

CHESAPEAKE CATBOAT NEWS

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Round Bay Race Starts the Season off right

Seven boats gathered for the first event of the season off the Linstead pier on Saturday May 27th at a little after Noon. Several boats had come over from the Eastern Shore the day before in spite of the threatening weather and even more threatening weather forecast of strong winds and thunder storms, which fortunately did not materialize. Gull and Pert spent the night in Manderes Creek in amongst thick beds of bay grasses. The day of the race, boats arrived from all directions and degrees of preparation. In a previous year's race, Melvil's Mouser did not make the race because I was still getting the sail on. This year, Yankee went one better and arrived at the skipper's meeting without sail on and still managed to complete the last minute rigging in time for the start of the race. Now that's organization! Yankee was sailed by her new owner Richard Templeton and friend. It was their first race and first sail of the year.

The race course started in front of the pier and went to the first race marker up river, then South along the edge of Round Bay to a mark off of the Sherwood pier. Except for the initial mark the race down to the bottom of Round Bay was a

run. It was remarkable how closely grouped all the boats remained until the turn to windward just off the Sherwood Forest Pier. Then Anna began to open up the distance from the rest of the fleet and did so even though the entire family was on board. Actually it was rapidly becoming one of those days where there was no possibility of too much ballast as the wind built up to a steady 16 knots. A turning mark close into a mooring area gave the boats some serious practice in trying to find the mark in the midst of lots of visual clutter. All found and rounded the mark, although not necessarily on the first try.

After the finish there was a group decision to stay and cook out at the Lindstead beach and pier rather than to do a waterborne raft/barbecue in a nearby creek. A copy of

A field of Catboats on a breezy day. Photo by Steve Flesner



the Hoover/Dunn handicap numbers was provided by Dave Morrow which was essential because Don Dunn was not able to make the event and he is the official calculator of boat standings. As it turned out the handicap calculations did not change the order of finish for any of the boats.

First Place to Dave Morrow and family in *Anna*, Marshall Sanderling
Second Place to David Bleil and Jim Ohlmacher in *Gull*, Mystic 20+
Third Place to Dave Park in *Pert*, Hermann 17
Fourth Place to Marc Cruder in *Wanderer* Wittholz 25
Fifth Place to Butch Miller in *Dusty* Marshall 18
Sixth Place to Peter Teeling in *Finest Kind* Marshall 18
Seventh Place to Richard Templeton in *Yankee* Herreshoff 18

It was a great event and probably the most manageable wind we've had at a Round Bay event in some years.

Photos have been posted on the website of the winners at Round Bay with Host Stefan: Perpetual trophy flag to the Morrow Family in *ANNA*,

Cats to the Flats

The annual long cruise is now complete. Marc Cruder's comprehensive cruise compendium will be printed in the next issue. With the participation of seven boats it was a pleasant venture into the shallow waters Catboats are designed for. Actually, shallower in some places that Catboats were designed for. The fleet gathered the first night in quiet Cornfield Creek because the initial plan, the undiscovered Broad Creek, was the site of a massive rip-roaring party. The entrance into the Magothy on a breezy Sunday afternoon was similar in

many respects to the Beltway at rush hour with two way traffic. The exit Monday was a world of difference. Brisk winds from the South made for record speeds up the Bay to Still Pond where tucked in behind the Coast Guard station. Pert again showed remarkable speed with a following wind and mostly favorable current with everyone else playing catch-up until *Caerulean* emerged from the haze and passed every one.

In Still Pond we began to encounter the shallow weedy waters and the reoccurring thunderstorms which were to become the hallmark of the remainder of the trip. It rained so hard that night that a vulture in the trees then next morning was hanging his wings out to dry. The next day's run brought the fleet into Harve de Grace City Marina, which thanks to Marc Cruder's pre-arrangement, had slips available for everyone on the same pier. The showers were clean and welcome. The marina had ice and fuel. It also had a soft mud shoal which I managed to find instantly. Getting off took longer. Dinner that night was at the Tidewater Inn overlooking the mouth of the Susquehanna River. The following day a selected subset of boats powered under the bridges and motor-sailed up to the head of navigation at Port Deposit. Lunch was at a restaurant with floating docks still showing the effects of a truck which had launched itself into the river last year, not managing to clear the docks.

Wednesday night was spent back at Harve de Grace where we succeeded in cleaning out the entire marina ice supply before departing the next day into a spectacular thunderstorm. Most of the fleet was proceeding on the motor. After the storm passed the weather cleared up. It was at this point that *Gull*'s engine started frothing from the joint between the crank case and the transmission and was shut down. By that the other boats had hoisted sail and sailed the rest of the way to Tim's Creek, a scenic



Dave Park tucks in a reef on Pert. Slickers and reefs were the order of the day on the way home. Photo by David Bleil

pond separated from Worton Creek by a sand bar awash at high tide. That night another thunder storm passed overhead and the weather forecast was for more of the same.

Thursday, with no engine and no prospects of getting through the drawbridge at Kent Narrows under sail on head wind, Gull accepted Don Dun's offer of a tow from Granmary. This was handled with skill and efficiency. Clearly Capt. Don and Chief Engineer John Brown have done this before. Everyone arrived home safely but with many anxious glances at an increasingly threatening sky.

Full details to follow from Marc Cruder
dfbleil Gull

Southern Bay News

Greetings from down the bay. We also will have our annual cruise from June 16th thru July 2nd. We start by joining up at Hampton Yacht Club for Friday evening

and then proceed across the bay to a friend's place 5 miles north of Cape Charles. After that it becomes more or less a "broad reach" itinerary with generally defined destinations. Maybe this year we'll do Onancock (the currents look favorable) Then we'll probably get up to Reedville and the Great Wicomico, spend a few days in the creeks of Fleets Bay, meander up the Rapahannock and Corrotomon Rivers, spend time in the Piankatank and later Mobjeck Bay before stopping off again at Hampton Yacht club for the last night before returning home. We'll have three HA18's and expect to be accompanied by others in some power boats (who can carry the ice and brew). We had 4 HA18's in a regatta here over Memorial Day and finished up the weekend with a cruise to Smithfield Station off the James River. All told we now can muster 7 HA18's in Hampton Roads. We actually had all of them participate in the annual Crab Regatta at the famous Rebel Marina last July.

So enjoy your trip and we'll look to eventually rejoining you should your migratory plans come this way one year.

Smooth sailing, Tom Smith

Editor's Note:

We are planning to head South to Deal Island and the lower Nanticoke River next Summer so there should be no practical reason for the Southern Bay Cats joining up. I would love to see that many Herreshoff's in one place. Perhaps someone from the group will send me a writeup of how the cruise actually went and also notes of the Crab Regatta. Who participated and who won. Please! I will put it in the newsletter.

Patuxent River Shoot out held Sunday Afternoon July 2nd.

In a move to make the race easier to get to for the Annapolis area boats the first ever

Patuxent River Shoot-out was held off the mouth of St. Leonard's Creek on the afternoon of Sunday July 2nd. This allowed a day and a half for boats coming from the Annapolis area to reach the Patuxent, which turned out to be a good decision as the final participation reached seven participants and one Catboat spectator. A couple of boats spent the night on the Little Choptank, probably in Slaughter Creek Saturday night and be at the start for the race on Sunday. The race conditions looked somewhat iffy that morning with winds between light and nothing in St. Leonard's Creek. Once out on the river however there was enough wind to make the race exciting and not enough to make it dangerous. There were pick-up crews in abundance and all found a boat to sail on. Howard Hoover sailed with Doug Oiler in Comfort, David Bleil joined Ned Sprague in Scaredy Cat while Butch Miller was joined by wife Denise and son Eric. Richard McLaughlin and son Wade, were able to borrow a boat Steve's Marshall 15, Scotty which they promptly beamed up to second place.

A triangular course with an out and back leg at the end was set out using navigation marks for two corners and the committee boat for the third mark and start/finish line. The race committee consisted of Steve Flesner, Stefan Marculewicz and a case of beer, which was needed in the heat. From the first leg to the last Caerulean III led the way which was good for the rest of us because he was easier to see than the committee boat. Along the route the fleet was shadowed by a Herrshoff America with the distinctive flag sail, doing a

supurb job of keeping up with the racers. We later met the owners as they came to the potluck after the race. Ned Sprague sailed his first race in his new to him, Marshall 18.

The potluck gathering was held at the Flesner's house Sunday evening around 4:00 PM at the Flesner residence near Saint Leonard, MD. As in the past the Steve and Lois's neighbors have welcomed us at their adjacent docks. We also borrowed some tables and chairs from next door and enjoyed a pleasant, bug free evening of good food and beverages. Steve cranked through the handicap numbers and presented trophies to the top three boats.

The Results

Place	Skipper	Boat	Design
1.	Butler Smythe	Caerulean III	Menger 23
2.	Rich McLaughlin	Scotty	Marshall 15
3.	Butch Miller	Dusty	Marshall 18
4.	Marc Cruder	Wanderer	Wittholtz 25
5.	Jeanne Griffin	Heron	Marshall 22
6.	Ned Sprague	Scaredy Cat	Marshall 18
7.	Doug Oeller	Comfort	Marsh Cat 15

Claire Murray Gallery makes donation to the Chesapeake Catboat Association



Winners of the Patuxent River Shootout from right to left; Butler Smythe--First Place, Robert McLaughlin and son Wade --second place, Butch Miller and son Eric -- third place. Photo by Marc Cruder

Nantucket artist Claire Murray is opening an outlet on Main Street in Annapolis. As part of their effort to increase public awareness of their offerings they have donated one of their Catboat Carpets to be a trophy for one of our events. Their catalog notes that “these charming Catboat carpets are in memory of the many antique Catboats destroyed in a local boatyard fire.” (the Crosby yard, I believe) “Inspired by this time-honored design Claire has captured their beauty and charm as they skim over the sparkling harbor waters on a bright sunny day.” The gallery has other nautical motif rugs as well. If you are looking for a nautical (but nice) accent for your home decoration please check out the offerings at the Claire Murray gallery.

Upcoming events

The next event on the schedule is the race series held by the Corsica River Yacht Club at Conquest Beach on the

Chester River just upstream from the mouth of the Corsica River. In this event we participate as a class as a guest of the CRYC amongst several other classes of boats. Each class has their own start thankfully. This is not Chesapeake Appreciation Days—this is a superbly organized event. Therefore there will be a few departures from our usual laid back approach. Every boat must have a number, either on the sail or on a placard clearly visible on the Port side of the cabin. White cardboard and a magic marker will work if the numbering is heavy enough to be read at a distance. Boats must register and preregistration is advisable. Registration for our class is \$25.00 per boat. You can get to a printable (or on line) registration form through the CRYC.org website. Thanks to Butler, there is a link to that website from Chesapeakecatboats.org. One click and you are there.

The event features a barbecue chicken dinner at the pavilion Saturday night. Preregistration for the dinner is required, an



Marc Cruder shows his square rigger honed style as he throws the boom across at the jibe mark on *Wanderer*. Photo by Steve Flesner

additional \$15.00 per person which is not included in the boat registration. Beer truck tickets are also extra but reasonable. Dinner registrations can also be made through the website. IF ordered on Saturday morning before the

skippers meeting, ice can be delivered to the park on Sunday for the trip home. There is a local bluegrass band which performs during

dinner and a DJ dance setup after dinner when the tables are cleared away. Many shore support folks come for the dinner and music. Driving directions also on the website but remember even if you are driving there advance purchase of the dinners are required.

CCBA contact person for this event is Dave Park at 410-827-0202 for additional information. He probably has no idea what numbers other boats are using.

September 2-3 Bill Hoover Memorial Race at Whitehall Bay. Pot luck dinner at the Providence Yacht Club club house and presentation of the Hoover Perpetual trophy. The race is scheduled for Sunday the 3rd. Monday is a holiday so there will be plenty of time to get to and from Whitehall Bay. This will be one not to miss. More details before the event. Coordinator for this event is David Morrow, phone 410-757-1060. As always please let the Morrows know who will attend and what you prefer to contribute to the pot luck.

Friday September 8. Old Salt Race from Saunders Point off South River to Buoy 8, Miles River with the possibility of a Bay Folk tunes concert on the Wye River the following day. David Bleil coordinator for this CTSA event

Saturday September 9th (the following day) The Prospect Bay Catboat race. Start approximately 3:00 PM off of the mouth of Greenwood Creek. Hosts Roger and Jill Compton will be on hand in their committee boat to lay out a challenging course and to start and record the race. Pot luck dinner on the Compton's newly renovated deck Saturday night. The W.I. Tuttle perpetual trophy will be awarded for the best overall sailing performance this season. Dock space may be a little tight this season due to changes in ownership of adjacent docks but we will squeeze everybody in. We've done it before. Contact Jill and Roger

Compton 410-827-6019 before the event to give them a head count and pot luck contribution notice.

Saturday September 30. Small Craft Festival at the St. Michaels Maritime museum and evening gam at the house of David and Marryanne Bevin at Perry Cabin. Last year was the first organized attempt. One of the nice features of the St. Michaels harbor is the launch service which will pick you up from an anchored boat and deliver you back there again on call from VHF or cell phone. The woodworking on display is spectacular. Details in the next newsletter. Dave Park event coordinator

October 7-8 Wye River Wild Goose Chase overnight raft and exploration of the mysteries of waterfowl migration plus a toast or two to the approaching haulout and maintenance season. David Bleil coordinator.

October 22 Dean Worcester Memorial Cup Race. This is another CTSA race which starts south of the Bay Bridge off Whitehall Bay south toward Bloody Point, to Thomas Point and back. Historically this has been a wild weather event which the bigger boats thoroughly enjoy.

Tech Notes

Ethanol in gasoline could pose some problems for boaters according to published reports. This does not apply to diesel fuel. Nearly every gas station and fuel dock has by now switched from gasoline with MTBE as an oxidant to ethanol at 10 percent by volume. This mixture should perform properly as fuel in unmodified gasoline engines. There is also a "gasahol" or E85 gasoline being offered at some gas stations which does require modifications to the engine to handle it.

There are two potential problems with boats. One of these is water in the fuel tank. Gasoline does not mix with water and the water in the tank, from condensation or

leakage, settles to the bottom of the tank in a separate layer. Ethanol will dissolve in the water and if there is sufficient water present will migrate into the lower layer thus reducing the octane rating of the gasoline resulting in problems of rough operation and possible engine damage. The ethanol mix will also act as a cleaning agent which will suspend sludge present in the tank in the gasoline. The mix has also been found to clean the scale off of storage tank walls. Gas stations and marinas have been recommended to have their storage tanks professionally cleaned and descaled. Filters of 10 micron or less are recommended between the tank and the delivery nozzle. These filters should be changed every few weeks for the first few months. BOAT-US is recommending 3 micron filters. There have been several reports of engine damage and tank damage reported to BOAT-US. If you have a fiberglass fuel tank in your boat you may need to consider a replacement.

News of Members and New Members

Flesner's took a trip to Florida to look at boats. The following is excerpted from his emails.

From your roving reporter...you can run but you can't hide! Lois and I are in catboat country. We were driving over a bridge between Ft. Myers and Cape Coral and I spotted an AC 24 under sail. I had a hunch who it was and after we had lunch my brother drove us around the area and we found ourselves at the Cape Coral marina...and there sat the AC 24! I went down to the slip and called for a "catboat guy"....and out popped....Steve Luda! We introduced ourselves and I told him when I saw

the AC, I figured it must be him. Talked catboats for a few minutes and he said to say hello to you. Small world sometimes. He knows the guy who has the Brewer 25...said it was a knockoff and does have a centerboard. The owner has been in touch with Ted Brewer for some info. Also mentioned that the guy (forgot his name) who looked at Pelican last year...who is from this area...is going up to MD to look at Liz's AC.

Checked out a Wilkinson 22 in Washington, NC on the way down...it used to be on the Hudson River. Will look at another one later this week outside of Ruskin, FL as we start for home.....just looking and taking pictures.

Watched the sunset from Rich and Chris McLaughlin's condo last night. They are down here visiting his parents, golfing, fishing, while we are hunting catboats. He offered to hook me up with a friend who hunts gators...we politely declined thinking catboats are less aggressive...though not as tasty!

Heading over to Pine Island today. It's in the 80's and we are surrounded by old people...I mean even older than us. Everyone is preparing to migrate North in a few days so stay off the highways.

Steve Flesner

New members or potential new members.

Mr. Adam Cox, Stur-Dee Cat 14.5 ft *Miss Kitty*



kept at Rock Hall, MD

Mr. Kerry O'Malley, Marshall 22 *Crabby Cat*
kept at Havre de Grace, MD

Ms Deborah Kier, Handycat *Patience*,
(pictured on the preceeding) page built 1984.
This georgous boat was reported to be
awarded as a prize. I have got to start buying
raffle tickets.

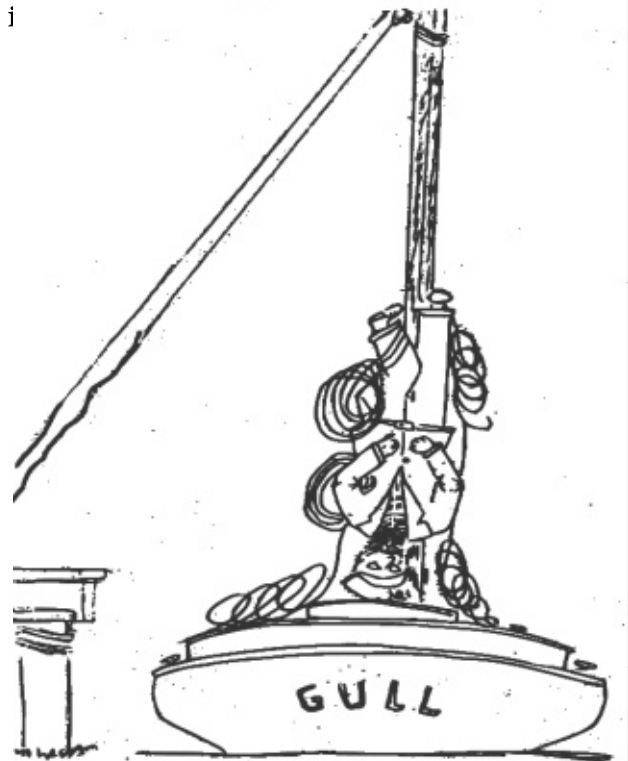
Gull's flight and plight

When *Gull* left Providence this past April
everything looked set for an active season of
participation. This was the first launch in any
capacity other than volunteer help and
volunteer help is required. Thanks to Dave
Park and Davie Morrow the boat was rigged
and ready in record time (a record for me that
is). Not without incedent however as we
discovered that the radio antenna connector
mus go in the hole before the mast is stepped
so we had to step it twice, not a trivial
exercise. Not as exciting as Dave Park's
adjacent cartoon commentary. But the mast
stepping and rigging led to an uneventful trip
across the Bay to Greenwood Creek and life
was looking pretty positive.

However the original Vire 7 inboard in *Gull*
was made in Finland by Valmet in 1976 and
has of late been showing signs of wearing out.
Even before the current episode of pumping
seawater into the transmission, it had failed in
this mode three times. Apparantly there is
sufficient wear in the shaft driving the pump
that new seals do not seal for very long. An
external raw water pump was adapted in order
to bypass the original inaccessible
waterpump. However it exceeded the capacity
of the remainder of the cooling system and
had to be removed. When the transmission
filled with water again on the cruise to the
flats it was time for unscheduled maintenance
and *Gull* was unable to participate in the first
Patuxent River Shootout. The engine is
currently out of the boat and being evaluated

for repair or replacement. More details as
they become avaiable.

We continue to grow in membership and
expand out event offerings. Never the less
the editor is always looking for news,
photos, cartoons and features for the next
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David Bleil getting a little help from his
friends to put the "Big Stick" in Gull.