couldn’t communicate that change of plans, it would save a lot of people a lot of time and angst to simply check and see if we stopped in Nauset.

What should be included in a float plan? At a bare minimum, there are five pieces of information required:

1. A description of the boat so rescuers know exactly what they’re looking for.
2. A list of all crew members, and their names and ages so rescuers know who and how many people they need to find.
3. A list of the safety equipment on board so rescuers know what the crew has at their disposal. If the crew has flares, the rescuers will

Day	Date	Leave Port	Departure Time	Distance to Destination (nautical miles)	Estimated Transit Time at 4 knots	Destination	Estimated Arrival Time	Notes	Emergency Ports
Saturday	6-Jun	Waquoit Bay Falmouth	5:00 AM	32	8 hrs	Stage Harbor Chatham	5:00 PM		Osterville, Hyannis, Bass River
Sunday	7-Jun	Stage Harbor Chatham	6:00 AM	20	5 hrs	Chatham Harbor Chatham	11:00 AM	Around Monomoy via Butler Hole	N/A
Monday	8-Jun	Chatham Harbor Chatham	5:00 AM	30	12.5 hrs	Provincetown	5:30 PM		Nauset Inlet
Tuesday	9-Jun					Provincetown		Layover in Provincetown	
Wednesday	10-Jun	Provincetown	5:00 AM	30	7.5 hrs	Sandwich Harbor	4:30 PM	Along Cape shore; assumes SW wind. Path could change w/other winds	Wellfleet, Barnstable
Thursday	11-Jun	Sandwich Harbor	7:00 AM	36	9.5 hrs	Edgartown	4:30 PM	via Cape Cod Canal and Woods Hole	Orslet, West Falmouth, Vineyard Haven
Friday	12-Jun					Edgartown		CBA Edgartown Rendezvous	
Saturday	13-Jun					Edgartown		CBA Edgartown Rendezvous	
Sunday	14-Jun	Edgartown				Waquoit Bay Falmouth			N/A

All times and distances are ESTIMATES.
 *Departure dates & times could be advanced or delayed due to adverse weather conditions.
 *Arrival times could be affected by changes in wind speed and/or direction.

Emergency equipment includes:
 *Cell phones (508-444-0222, 774-836-8342), amateur radio 2-meter FM with mast-mounted antenna (FCC call sign WINCH), and three marine VHF (one mast-mounted, two handheld)
 *First aid kit
 *Handheld and aerial flares
 *Type III PFDs for everyone, (2) throwable Type IV PFDs, and two (2) extra Type III PFDs
 *Handheld canister and mouth-operated air horns

Cape Cod Circumnavigation Float Plan

know to look for flares. If the crew has a VHF radio, the rescuers will know that they can listen for a distress call.

4. Contact information.
5. Details of the trip. From where are you departing? Where are you going? What route are you taking? When do you expect to arrive? Are there any waypoints or stopovers?

The United States Coast Guard, BoatUS and the United States Power Squadrons all provide standard float plan templates.

You can even make your own float plan, as we did, as long as it has the necessary information in a clear, easy to understand format.

Don't file the plan with the Coast Guard or any other authority (they have no place for it). Instead, leave it with friends or family. Should you not arrive where and when expected, the float plan will help them help you.

References:

“What is a FLOAT PLAN.” United States Power Squadron. 4 June 1997. https://www.usps.org/o_stuff/fl_plan.html
 “Float Plan Central.” United States Coast Guard Auxiliary. 2016. <https://floatplancentral.cgaux.org/>.
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Marlinspike Seamanship – Parts & Eyes

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).

In Bulletin No. 193, I discussed the types and characteristics of rope. In this article, I'll look at the parts of a rope and two ways of creating an eye—a secure loop in the end of a rope.

A rope has parts. In order to tie a knot, it's useful to divide a length of rope into hypothetical parts. The bulk of the rope is known as the standing part, while the working end, the end we manipulate, is known as the running end, the end we manipulate, is known as the running or bitter end.

An overhand loop is formed when we cross the bitter end over the standing part; an underhand loop is formed when, you guessed it, we cross the bitter end under the standing part. What if you bend the line back on itself but don't cross over the standing part? You've created a bight, essentially an incomplete loop.

So, why an eye? There are a number of uses for an eye. For example, to attach a mooring line to a cleat without having to use a cleat hitch. The most common knot for this purpose is a bowline. According to Clifford Ashley, “The name is derived from bow line, a rope that holds the weather leech of a square sail forward and prevents the sail from being taken aback.”

BoatUS FLOAT PLAN

1. Phone Numbers to Call in Case of Emergency
 Coast Guard _____
 Marine Police _____
 Local Towboat S. Company _____

2. Description of the Boat
 Boat Name _____ Hailing Port _____
 Type _____ Model Year _____
 Mile _____ Length _____ Beam _____ Draft _____
 Color Hull _____ Cabin _____ Deck _____ Trim _____ Rodger _____
 Other Colors _____ # of Masts _____
 Distinguishing Features _____
 Registration No. _____ Sub No. _____
 MMSI No. _____
 Engine(s) Type _____ Horsepower _____ Cruising Speed _____
 Fuel Capacity, Gallons _____ Cruising Range _____

Electronics/Safety Equipment Aboard
 VHF Radio _____ Callphone _____ AIS _____ SSR _____
 Chartplotter _____ Depth Sounder _____ Radar _____ GPS _____
 Flt. _____ Drogue _____ EPIRB or PLB _____ (Indicate type)

3. Trip Details
 Owner/Skipper (Filing Report) _____
 Callphone _____ Age _____
 Address _____
 Email _____
 Special Medical Concerns _____
Additional Persons Aboard, Total _____
 1. Name _____ Age _____
 Address _____ Callphone _____
 Email _____
 Boating Experience _____
 Special Medical Concerns _____
 2. Name _____ Age _____
 Address _____ Callphone _____
 Email _____

Boating Experience _____
 Special Medical Concerns _____
 3. Name _____ Age _____
 Address _____ Callphone _____
 Email _____
 Boating Experience _____
 Special Medical Concerns _____
 4. Name _____ Age _____
 Address _____ Callphone _____
 Email _____
 Boating Experience _____
 Special Medical Concerns _____

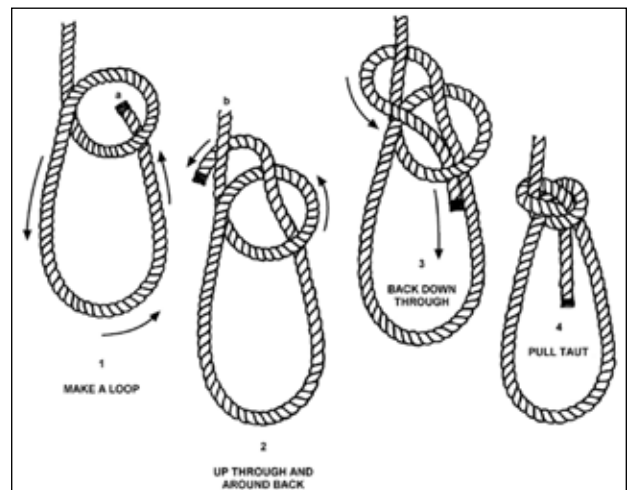
Anticipated Departure Parts
 1. _____ ETA _____ No Later Than _____
 Phone _____
 2. _____ ETA _____ No Later Than _____
 Phone _____
 3. _____ ETA _____ No Later Than _____
 Phone _____
 4. _____ ETA _____ No Later Than _____
 Phone _____

Plan Filed With _____ **Date** _____
 Contact Info _____

Download this form, fill it out at home, then print it or email it to your contacts. If you file a float plan with someone not at your home, such as a harbormaster or boating friend, be sure to notify them as soon as you return. Don't burden friends or authorities with unnecessary worry and responsibility if you are safe.

BoatUS provides this blank form only as a courtesy. BoatUS does not receive or retain a copy of any filled-out float plan and has no obligations regarding use of the float plan.

Download the BoatUS App and take us with you on the water. It's the fastest way to get a tow when you need assistance.



Tying a bowline. (USCG Boat Crew Handbook)

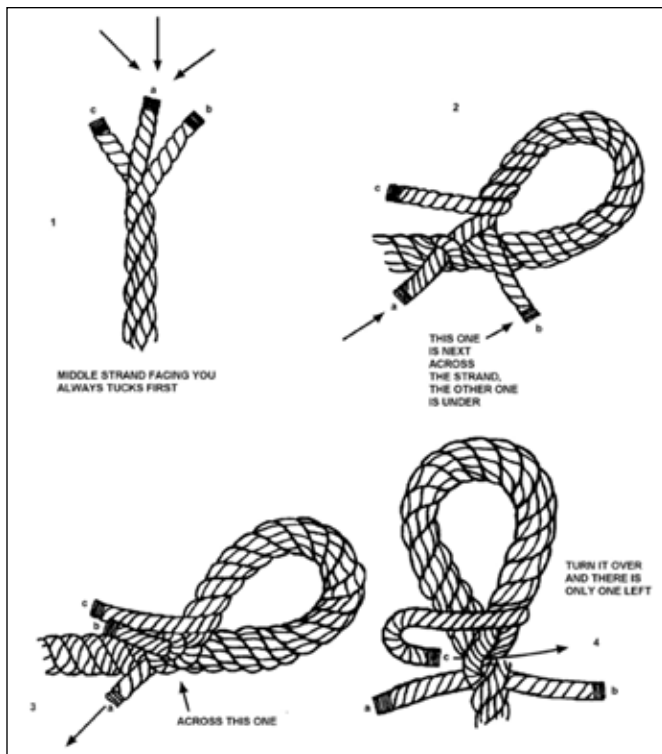
How do we tie a bowline?

1. Make an overhand loop, then a bight by bringing the bitter end back up to the loop.
2. Pass the bitter end up through that overhand loop and then around the standing part of the line.
3. Bring the bitter end back through the overhand loop so it parallels itself.
4. Pull the line taut.

Another version of this is the “rabbit in the hole” technique, where the “rabbit” is the bitter end of the rope:

1. The rabbit runs over the tree (the standing part), creating the rabbit hole, and then down and back to the hole to create the bight.
2. The “rabbit” comes out of the hole, goes around the tree...
3. ...and back down into the hole.
4. Pull the line taut.

If your bowline collapses into an overhand knot, it's because you started with an underhand loop.



Splicing an eye. (USCG Boat Crew Handbook)

Another option to create an eye is the eye splice. Any type of rope or wire can be spliced, but because it's the most common, I'll walk through the steps to splice three-strand rope:

1. Spread the strands of the bitter end into a fan shape.
2. Form a bight (this will become the eye) and untwist the standing end of the rope slightly to create a gap under a strand, then take the middle strand from the bitter end (labeled “a”) and pull it under the strand going from right to left.
3. Take the next strand from the bitter end (labeled “b”) and stick it under the next strand in the standing end, again going from right to left.
4. Turn the eye over and take the last untucked strand (labeled “c”) and lay it over and then under the third strand of the standing end, again going from left to right. Now alternate tucking the bitter end strands over and under the standing end strands until there's no length left.

If you have any trouble with the bowline or eye splice, don't worry. Tying and splicing can be difficult to learn from a text or still picture. If there's no one to show you the process in action, there are several websites you can visit, including YouTube and “Animated Knots by Grog,” <https://www.animatedknots.com/>

Although the bowline and eye splice both create secure loops that can perform similar tasks, they are not created equal. A bowline is temporary, it can be tied and untied as needed, whereas an eye splice becomes a permanent part of the line. However, the eye splice is much stronger, retaining about 95 percent of the rope's breaking strength, versus about 60 percent for the bowline.

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- United States Coast Guard. *Boat Crew Handbook – Seamanship Fundamentals*. U.S. Department of Homeland Security, 2017 <https://rdept.cgaux.org/documents/BoatCrewHandbooks/BoatCrewBCH16114.4.pdf>
- Ashley, Clifford W., *The Ashley Book of Knots*. Doubleday, New York, NY (1944)



Beetle Cat Corner

Stephanie Van Patten, Editor

Beetle Cat Women

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

As I write, it is February 7, 2024, this year's National Girls and Women in Sports Day. I'm aware of that mostly because of my daughters' social media posts, but my mind quickly shifts from my daughter to my mother, Janet (Bouclin) Shuster. That's because in my small corner of the sailing world, a lot of which relates to Beetle Cats, my mother looms large. She's the person who motivated me to learn to sail; and, in particular, to race small sailboats; and, even more particularly, to race Beetle Cats. As I thought about that fact, I realized that it's somewhat exceptional, across sports in general, for a female athlete, who competed in her sport in her youth in the 1950s and 1960s, to be the role model for a male athlete of the succeeding generation. But in sailing, and specifically, in Beetle Cat racing, there is a long history of women's competition.

According to the records of the New England Beetle Cat Boat Association, the first Women's Beetle Cat Championship was held at Duxbury Yacht Club in 1953. While that's somewhat after the first Men's Championship (1948, Falmouth Yacht Club), it's not far off. Nor was that 1953 event at Duxbury unique. Where we sail, at Edgewood Yacht Club on Narragansett Bay, women's Beetle Cat racing dates back to at least 1947, when the first recorded club championship for the "Wet Hens" fleet was held. These are not just dates in time. They are markers for a precedent in competitive women's sailing from which a long track record has developed.

My mother went off to college in Tarrytown, New York in 1963, and that ended her competitive sailing career. But the women's sailing in Beetle Cats at Edgewood Yacht Club continued long after that. In 1971, Edgewood hosted the Women's Championship in the 50th anniversary year of the Beetle Cat. The winning skipper was Sue McGowan of Mattapoisett, Massachusetts. We are not sure who is pictured in the photo here of those races, but we're sure someone out there knows which boat had those eyes on her bow. I

wonder whether she was able to cut inside at the gybe mark—I can imagine from the look in the skipper's own eyes that she is considering the possibility.



1971 Beetle Cat Women's Championship

A year after that 1971 class championship, Edgewood Yacht Club held its own 25th anniversary regatta for the Wet Hens. As noted by the *Providence Journal* in recording the event, the winning crew, Suzanne McFadden, had not previously raced in any sailboat. But her smile tells us that she's probably not through with competitive sailing. There were only five boats racing in that 25th anniversary regatta,



"Wet Hens" at the Edgewood Yacht Club (1970s)

regrettably, down from higher Wet Hens numbers in earlier years, when my grandmother, Janet's mother Shirley, was occasionally sailing with the fleet. Eventually, the Wet Hens tradition fell away altogether.



The winners in Edgewood Yacht Club's 25th anniversary 'wet hens' sailboat race yesterday are Mrs. Barbara Furlong, left, and Mrs. Suzanne MacFarlan. Five boats, with crews of two women each, competed in Pawtuxet Cove. It was Mrs. MacFarlan's first time out as a crew member in a sailboat race.

Clipping of the EYC Wet Hens 25th Anniversary Regatta (1972)

But that's not to say that the tradition of women in Beetle Cats has diminished overall, at Edgewood or elsewhere. The last standalone Women's

Championship was held in 1989 at Falmouth Yacht Club, but the next year, in 1990, the combined fleets at the Leo J. Telesmanick Beetle Cat Championships, held at Waquoit Bay Yacht Club, awarded a Women's Championship prize, and that format has held ever since. In 2017 and 2018, my daughters, Georgia and Greta Shuster, skippered *Calli* to first-place finishes in the Junior Division of the Leo. They are the fourth generation of Beetle Cat racers in our family, and they're in a small cohort of female peers who can claim that their great-grandmother competed in the same sport as they do—with precisely the same type of equipment, no less. Also remarkable was the leaderboard in last summer's 2023 Leo, when the first-place Junior Division skipper and the second-place skipper overall was Sage Wadlow, sailing with her mother, Ery Largay (and former Leo overall winner), as crew.

Because this is the Beetle Cat Corner, I will avoid a full detour into the wider world of youth, high school, and college sailing competition. But I will say this: it is no accident that today, girls and boys, men and women, compete at youth, high school, and college levels in single sailboat fleets. Rather, it is the result of a history of opportunity and excellence in women's sailing that goes back many decades, to when wooden boats were still the norm. I'm immensely proud to look back and see the Beetle Cat as part of that story, and I am grateful that the Beetle Cat class remains strongly supportive of women's sailing today.

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19' CARACAL CATBOAT

Hull 3 launched, 4 and 5 coming soon!

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

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



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



Andiamo with her new owners on launch day!

Find out what's new at the pond! Like us on facebook & follow us on Instagram: [@AreysPond](https://www.instagram.com/AreysPond)

Navigation

Skip Stanley, Editor



Tides

It's well understood that tides are caused by the gravitational forces of the moon and sun on the ocean. Of these two, the moon exerts the predominate force, about twice that of the sun. (Though much larger than the moon, the sun is *much* further away.) Gravity “pulls” the water toward the moon, forming a “bulge” in the ocean. From our vantage point, the moon crosses the sky each day and the tide appears to follow but lag behind it. But that's not really the case. It is, in fact, the earth's daily rotation *beneath* the moon that causes the bulge. This brings about the high and low waters we see on our shores each day.

The tide is also influenced by the moon's orbit around the earth—a “lunar month” of approximately 29 ½ days. This affects the *range* of the tide. When the sun and the moon are in line, we get spring tides

with a greater range (higher highs and lower lows). When the sun and moon are at right angles, we get neap tides and the forces are minimized, resulting in a lesser tidal range.

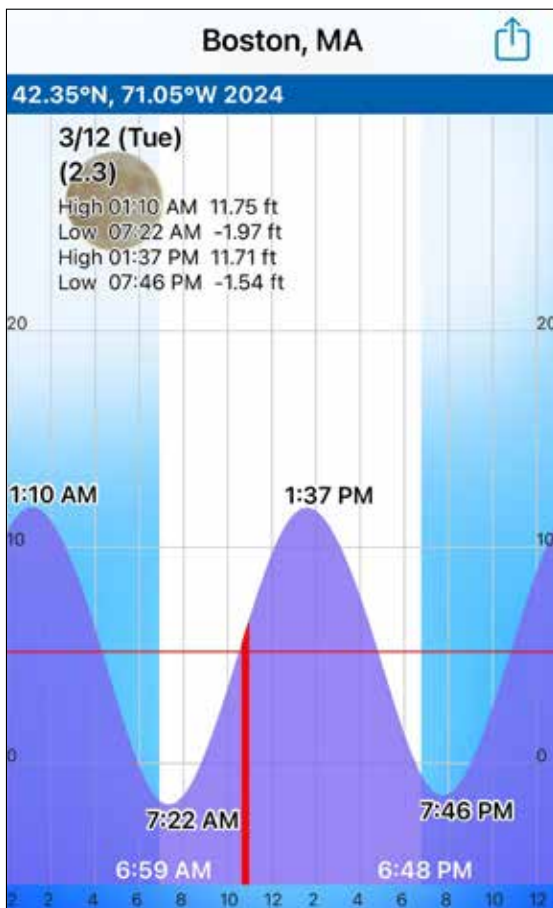
Out at sea, tides are not a concern. But close to shore, where we sail our shoal-draft catboats, they should always be considered. They're one of the first things to check when getting underway. They determine how much water we will have when maneuvering and how close we will have to follow a channel or if the channel is even usable (for the time).

Tide Tables show the predicted times and heights of high and low water at specific tide stations.¹ Until 2020, the Tables were published by the U.S. Department of Commerce, National Ocean Service. These days, limited tide tables are available from local publishers such as the Eldridge Tide and Pilot Book. However, most likely, you use one of the many apps available to get tide information.

The datum, the point of reference for tidal range measurements, is mean lower low water (MLLW)—the average height of the lower low waters of each tidal day. The range of the tide is shown as above (+) or below (–) the datum at a given location (tidal station). MLLW is also used as the baseline for the shoreline and depths of water shown on U.S. charts. To get the actual depth of water, the height of tide is added or subtracted from the depth shown on the chart.

Tides are of three types: *diurnal*, one high and one low per day; *semidiurnal*, two highs and two lows per day; and *mixed*, having usually two highs and two lows with an occasional diurnal tide. On the east coast, we have semidiurnal tides. Mixed tides can be found on the west coast.

The east coast tides have a tide cycle of approximately 12 hours, 25 minutes between successive high or low tides. This is also referred to as a “lunar day,” 24 hours, 50 minutes. Or, to put it another way, the times of high and low water occur about fifty minutes later each day. Complete tide cycles repeat almost identically approximately every 18.6 years.²



A common tide app display.

There are about seventy tidal stations on the east coast of the U.S. and about 2500 substations. In the past, with published tide tables, you looked up the tides for the station and applied a correction to get the predicted time(s) at the nearest substation. Interestingly, there are more substations in the published Tide Tables than generally shown on the apps and there may be one, with better corrections, closer to your homeport. It might be worth taking a look.

These corrections took into account the geographic characteristics of the area, such as guts, harbor entrances and races, that cause delays in the times of high and low water and differences in the ranges of the tides.

Should you want to know the height of tide at any time, there is a table, Table 3, in the Tide Tables to allow that mathematical interpolation. These days, with the visual sine-curve display on the apps, we can

just mentally interpolate the height of tide.


It is worth remembering that the Tide Tables, whether in print or on an app, are *calculated* predictions based on recurring astronomical events. The prudent mariner must also take into account weather conditions (e.g., wind and storm surge) and other occurrences such as floods that can affect the actual height of the tide at a specific time and location.

Notes and References:

1. The published times are standard times. For daylight saving time, add an hour to the prediction.
2. Van Dorn, Willam G., *Oceanography and Seamanship*, Dodd, Mead and Co., New York, NY, 1974

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

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Keeper of the Light

Jay and Diane Webster, Editors

John Greene and Jane Walsh

CBA members since 1982, John Greene and Jane Walsh of Sandwich, Massachusetts, have served the Catboat Association in many ways. John served as the Clerk and Membership Secretary for many years, which is not an easy task, not to mention time-consuming. When he stepped down, it took two members to replace him in those roles! He kept our membership records in perfect order and made it easy for our members to research both historic and current information when it was needed for numerous events. During these forty-plus years, both he and Jane were longtime members of the Steering Committee.

John has sailed catboats since he was a child summering in Squeteague Harbor in Cataumet, Massachusetts. He is the former owner of the Beetle Cat, *Kitteaumet*; the Marshall 18, *Legacy*; and the Marshall 22, *Sonatina*. John and Jane attended



and participated in catboat rendezvous every year in Buzzards Bay, Martha's Vineyard, Nantucket, Waquoit, and West Dennis. They also co-hosted a rendezvous in Squeteague Harbor for several years with former member Howard Crowe, the former owner of *Cat's Eye*.

Squeteague Harbor hosts beautiful views of Buzzard's Bay and lots of great anchorage for catboaters. The sunsets are spectacular. It was an ideal spot and the hosts made it very special by not only providing the usual fire and ice, but there were also real showers and heads available to salty sailors. Participants received koozies, musical CDs, and wine bottles that sported pictures of catboats racing out to Cleveland Ledge. Those were great times with even greater memories. Oh, and John also won and came close in many of the catboat races over the years.

In 2005, John received the Dolphin Award at the Annual Meeting. In 2015, for her contributions to the Bulletin, Jane was awarded Editor's Choice Award. She wrote the popular column "Cat Food," sharing recipes and provisioning tips with catboaters who cruised on their boats. In 2017 she received the Dolphin Award herself.

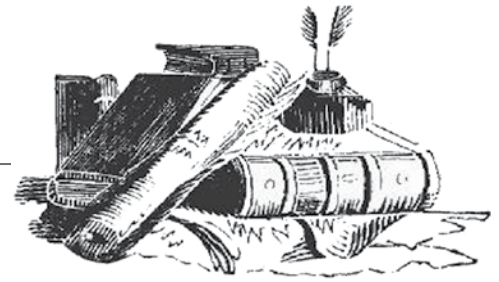
Jane and John have a wanderlust for travel and have visited many places in Europe including England, Ireland, France, the Netherlands, Croatia, and most recently, Sicily. Their travels also include many destinations in Canada and the USA. Musical events and plays on Cape Cod, in Boston, Providence and New York also have their names on them.

Until last year, John was frequently seen on his 28-foot Cape Dory, *Faith*, in Buzzard's Bay, Hadley's Harbor, Cuttyhunk, and Padanaram. The annual meetings would not be the same without our great friends John and Jane in attendance!



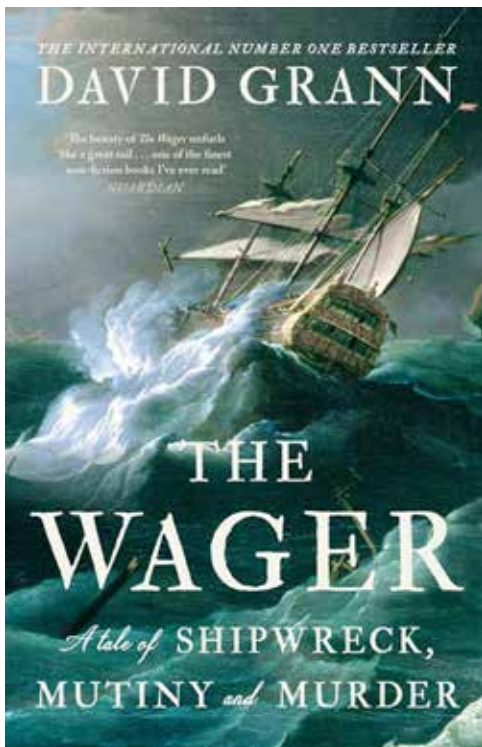
Book Reviews

Dan McFadden, Editor



The Wager: A Tale of Shipwreck, Mutiny and Murder

By David Grann



Review by Ned Hitchcock

This is an interesting story told by someone apparently unfamiliar with nautical thinking and language. The subject is the Royal Navy vessel HMS *Wager* that left England in 1740 on a wartime voyage in pursuit of Spanish targets. The ship was wrecked on a desolate island off the coast of Patagonia, marooning the crew. The result is a tale of privation, treachery, and survival as discipline breaks down in the face of hardship.

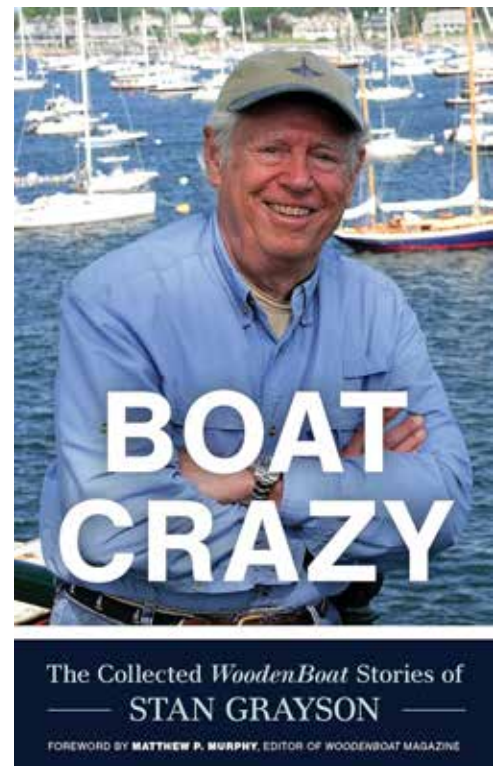
The history presented here in fact and feeling is one of brutality. With few exceptions the personalities are presented as self-centered and unable to respond to or sympathize with the pain of others. The narrative presents a kind of super-heated rhetoric which often

sounds like the 21st century rather than the 19th; examples include “divvied” for “divided”, “lassoed” for “hitched,” and “hard-nosed seaman” for “able seaman.” I found fifteen or more examples of similar lapses. There are very likely more.

This interesting story also served as a framework for Patrick O’Brien’s *The Nutmeg of Consolation*, a far more cheerful book. Overall, *The Wager* is not particularly satisfying for anyone who sails or is otherwise well informed about the nautical world.

Boat Crazy

By Stan Grayson



Review by John Conway

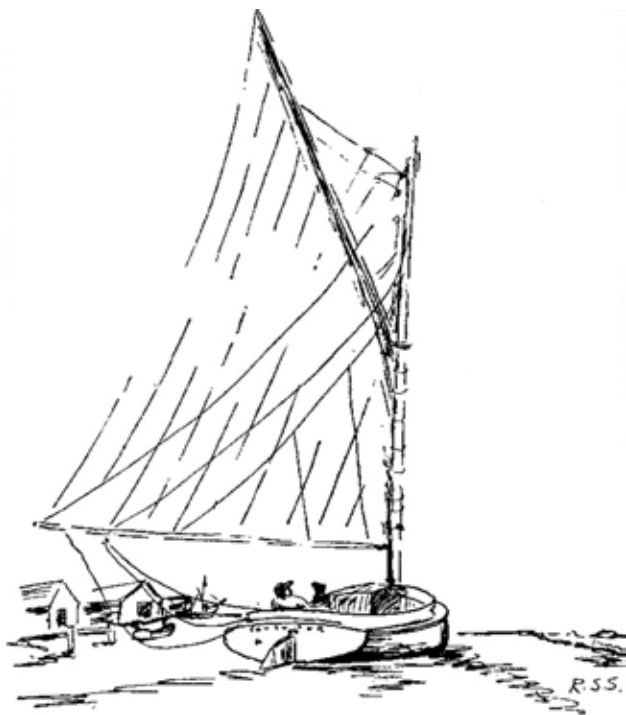
Stan Grayson, the award-winning writer and historian well known to us catboaters, has been a prolific contributor to *WoodenBoat* magazine since

2004. His passion for catboats, other small craft, their designers, builders, and sailors shines through in his new book *Boat Crazy*.

In this collection of twenty articles, Grayson takes us on a captivating journey. We sail back to the early days of the renowned Herreshoff Manufacturing Company, witness the thrilling 1895 America's Cup race, and join Oscar Pease, the last of America's catboat fishermen, on a scalloping morning off Martha's Vineyard. We also meet the innovative C. Raymond Hunt, who conceived the revolutionary deep-V powerboat, and gain insights into Captain Joshua Slocum, the first man to sail alone around the world.

Grayson's meticulous research, combined with his love for language, paints vivid portraits of characters and events. Each piece in *Boat Crazy* is a delightful kaleidoscope that transports readers through time, offering glimpses of technology, personalities, and the enduring spirit of American yachting. Whether you're a seasoned sailor or simply curious about maritime history, this book is a must read.

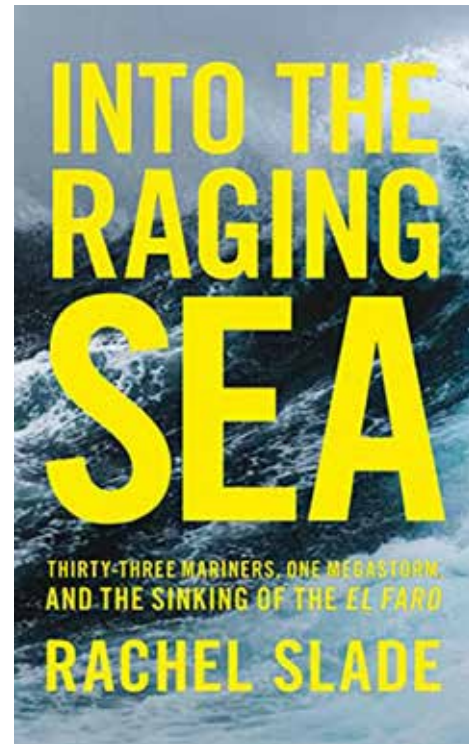
So, here's to Stan Grayson, a storyteller who keeps the sails of yachting history billowing, and to *Boat Crazy*, a captivating voyage that celebrates our nautical heritage!



Into the Raging Sea

Thirty-Three Mariners, One Megastorm, and the Sinking of the El Faro

By Rachel Slade



Review by Brent V.W. Putnam

Many a ship has been lost at sea—often without a trace. What if we could be a fly on the wall? What if we could see the events as they happened and know exactly why?

In the case of the *El Faro* (Spanish for “lighthouse”), a 790-foot freighter which sank just east of the Bahamas on October 1, 2015, we can. Equipped with a black box, a voyage data recorder, which captured sound from the bridge and data from the ship's instruments, the *El Faro* and her crew literally spoke from the dead.

Author Rachel Slade uses foreshadowing in the first chapter, giving us a glimpse into the final moments of the ship without revealing any significant details. Thereafter, she tells a compelling tale that blends dialog from the bridge of the *El Faro* with accounts from the people connected to the vessel, crew, and its final hours—families, port workers, rescuers, investigators and others.

While providing a seemingly complete picture of the history and events that led to the loss of the freighter, and providing a detailed picture of its final days, the book has some failings.

Minor errors are present, as might be expected in a first edition. In one passage, the author notes that two individuals “drove west” from Jay, Maine to the Maine Maritime Academy. In fact, Jay is west of the academy, so one would have to drive east.

There was also an oversight about the history of the United States Coast Guard. The author describes the Coast Guard as having been founded to collect taxes. There is truth to this—the USCG is the descendant of the Revenue Cutter Service. However, it is also a descendant of the Lifesaving Service which merged with the Revenue Cutter Service in 1915 to form the modern Coast Guard.

Errors aside, the book sometimes suffers from Slade’s obvious bias. It’s expected that the author of a book, by virtue of the references selected and the narrative told, will shape the reader’s perspective, and Slade is clearly sympathetic to the crew of the *El Faro*; her account makes a reasonable argument that they were victims of a series of decisions made by others—some made centuries ago and some as recently as in the ship’s last moments.

It is at times hard to tell whether the author is citing a known fact or expressing a personal opinion. The epilogue is almost a rant against government spending priorities, maritime regulations, and weather forecasting. In the latter case, Slade infers that the European Center for Medium-Range Weather Forecasts and its hurricane model is better than the National Weather Service models, but the only evidence provided is a lone anecdote that hurricane Joaquin’s path and intensity was predicted by the European model and not the various U.S. models.

Indeed, rather than a detailed bibliography, Slade provides only “A Note on Sources”—a scant two pages of general notes about the references she used. And on several occasions, Slade interjects herself into the story using the first person. This change of perspective distracts from the narrative and what should be a more subtle nudge toward her conclusions about the incident.

That said, Rachel Slade weaves a compelling tale of incompetence, individual, corporate, and political, that ultimately led to the demise of the *El Faro*. If you can overlook the shortcomings, you’ll find the book to be an easy read that is hard to put down. It is worthy of your time.

New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Winter 2024

David Kendrick & Nan Arens, Geneva, NY

Brian & Leisa Boutilier, Forked River, NJ

Gayle Delaney, Charlestown, MA

David & Mary Jo Eberspacher, Beaufort, SC

Joseph and Catherine Higgins, Burt, NY

Richard & Janet Hitchcock, South Dartmouth, MA

Ryan & Emily Hunwicks, British Columbia, Canada

David & Judy James, Greenport, NY

Randy & Tisha Kirby, Cropwell, AL

Larry Lazin, Sleepy Hollow, NY

Eric & Beth Petersen Jr., Barrington, RI

Ben Greenhouse and Jen Polk, Toronto, Canada

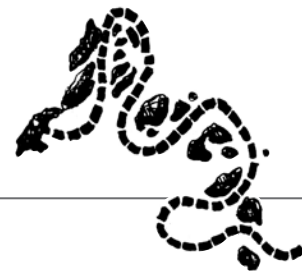
Ruth Remington, Miami Beach, FL

Bob & Carolyn Vivian, Shelton, WA

Doug Zemp, Edisto Island, SC



Short Tacks



C. Henry Depew

Water in the Gear Case

An interesting article in the April (2024) issue of *Boating* had to do with water infiltrating an aluminum gear case on a Mercury 150 during the boating season. Over the winter, the water froze and cracked the gear case. I know about cracked engine blocks and the need for anti-freeze in the freshwater side of the engine's cooling system, but I had not heard of a cracked gear case from freezing temperatures before. If you store your boat's outboard motor outside during the winter, you might want to make sure there is no water in the gear case before you start your sailing season. In fact, you should have checked on this while getting the boat ready for winter storage.

Catboat Design by Area

Of interest to me is the variety of catboats in the "old days." While the general configuration has remained the same, the rig and hull design reflected that area's wind, water, and shoal conditions. Each of these boats were built for a given area. "One hull and design fits all" was not the rule. Thus, when I was interested in purchasing a catboat for my area of Florida (Apalachee Bay), I was looking for a shallow draft (centerboard?) hull, a rig for light airs (ten to fifteen knots) with the ability to withstand afternoon summer squall lines (wind in the 40s and cresting seas). The ability to reef quickly was also a factor in the consideration. Having no luck, I gave up the search and stayed with the Fireball my wife (Judy) and I were sailing at the time with Judy on the trapeze. We later took up the Tornado catamaran, as it was also a two-person boat with Judy on the trapeze. Neither boat was a catboat, but each gave us time on the water.

Halyard Winch

As sailors get older, the arthritic back (or shoulders) can become a problem raising the mainsail. You can use a winch with high ratio and long handle, or an electric winch hooked up to a foot switch (with a switch on the bulkhead so you won't activate it by accident). Another approach is a battery powered drill with an attachment that fits in the winch handle socket. Unlike the foot switch, the drill approach probably needs two people (one for the halyard and one to operate the drill). There are also 12-volt drills that could be connected to a plug on the bulkhead and used to turn the winch.

Trailing - Keel Blocks and Drainage

The boating magazines are full of useful information about safely trailering your boat. What you should remember that, with all displacement boats, the keel carries the weight of the boat on the trailer.

In most cases, on a trailer for an inboard catboat, there is a keel block just forward of the centerboard slot and another aft just forward of the skeg or about three feet forward of the keel. On out board catboats, some trailers have a couple of blocks depending on the size of the boat. The purpose of these blocks is to balance the boat in an upright position, not to bear the weight of the boat. The trailer for my Sisu 22 had four self-adjusting rollers (designed for the hull) that fitted the keel and made loading and unloading the boat quite easy.

When the boat is on the trailer, the stern drain holes should be open, if possible, so any rain that comes into the cockpit does not stay there. Boat covers can come off (or loose) when towing and you may not see the problem when it develops. In addition to things getting wet in the cockpit, the water adds to the weight of the boat and could cause problems. When we were towing our Fireball, we left the suction drain fittings on the bottom open to drain any rainwater. I just had to be sure to close that at launch time.

Race Committee Boat

If asked to provide your boat as the race committee boat, give the request serious consideration. A day on the bay at anchor watching others work to sail their boats well can teach you a lot about what (and what not) to do when sailing. All you need to do is take the race committee out, set the starting line to suit wind and tide conditions (not always that easy), and hope the anchor holds if the wind and/or waves change direction. Nothing to it! If the race fleet is using temporary race marks, one may come loose and needs to be chased down (a small chase boat is often used for such action) and if the mark is inflatable, it may overinflate in bright sun and rupture. I had a section of foam attached to the inflatable marks we used to keep the mooring line from vanishing to the bottom, if the inflatable mark deflated for some reason. The conduct of the race is up to the race committee, you simply provide the boat.



Cats for Sale

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

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

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

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

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

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



194-1. 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



194-3. 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



194-4. 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 for details



194-2. 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 . Price is negotiable -- around \$27K. Contact geoff@marshallcat.com



194-5. 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

194-6. 1975 Herreshoff Eagle 22' gaff sloop. Built by Nowak & Williams. This beautiful hand crafted Eagle is hand laid up fibreglass 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



194-7. 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



194-10. 2010 Com-Pac Suncat 17 with 2010 custom Magic Tilt Trailer, boarding ladder, interior and exterior cushions, full electrical package and gel battery, Raytheon depth finder, plow anchor with bow roller, deck pipe, chain and rode, one-man tabernacle, stainless centerboard and kick-up rudder, motor mount,, rebuilt Gusher manual bilge pump, bimini, rubstrake with stainless steel striker, new trailer wheels and tires, sail cover, PFDs, flares, solar charger, first aid kit, all lines, extras. Excellent condition. No engine. No leaks. Everything works. REDUCED to \$12,500. Located near Richmond, VA. Contact Daniel daniellawrence@msn.com (757) 709-2626



194-11. 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, or 678-427-2937.



194-12. 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 fibreglassed, 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. REDUCED \$7,999.. John Pallante 856 816 7800 Johnpallante@hotmail.com



194-14. 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



194-15. 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

194-17. 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



194-19. 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. Relunched 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



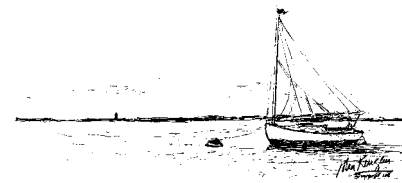
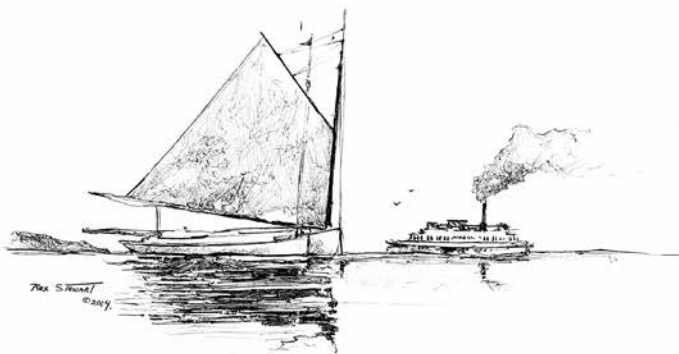
194-21. 2003 Com-Pac Horizon Cat 20' catboat. Hinged mast. Near-complete refit. 8'4" beam; 2'2" draft CB up, 5'5" down. Hand-laid fiberglass hull. Forest green w/tan cabin top. Halyards led to cockpit. 2 cabin top Harken winches & jam cleats. Teak bowsprit w/8# CQR anchor, stainless samson post. Extra 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. cmitcpgpha@aol.com phone four12eight8nine6five78.



194-22. 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



194-23. 1978 Legnos Mystic 20. 1 year old tanbark sail, 10 hp Yanmar, Fresh Trinidad 75. Good Condition and all systems functional. REDUCED to \$8,000. Boca Grande, FL John Foster at johnfosterinbocagrande@gmail.com



194-24. 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.



194-25. 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



194-26. 1948 original 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



194-27. 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 toddandalicia@hotmail.com



194-28. Rare 1980 William Garden 23' catboat WIDGEON. Built by Bill Boyd Boats, Victoria, B.C. (Hull 10 of 13). She is of fiberglass construction. Gaff rigged with 414 sq. ft. sail and winter cover, both in new condition. Comfortable cockpit and interior cushions throughout. Cedar tongue and groove cabin interior with mahogany edgings, seatbacks and fold-down table. Galley with stainless steel sink and bronze hand pump. Engel MT17 compact AC/DC fridge/freezer (16 qt. capacity). Enclosed marine head and holding tank. Yanmar SB8 diesel inboard engine. Shore power with (2) interior 110V AC outlets. (2) 12V DC Lifeline, Series 17, marine gel batteries for house and start. Dickenson Bristol diesel heater/stove with oven. Edson bronze/teak wheel steering. Trailer is available. Detailed records and receipts. She is located on Coeur d'Alene Lake, ID. Contact: Bob Romney (509) 599-7818 or bob@romney.com. Asking \$29,000.



194-30. 1973 Herreshoff America 18' Catboat. Nowak & Williams, tabernacle mast. Flag sail in good condition. Rebuilt cockpit seats, new centerboard, rudder. 6Hp Mercury in well, trailer. Includes berth and cockpit cushions, porta potty, new gaff saddle and bolt on hoops. Purchased from another member in October '23, trailered to South Carolina where she sits now in my driveway. Health issues precipitate sale before I've had an opportunity to splash her. Asking \$6900. w.cheadle@centurylink.net Phone: (904) 303.8404



194-31. 1999 Arey's Pond 14' Catboat. In storage for the last 10 years, this boat has seen little use. It has teak seats, centerboard trunk and floor boards. All deck fittings are bronze, as is a removable motor-mount. The spars are Sitka spruce and in good shape. Doyle Curtis mainsail in excellent condition. Harken blocks. Calkins trailer. Small repair on fiberglass coaming below boom crutch - otherwise perfect condition. Located near Birmingham, AL. \$10,000. Contact Randy Kirby. (781) 290.8615 thejazzman88@yahoo.com



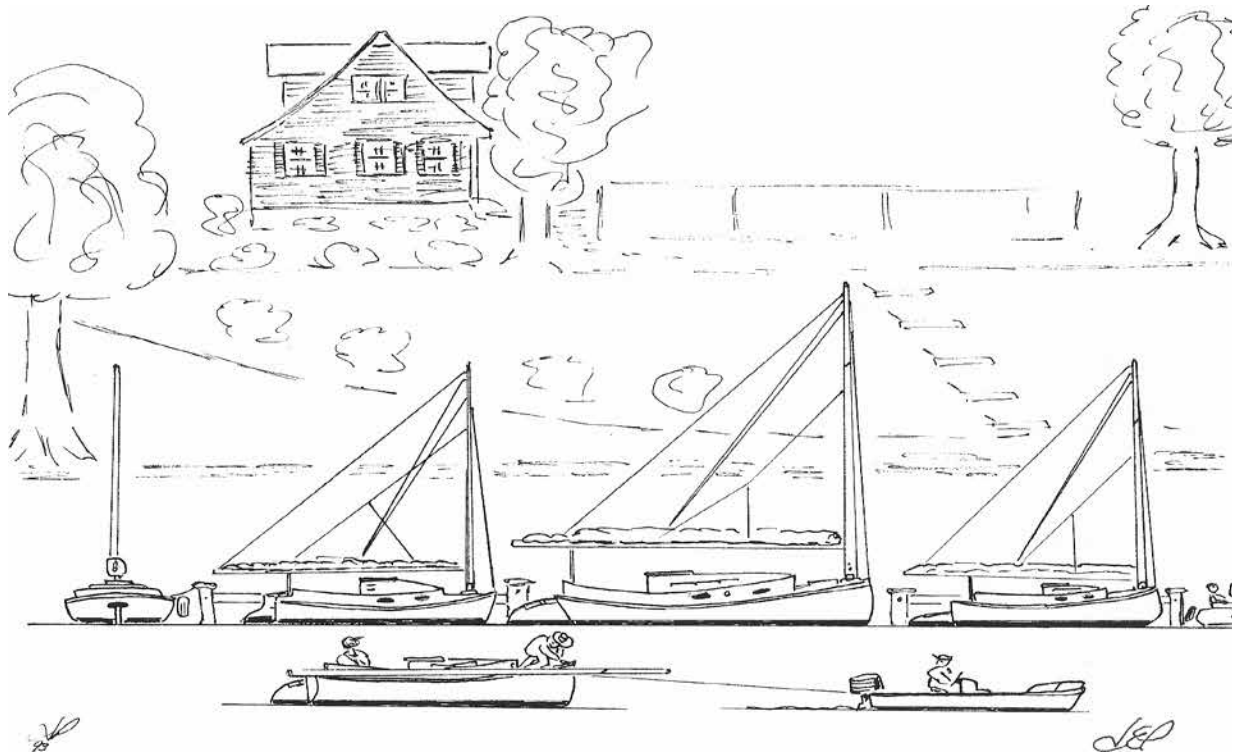
194-32. 1965 Marshall 22 catboat. TABITHA - hull #3. Vintage Marshall 22, retrofitted with a with molded cockpit. Enclosed head makes her unique. She is in good condition but could use some TLC, paint and a small bulkhead repair that could all be done over time, nothing urgent. Electronics, head hoses and sail all recent from 2016 onward, some by owner and some by Marshall Marine. Yanmar KM2P diesel inboard (382 hrs). Soundproofing in engine cover. Single battery system with panel. Cabin lights x 3, Running lights, Electric bilge pump, Ritchie compass, VHF radio, Garmin wind and data instruments (>2016), Garmin GPS (>2016). Shore power w/ 4 outlet box on cord in cabin. Three-strand running rigging (older but good). Lazy jacks, Winch on cabin top, Flag halyard, Rudder lock bar, Bronze step on rudder and transom. Spring line cleats, Hatch on forward cabin top. Marine head w/ holding tank (hoses replaced 2020). Origo 2500 single burner stove. Insulated ice box in molded cockpit. Berth cushions blue vinyl (fair to good). Cockpit cushions blue vinyl (fair to good). Main sail Quantum w/ 3 reefs (excellent-2020). Main sail Thurston (tired). Sail cover Green (thin and needs repairs-tired). Bronze spoked wheel. Anchor, chain & rode x 2. PFDs & throw cushions. Miscellaneous fenders, lines & safety gear. Raritan flush mounted manual bilge pump. Shore power cord; hose; Flagstaff Wooden boat hook; Ships bell; Ensign. Located So. Dartmouth, MA. \$16,000. Contact Geoff Marshall – see full ad with photos and contact info at https://www.marshallcat.com/s/M22_1965_3_TABITHA.pdf

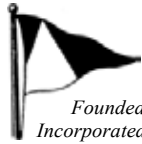


194-33. 1994 Marshall 18' Sanderling catboat. Excellent condition. 4 sails, 2 new. 4hp engine. If you race Marshall 18's in Barnegat Bay, you know "Whispurr" by her many, many wins. Wonderful classic boat, well maintained, housed and cared for every winter by a caring, professional sailboat yard. Located NJ shore. \$15,000. Contact Tom Ficarra 973-769-1557



194-34. 1973 Herreshoff America 18' catboat. Nowak and Williams builder. Completely restored 2000. 6HP Mercury 4-stroke outboard. New Garmin Chartplotter/Depthfinder. Cockpit & Sail Covers. Cockpit & V-Berth cushions. Trailer. Winter cover. Boarding ladder. 12v Electric system - Navigation and interior lights. Custom woodwork. 3-strand polyester running rigging. Health concerns require finding new caretaker for my special girl! More photos are here. Located in Westerly, RI. Asking \$10,600. Contact Don Southwick 609-290-9837 dolphindon1@cox.net





Founded 1962
Incorporated 1983

The Catboat Association Member Registration

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

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

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

If you prefer to mail this application form with your check, please send to:
Membership Secretary, 78 River Street, South Yarmouth, MA 02664
Make Checks Payable to: Catboat Association, Inc.

Name: _____ Spouse: _____

Street: _____ City: _____ ST _____ Zip: _____

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

(IMPORTANT: Please provide Zip + 4 Code)

Dates mail goes to 2nd address: _____

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

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

Catboat Name: _____ Year Built: _____

Date Purchased: _____

Homeport: _____

Former Name(s) _____

Former Owner(s): _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

Date of Application: _____

Check here if you would be interested
in volunteering.

Put any additional information
on the reverse.

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



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

<u>Item</u>	<u>Color</u>	<u>Size</u>	<u>Qty.</u>	<u>Price</u>	<u>Total</u>
NEW !! Engraved Rocks Glass 8 oz				\$18.00	
Oval CBA Stickers				\$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 \$ _____

Name
Address
City, State, Zip
Phone

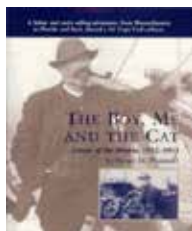
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? mary.crain@catboats.org; 508 758-8081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



Buckrammer's Tales



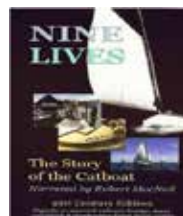
The Boy, Me and the Cat



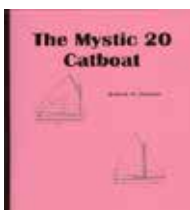
The Catboat and How to Sail Her



The Catboat Era in Newport



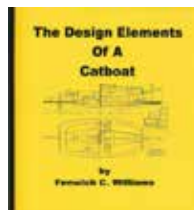
Nine Lives DVD



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	
Shipping and Handling: \$4 for EACH item.*			
ORDER TOTAL			

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

Name : _____
 Address: _____

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

Scuttlebutt

Membership Renewals

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

CBA Mailings

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

Want to Do More?

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

CBA Website

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

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

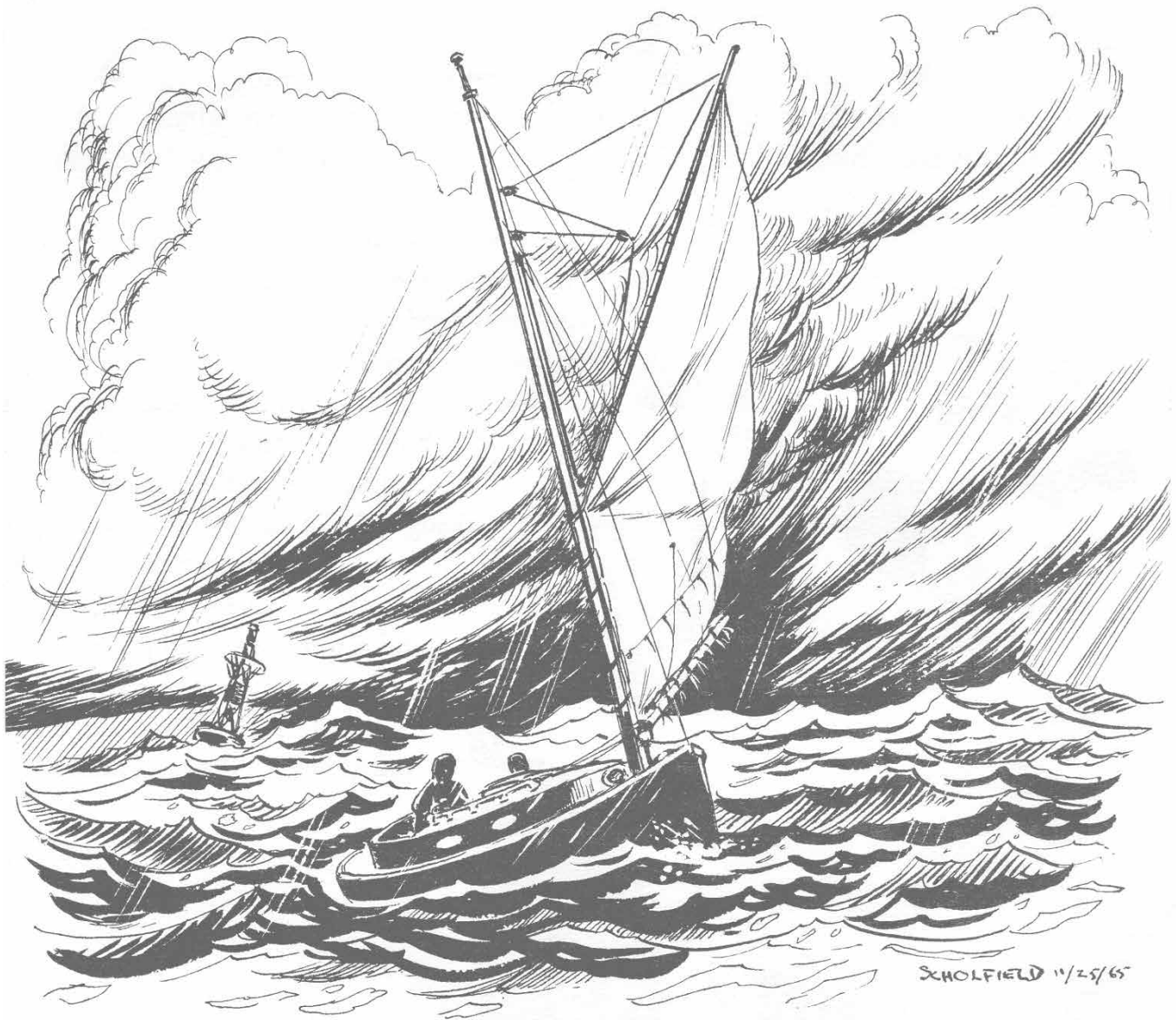
CBA Membership Secretary
78 River Street, South Yarmouth, MA 02664
membership@catboats.org

Feedback and Letters to the Editor

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

And don't toss that Bulletin!

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



ON THE BACK COVER

Tom Sieniewicz's oil sketch of his 1957 Concordia Beetle Cat, *Pequod*.

Sadly, after sitting on her Maine mooring for four months in 2023 *Pequod* had not swelled up. The local boatyard folks gently explained that it might be time to retire his boyhood boat.

This winter, Tom stripped her of some parts and her rig and ordered a new hull from Beetle Inc. An April launch date is anticipated.

