



Next Events

Great Whitehall Bay Race and Rendezvous –Labor Day Weekend CALLING ALL CATS! By Butch Miller

The 21st running of the Great Whitehall Bay Catboat Race and Rendezvous is only three weeks out and preparations for another great event are underway. The event takes place at the Providence Yacht Club in Annapolis on Labor Day weekend. Caroline Hoover, our most gracious hostess, has been working closely with the new, more attentive club manager and has arranged for use of the clubhouse, showers, grounds and pool again this year. There will also be slips available and a paved launching ramp and parking for the trailer sailors. Thank you, Caroline.

Sail-in is on Saturday September 3rd. Sunday will begin with the Captains meeting and coffee at 9:30 with the race start around 11 or so depending. We plan to use the two race format as in the past two years. The afternoon's events will begin with opening of the Hoover Mars & Tonic bar at 3:00 followed immediately by the award ceremony and the presentation of the Capt. Bill Hoover Perpetual trophy. Then we'll ease into the Pot-Luck around 4:00 be held in the Clubhouse of the Providence Yacht Club.

Please let us know if you plan to join us as soon as possible so we can better plan for a great event.

Caroline Hoover is the contact for the shore-side events. So please contact her regarding Pot-Luck contributions. Her phone number is 410-757-0530, email – seahoover@msn.com. If you are unable to reach Caroline, please contact Denise Miller at 410-643-6569 or dlmiller307@gmail.com.

Butch Miller is the contact for the boat related activities so please contact him regarding the race, dockage or parking. The number of slips and parking spaces varies so please make arrangements

with him for a spot. His phone number is 410-271-2540, email – anmiller03@aol.com. He will be at the club docks starting Saturday noon to welcome you.

Providence Yacht Club is on Mill Creek at N 38 59.81, W 76 27.46 or thereabouts, just past and to the south of Whitehall bay. By car, get to the NW end of the Naval Academy bridge on Rt 450, turn east at the light Rt 468, Greenbury Point rd, then left onto Providence Rd, then right into the club entrance. There is a sign at the entrance but it's small. The marina is past the clubhouse, to the right and down the hill.

We are looking forward to a great weekend and hope to see you there.

Prospect Bay Catboat Race , Saturday September 10

The Saturday following the Great Whitehall event is the Catboat race and Rendezvous at the head of Eastern Bay between Kent Island and the Eastern shore. Hosts are Roger and Jill Compton [410-8276019]. Please call and let them know what boats and how many people to expect. They would also appreciate hearing what you anticipate contributing to the potluck after the race.

There is a good public ramp for launching trailerable boats under the Route 50 bridge across Kent Narrows. However you will then have to go under the drawbridge just adjacent to the high bridge. If you have a small, light boat there is a shallow ramp in the Prospect Bay community which is closer to the race and on the proper side of the drawbridge. The ramp is a private community ramp. Please call Butch Miller, 410-271-2540, email – anmiller03@aol.com for instructions for its use. The race begins on Saturday at 1:00 PM. Historically this is when the wind materializes after a morning of calm. Look for the Kodiak Pursuit power boat, **Modulation**,

with a green sunshade which serves as start/ finish line. We will be using our highly visible marks on this course so no one should get lost. After the race the fleet adjourns to the Compton's dock for the evening of good food, suitable beverages, swapping excuses and the awards. This is the last competitive event of the season which culminates in calculating the standings for the W.I. Tuttle perpetual trophy for the boat and crew with the best overall racing record. In addition there will be separate awards for the race.

Other Events of interest to Chesapeake Catboaters.

CTSA Old Salt Race Sunday September 11. A CTSA event

Meet in the Miles River to race back to the Western Shore off South River. You will be going home that way anyway so enjoy the trip with a very informal race against other traditional non Catboat types. The Old Salt race begins adjacent to buoy N"8" in the Miles River. Race committee is **Interlude** [Cell phone 410-353-1201]. Let them know who you are if you are planning to race. The race ends at the flashing (2+1) Red day mark off Saunder's Point. There may not be a committee boat there so be prepared to take your own time. Awards will be presented at the CTSA Winter meeting to be announced in a later newsletter.

St. Michaels Maritime Museum Small Craft Festival and rendezvous.

Saturday October 1 from 10 AM to 5 PM at the Chesapeake Bay Maritime Museum in St Michaels. Amateur and professional builders of small craft of all types will be displaying their projects and their craftsmanship on the Museum grounds. There are activities for children and presentations of sailing activities elsewhere. Museum admission will be charged. Hosts David and Maryanne Bevan offer a spot at their summer place in the Perry Cabin community fronting Fog Cove adjacent to the museum. Catboaters usually sail to the festival, anchor in Fog Cove and take the water taxi to the dock at Perry Cabin for an evening potluck meal and gam. No race, just a very pleasant opportunity to enjoy the Fall weather, get together and check out some really neat boats.

Downrigging in Chestertown

October 27 through 30 at the harbor in Chestertown nearly all the tall ships in the Bay region will be on display for boarding (free) and for sailing on (for a fee). Check the website www.sultanaprojects.org for schedules and costs. Our own **Shoveller** will be the featured Catboat on exhibit this year. Last year it was **Silent Maid**. The atmosphere at Downrigging is like a cross between a huge block party and a county fair with a nautical theme. This year Downrigging does not conflict with Halloween.

Past Events

Patuxent Shootout 2011 by Steve Flesner

The Shootout fleet began arriving at the Chesapeake Marine Museum Basin on Saturday the 2nd of July in the afternoon - under a blazing sun. Steve Flesner on **Scotty**, Commodore Marc Cruder (Without Portfolio) and John Brown (OS) on **Wanderer**, along with Mike and Tristen Crawford, and Rich McLaughlin on **Shoveller** were the first to arrive. That evening, several other local members who would be racing joined them at the Ruddy Duck Restaurant for refreshments (read beer). In attendance were Butler Smythe of **Caerulean III**, Al Suydam of **Rejoice** and Butch

Attack of the New Jersey pirates. Commodore Cruder waves his high tech inflatable Saracen scimitar confirming a side of his nature we have long suspected.



Garren along with his grandson Scott of **Whiskers**. It had been a long day in the sun, especially for **Shoveller** who made the trip down from Rock Hall. The Ruddy Duck pub was a wise choice for an easy dinner, its microbrew beer and the much appreciated air conditioning! Lois Flesner, Nan Suydam and Karen Garren joined for a delicious dinner which included a "biker burger" and pizzas that got high marks from Commodore Cruder's New Jersey taste buds! After dinner some adjourned to Shoveller's cockpit for Gosling's Gold Rum and Reed's Ginger Beer (a partly cloudy vs. a dark and stormy) as well as the puffing of stogies to keep the bugs away!

On Sunday (the 3rd), a cooling light rain awakened those who had slept in the cockpit. It soon ended and the sun promptly followed turning to a "bake lightly" in just a few hours. Prior to the Captain's meeting Ken Spring arrived in **Carole Anne**, a wood MacKenzie Cuttyhunk 26 who would admirably serve as the committee boat. The race committee chair (Butler Smythe) briefed the fleet of six at the captain's meeting held under the cooling shadow of the Drum Point Lighthouse at the Chesapeake Marine Museum. His first request to Ken (working race committee starter) was to make sure he anchored well and left plenty of room for racers to tack if necessary on the line. Since we had no idea what the wind would really be like, the instructions would help ensure room for some boats large turning circles with little to no wind. He performed that job admirably throughout the long race and for a first timer did a perfect job. The race was scheduled to start at 1:00 pm but before the boats headed out Commodore Cruder fulfilled what he claimed was his daughter Noelle's wish by donning red pants, an Americanish bandanna and a blowup sword he had received for Father's Day. As sometimes happens, she was late to get to Solomons and missed the boat and the start.

Race Summary

Scotty had taken on Tristen (13) as crew. Mutiny followed just after the start and Capt. Steve relinquished command to Tristen who had one goal in mind, to beat **Shoveller**! Looking back, it may have been a short sighted goal as he did beat **Shoveller**, but forgot about the other 4 boats. Lesson learned next time – beat the rest of the

fleet! A word from Capt. Steve "Tristen did a heck of a job, knows how to handle **Scotty** and based on having passed geometry to determine tacking points, will prove to be a real adversary when he gets his own catboat. And to answer his ever persistent question, yes, we still would not have done any better than 4th had you not bound and gagged me"!

The long course (picked because of the wind speed) was approximately 6.5 miles – starting off the Solomons boardwalk, across the river to the Navy sailing Basin and out to a green day mark just south of Drum Point itself and return. Given the wind and tacking required, the course would take a bit over 2 hours – for some. Though **Caerulean III** (Menger 23) had a purrfect start, she was passed by **Whiskers** and **Rejoice** (Nonsuch 22s) before the first mark as the wind established its routine for the day of being fluky and sometimes erratic (i.e. light). Even **Scotty**, the Marshall 15 with Tristen and Steve caught up. After **Shoveller** rounded the first mark (winds were not helping) Ken retrieved the mark and got back to his position on the line enjoying the hot sun and bouncing wakes of passing power boats – big and small.

The second leg was very interesting as some chose to maintain a tight course on the wind while others chose to ease their course for more boat speed. Some wondered just where they were actually going. For some the choice to try and get speed was not the right one as the day's wind failed later that afternoon leaving the last two boats fighting to cross the line. **Whiskers**, **Rejoice** and **Caerulean III** chose the straighter line, which then became a battle between the two Nonsuch's, and for a short time the Menger 23. Marc Cruder on **Wanderer** chose boat speed and closed on **Caerulean III** when closer to the mark starting a short tacking duel that could not catch the two Nonsuch's that had already rounded the second mark and were off on their downwind leg to the finish.

Caerulean III rounded the mark a little ahead of **Wanderer** but on the last leg (downwind) pulled ahead by about 100 – 200 yards. **Scotty** and **Shoveller**, who had headed off the wind, did not fare as well ending up getting caught in the lighter winds that started to affect the later finishers.



The winners display their trophies in front of the museum light house.

Whiskers established a commanding lead to the finish over **Rejoice** and finished out of sight of **Caerulean III** as it cleared the red day mark off Solomons to head to the finish. The end of the island blocked the finish from view until clearing the day mark and gave more variety to the course as most had to jibe to make the finish line. First across the line was **Whiskers** followed by **Rejoice** and **Caerulean III** further behind that was **Wanderer** who was the next to finish. **Scotty** and then **Shoveller**, after dislodging a crab pot, crossed the line.

While the crossing of the line and the distances involved may have appeared an easy means of accounting for actual place positions, the corrected times proved something different and the Results follow. Thanks to all for participating and the wind that wasn't so bad this year.

The Results:

Place	Skipper	Boat
1	Marc Cruder	<i>Wanderer</i>
2	Butch Garren	<i>Whiskers</i>
3	Butler Smythe	<i>Caerulean III</i>

- Menger 23
- 4 Steve Flesner *Scotty*
- Marshall 15
- 5 Alan Suydam *Rejoice*
- Nonsuch 22
- 6 Mike Crawford *Shoveller*
- Fenwick Williams 25

Butch and Denise Miller along with their daughter Jenna arrived just after the start and had plenty of time to critique the "cat fight" at the start of the race from shore. An emergency call was received by Butch to ice down the drinks so when the hot, pooped out fleet arrived, cold beer would greet them...along with their wives of course!

Wanderer arrived outside the museum basin and to the amazement of those museum visitors waiting to go out on the log built **WM. B. Tennyson**, a buy boat, this guy in red pajama bottoms with an inflatable sword was dancing on the bowsprit giving his best rendition of Johnny Depp, much to the joy of his daughter! The CCBA will have a bit of explaining to do to the museum staff if we are invited back! Actually Noelle (source of the pirate gear as a Father's Day present) thought he was pretty cool and I guess if your college aged daughter approves of your get up, it's worth it! We did not ask Debbie Cruder what she thought. I think she was trying to hide!

Nan Suydam, Karen Garren, Lois Flesner, Carole Purcell and Maria Smythe arrived bearing pot luck goodies. After a few liquid refreshments and telling lies about the race, we feasted on a variety of dishes ranging from lumpia to rock fish bites, multiple veggie dishes and Mei's special Kam ba chicken (it very, very hot?!). Finally, after consuming great quantities of food and drink we were faced with a daunting challenge how to finish off dessert which consisted of two Smith Island cakes - chocolate peanut butter and orange. After our enjoyable cruise to Smith Island, Steve decided to contribute to their economy and ordered the cakes made by the "cake lady." He picked them up at the dock when the Smith Island Ferry arrived on Saturday afternoon. Nothing but the best for catboat folks! One of the deck hands offered a word of advice that any nutritionist would agree with - he has a warm slice every morning for breakfast. Amazing, we didn't see a

dentist office on Smith Island, I see this as an employment opportunity!

Knowing that **Wanderer** and **Shoveller** had miles to go the following day, they were provisioned with left over's and slices of Smith Island cake. Both got a 0 dark 30 start and by the time Steve arrived to take **Scotty** home, the boat basin was empty of cats and another Shootout sailing away! Marc and John did report to Steve that yes, the deck hand was right on, a slice of Smith Island cake at 0500 is a great way to shove off on a return voyage! Maybe those islanders know something we don't!

My thanks go out to the Shootout crew: Al Suydam, Butler Smythe and Butch Garren (who made the trophies) for the group effort and of course to their spouses: Nan, Maria, Karen and mine - Lois for all their help. Also, many thanks to Ken Spring! Herding cats is always a team effort!

PS - On August 21st Commodore Marc sent the Museum a letter of thanks and a contribution to the Museum from the CCBA expressing the hope that they will consider us for next year.

Corsica River Yacht Club Annual Regatta.

by Marc Cruder

This year the CRYC hosted the event at their newly completed facility at Ship Point on the Corsica River. In addition to changes in the venue and facilities the CRYC has made improvements to their web site so that online registration is now possible. It was hot...but a good tune-up as always. This was their 70th Annual Regatta on July 23rd and 24th, finally returning the event to their Ship Point facility directly on the Corsica River. Arguably the hottest weekend of the summer with a record temperature of 104 degrees on Friday "get to the race" day, attendance was markedly down in all classes but three catboats arrived to ensure the "ponderous" class raced. **Wanderer** (Wittholz 25) and crew motorsailed

seven hours before heaving to at the Rock Hall Yacht Club, three miles west of the race venue on the other side of the Chester River. Reaching the end of our capabilities to regulate body temperature, we were the guests of Rich McLaughlin and Mike Crawford. Mike brought **Shoveller** (Fenwick Williams 25) around from Grays Inn Creek to be the second participant at Corsica the next day. The facilities at Rock Hall Yacht club included much appreciated air conditioned shower facilities, that started the cool down process on the way to the club facilities run by Joy, the resident bar maid, who "refreshed" us further with mandatory ice water soaked bar rags to wrap around our necks while she prepared

frozen libatious concoctions to adjust our attitudes once we were hydrated again. We were later joined by CCBA members and past Rock Hall Yacht Club Commodores Don and Mary Dunn as we continued to enjoy the air conditioned surrounds while sampling the well executed and reasonably priced fare from the kitchen. Suffice it to say seafood salad sandwiches and crab cakes went a long way to restoring our energy and getting us focused for racing the next day.

We anchored out for the night and slept on deck, getting an early start the next morning before the sun got too high. At Ship Point we were joined by CBA member Ben Heilman in

Mistofelees (Marshall 15), being sailed this year by his grand daughter Emma and crew. So it was the battle of the 25's and the 15. We enjoyed 5-8 kt winds with no noticeable influence from the tide at the mouth of the Corsica, a usual characteristic of this regatta when held off Conquest Beach requiring local knowledge. The race committee challenged us with an interesting course of windward, leeward thru a gate of marks with optional left or right turn, then finishing to windward. The big boats dominated the first day of four races, but **Mistofelees** was onto us by the third race. She finally showed the speed Marshall 15's are known for with light winds and the



Hot head, cool feet.
Temperature control through averaging.



Relative sizes of the boats. See why they call us ponderous!

highest CCBA handicap further working on her side.

Saturday evening's festivities included live blue grass music and traditional Eastern Shore cook-out focused around the 4 C's...chicken, corn on the cob, cole slaw and cantelope. CCBA members who left their boats home to duck the heat, joined us in person for dinner including David Bleil and Jim Ohlmacher of **Gull** (Mystic 20+) as well as Denise and Butch Miller of **Dusty** (Marshall 18). Although the beer truck was on the premises, **Gull's** crew supplied Dark and Stormies in true CCBA tradition and a good time was had by all. While the heat stayed with us, it was tapering off with each passing hour. The big cats were rafted up and another pleasant night in the cockpit with a nice breeze and no insects allowed us to rest.

Although we could have used the mid-sized cats to round out the field, it was great overall racing with clean starts and all finishing with no protests or mishaps with the other racing classes. There was one second call of "starboard" which kept a few Comets from becoming splinters in way of **Wanderer's** cockpit, but all in all a good two days. Emma took her place on behalf of Corscia River Yacht Club and continued her lead on Sunday. While the big boats almost came close a few times as the wind piped up to a blistering 10 knots, it simply wasn't enough and on balance we just couldn't catch her. With **Mistofelees** taking first for both races on Sunday, their first place finish CCBA News Page 6 over six races was secured.

Wanderer took second place honors and **Shoveller** rounded out the field in third. Not surprisingly and handicaps aside; as wind speed picks up, the heavier boats do better and as wind speed drops, the big boats slow down first.

Wanderer left from the race course getting a jump on the gathering thunderstorms while the rest gathered for awards. Poking in and out of weather, we shaved a half hour off our transit time home to 6.5 hours. Another great weekend on the water and well worth it on all counts. Friday night at Rock Hall Yacht Club was also a keeper.

News of Members and new members

Newest members – David Speight and Sarah Favroa sailing a Legnos Catboat **May Fly** a Mystiv River Cat from Severna Park, MD.

Richard Rogers reports that “We just dropped our boat at our daughters on our way back from Arey's Pond. We had 89 boats in the race and we finished 20th overall and 16 seconds out of 3rd, in our class, which was the biggest class in the race.” He plans to show us how it is done at the Great Whitehall Bay race.

Dave Park has completed the restoration of the **Sarah K** and has been sailing on the Wye River this month. He says that the boat sails fine and does not leak a drop now that all the holes are plugged. He may have to wait a few months



Dave Park and Butch Miller re-rigging **Sarah K** after a mid-season change of blocks.

before reporting on the performance of the "Ice-breaker" bow.

From Deborah Keir -

I've decided that I need to sell my HandyCat and wanted to let you all know first before I list her. If anyone is interested, please let me know (301-855-6413) or Deborah@keirassociates.com . As much as I love sailing and have truly loved having this boat, I just can't seem to find time to sail. I doubt that I will even get to sail one time this year. I would much rather that someone who can make better use of **Patience** have her.