

CHESAPEAKE CATBOAT NEWS

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David Bleil, Editor

Issue 2.

Website: Chesapeakecatboats.org

The CBA Meeting

Report of the Catboat Association Meeting in Newport Rhode Island. This year the weather gave us a break. There was no snow or bitter cold biting wind. The woman at the check out desk asked "Doesn't it usually snow when you have your meetings?"

We were back at the Goat Island hotel which allowed the exhibit of trailerable open boats. One of the more intriguing Catboats on display was a scale model radio controlled Catboat, the Main Coon Cat, ideal for those with really restricted waters such as municipal lakes or swimming pools.

Marc Cruder made his popular presentation on Catboat Sailing for beginners but this time the faithful crew member part was played by none other than Steve Flesner, since Matthew was engaged in academic pursuits. Somehow the organization never runs out of beginning sailors and that is a good thing.

Dave Park set up his traditional photo display with a large portion dedicated to the memory of Capt. Bill Hoover and Marc Cruder had his registry of Ted Herman's Catboats busily taking down names. One of the other exhibits focused on a long Cruise from Maine to the Chesapeake and back. Imagine my surprise to find a photo of *Pussy Foot'N* on their display, the only local Catboat they had seen on their visit. They would have seen quite a few local Catboats if the previous day's weather had not led to the first ever cancellation of the Wye Wild Goose Chase. There was lots of socialization and attendant libation. The bar tender soon learned that dark & stormys were popular and started advertising them. There was a computerized image show of CBA activities, which reminded me that we need to get the

northern bunch more photographs of our activities in electronic form. Because of inclement weather the last group dinner of the event was held in the bar of the hotel. The food was satisfactory but the unexpected number of us completely overwhelmed the staff on duty to the point that there was little correlation between the number of items consumed and the number of items on the invoice.

Report on the CCBA Annual Meeting at Wye Mills Old Wye Church.

The meeting was well attended with a total of twenty six on board, including at least 2 new members: Doug Oeller and family (*Comfort*, Joel White cold moulded 15 -open Catboat) and Lincoln Eldridge (Wittholz 29 design stretched to 32 feet - *CATALUNA*). Hosts Nancy and Dave Park had the pot luck set up and ready for the 2 pm start. The usual excess of delicious food materialized contributed by the members and their families. No one went home hungry. In fact several of us had enough left over for several more meals. One thing this group does well is eat.

The business meeting started at 3pm and was chaired by Marc Cruder. A Moment of Silence was observed for CCBA members recently crossing the bar - Capt Bill Hoover (*GULL*), Jim Wagner (*BARNEGAT*), and Robert Smith (*RIPPLE*).

The Event Calendar for the 2006 Season was reviewed and updated as follows:

- Round Bay will be held Memorial Day Weekend; Meet at Linstead Pier at 1300 on Saturday, 5/27. Race then Gam. Details to follow. Host = Stefan Marculewicz
- Long Cruise to the Susquehanna River: 6/17 - 6/25; Please confirm your attendance so slips can be arranged at Havre De Grace. The complete

cruise plan follows in this Newsletter. Host = Marc Cruder

- Patuxent River Shootout confirmed for July 4th Weekend; Cookout on Saturday night 7/1 with race on Sunday 7/2. Details to follow. Host = The Flesners/Smythe's

-Corsica River Races: 7/29, 7/30 – See link to Corsica River Yacht Club on the CCBA website for registration and food tickets – catboats must display a unique number. Coordinator: David Park

- Great Whitehall Bay Race: Carolyn Hoover has reserved the Providence Club House and will be our guest of honor for Pot Luck Dinner on 9/2.

Some slips may be available, but be prepared to dinghy in. Race in the morning on 9/3. Plans include dedication of the new Capt Bill Hoover Perpetual Trophy, a Mystic 20 working half model to be presented by Peter Legnos of Legnos Boat, Inc. Host = Dave Morrow

- Old Salt Race: CTSA Event – Friday 9/8, followed by overnight in Tilghman Creek; Details to follow. Host = David Bleil

- Prospect Bay Race: Saturday afternoon 1430 start off Greenwood Creek; Potluck to follow. Hosts = Roger and Jill Compton.

- Chesapeake Bay Maritime Museum Small Craft Festival: Saturday 10/7 – Barbecue to follow at the home of David and Maryanne Bevin in St. Michael's; Coordinator = David Park

- Wild Goose Chase: 10/14 to 10/16 on the Wye River; Coordinator = David Bleil

- Dean Worcester Memorial Trophy: CTSA Event – Open Bay Race; Sunday 10/22 confirmed with CTSA. Meet in Whitehall Creek the evening prior for a raft up. Coordinator = David Bleil

The CCBA Handicap System, its origin and the current numbers being used was explained by Don Dunn. Handouts were provided, and although there had been some new research conducted and other numbers found for some boats, the group decided to continue this season with the same numbers. Some interest was expressed in changing numbers for the Marshall 18 and opening up the gap between an outboard and inboard Marshall 18s. Capt Dunn agreed to be the Handicap Coordinator and assisted by Dave Morrow.

It is the responsibility of the event hosts to ensure their race results are calculated using the designated numbers. Numbers

will not change once the season starts without the review and approval of the Handicap Coordinator. Tables of the handicap numbers were distributed to all members for their review. If anyone who was not able to attend the meeting wishes a copy of the handicap numbers send a request to David Bleil (dfbleil@toad.net) and I will mail you one or email it if I get around to scanning the page.

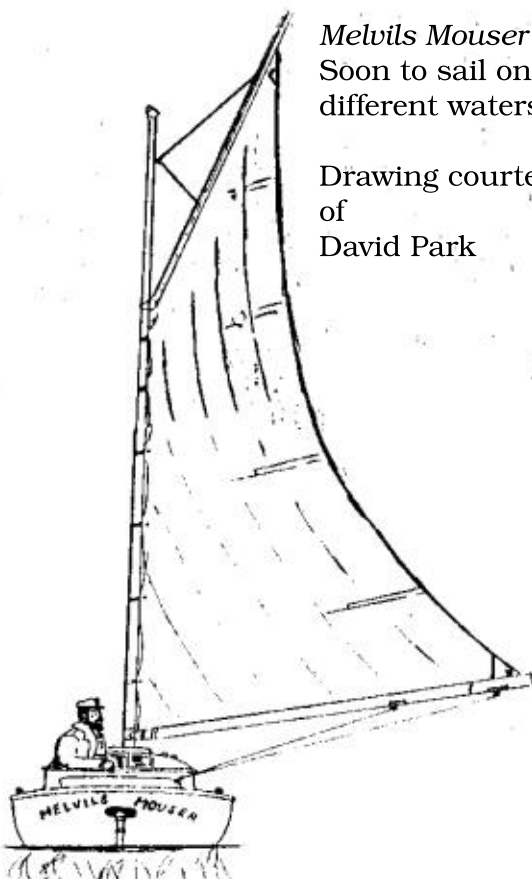
The CCBA's Organizational Needs were then discussed on the occasion of Capt Hoover's passing. Specific tasks were discussed and redistributed as follows:

- CBA Liaison (single contact): Webmaster Butler Smythe

- CCBA Event Reports to CBA: Via Webmaster Butler Smythe

-CCBA Promotions/Marketing/Spinsheet Liaison: Webmaster Butler Smythe - New member first contact: Via download of membership formed from the CCBA website, then mailed hardcopy with dues check to David Bleil.

- Race Handicap Coordinator: Don Dunn with assist by Dave Morrow



Melvils Mouser - Soon to sail on to different waters.

Drawing courtesy of David Park

- CCBA Newsletter: David Bleil. It was agreed that hard copy mailing will continue for those not participating in the electronic age. The newsletter will also be forwarded to the webmaster for posting on the CCBA website.

- Commodore Without Portfolio position, charged with herding catboats and their owners as well as keeping the general peace and running the annual meeting was assumed by Marc Cruder.

CCBA Administrative Business was then discussed by David Bleil as follows:

- Annual Dues: Were announced and collected from those present.

- Membership Roster Updates: This duty was transferred to Steve Flesner.

- CCBA Burgees: Mary Dunn reported making 12 burgees and having received payment for 10, presented the Treasurer with a check for \$100.

- New Annual Meeting Venue: David Bleil reported that the Wye Church had increased its fee for use of the Church Hall beyond the CCBA budget, and asked members to be on the look out for a more reasonably priced venue. Mary Dunn reported that her home church in Rock Hall had a facility that could be secured for a modest donation.

Closing Remarks were offered by Marc Cruder in the way of thanking all attendees new and old as well as urging everyone to get their boats in the water on time so there could be maximum attendance at the club's first event. Hearing no call for any further discussion, the business meeting was adjourned at 4:30 pm. Clean up/breakdown ensued.

Next Event - Round Bay Race May 27-28 Memorial Day Weekend

This year's CCBA kickoff event will be the Round Bay Race scheduled for Saturday, May 27, 2006. Skippers' meeting will take place at 1:00 p.m. at the end of the Linstead Pier. As in past years, we will use the Round Bay Sailing Association marks to form our course, which we promise we will

scout out before the start of the race. Also, as in past years, wet springs tend to delay the launch of boats. So far it has been dry and warm, so there should be no excuses for not making this event. Unless there is serious opposition, this year we will not be having a shore-side cookout. Instead, at the conclusion of the race, we will raft up in Menadier Cove for grog and food. Check your charts for the location. The cove is tucked back up behind St. Helena's Island. There is plenty of water for a big keeled boat like mine, so catboats should have no problem.

Being that it is Memorial Day weekend, I would not be surprised if there are going to be a larger than usual number of other boats in the cove. However, that is life on the Western Shore, and particularly on the Severn River. That said, once they leave (darkness seems to scare them off), it is a very pretty place.

As we get closer to the event, I will circulate an announcement. Please **call or email me to let me know to expect you.**

The Plan of The Final Frontier Cruise North to the Susquehanna.

INTRO: After our delightful diversion to St. Mary's City last year, the CCBA will head north again. Why the Susquehanna? Mostly because its flow is the origin of what is the Chesapeake Bay and its location marks the upper limit of navigation unless as one cruising guide noted: "you are into white water rafting." The destination is definitely less traveled and begs for a centerboarder's rendezvous. I have picked some new stops along the way to a two day stay in Havre de Grace, which will offer options shoreside as well. Here's the plan...

SUNDAY 6/18: Anchorage: CORNFIELD CREEK – Sillery Bay(Magothy River)

Plan: Initial sight for a late afternoon raft-up. This gets us moving north but not in the extreme, so our cruisers from the Chester River can make it easily. Cornfield Creek is on the north side of Gibson Island with a small marina if you need gas or diesel. Our real goal is the uncharted and secluded cove opposite the

mouth of the creek between Holland and Purdy Points reportedly known as Eagle Cove by the locals. This is off Magothy Narrows just before the Gibson Island Yacht Club, which is private. The ADC street map of Anne Arundel County shows all the names not labeled on the charts. There are also limited facilities in Deep Creek on the south side of the Magothy.

MONDAY 6/19: Anchorage: STILLPOND CREEK – Eastern Shore (25mi)

Plan: This will be a full day up the bay, crossing the shipping channel into Baltimore at the Patapsco and the main channel shaping up for the C&D canal. That will require a good lookout for commercial traffic movement. Pooles Island marks the lower portion of the restricted area at Aberdeen Proving Grounds. It is “restricted,” because a chase boat will find you quickly if you are in the wrong place. From Pooles Island, steer up the east side of the channel along the eastern shore for about 5 miles where a silo and a tower mark the south side of Stillpond. The entrance to Stillpond Creek itself is further inside, narrow, known for its current, but well marked. The creek carries 5 to 9 feet for another mile, so look for catboat masts and “Dark and Stormies” aboard *WANDERER*. There are no facilities on this creek, so plan ahead. For the adventurous, Churn Creek, on the south side of Stillpond has an unmarked, shallow entrance, but 10 feet of water inside.

**TUESDAY 6/20:
Destination: HARVRE DE GRACE (15mi)**

Plan: With short mileage, the plan is to get to Havre de Grace by midday. This will allow time to scope out facilities, slips and anchorages, as well as get ashore for provisions and see the town. Transient slips are

available at several locations including the municipal marina, which is our first stop.

There is a basin behind Park Island just west of the marina which may be a suitable catboat anchorage due to our shoal draft, in lieu of taking a slip. A public launch ramp is available with parking for trailer sailors, as well as several Bed and Breakfast establishments to stay over. This will be our base of operations for the next day’s exploration of the Susquehanna as well. Havre de Grace boasts several museums, a restored downtown of eclectic shops serviced by a trolley bus, a waterside park as well as various marinas and restaurants. We will spend two nights here with dinner ashore at the Tidewater Grille the night of arrival.

WEDNESDAY 6/21: SUSQUEHANNA RIVER EXPLORATION DAY

Plan: Everyone on their own to explore the five miles of reasonably navigable and deep river (except for rocks to the west and south side!), from Havre De Grace to Port Deposit, which is effectively the head of navigation and declared so as far back as Captain John Smith. All bridges have sufficient vertical clearance (52 to 245 ft) for catboats without opening. You can navigate with care around either side of Garrett Island, although the Coast Pilot indicates that the favored channel is the west channel. There are some small ramshackle marinas on the east side of the island as well as municipal parks at both Perryville and Port Deposit, but the most secure and user friendly facilities appear to be in Havre De Grace.



While Garrett Island appears to have sandy shores, charts show obstructions and submerged piles around the perimeter, so be careful if you are thinking of landing anywhere. The river is fairly wide, but a chart should be studied for details, as this is not the marsh of the eastern shore. Spring flows from the Conowingo Dam upstream should be over by the time we are there, so current should be minimal. As a destination, my

plan is to make it to Port Deposit and grab a cup of cream of crab soup at the "Port Side Grille" which offers floating dockage for patrons arriving by water. It is adjacent to a small museum commemorating the Bainbridge Naval Training Center, a one time focal point for Port Deposit, now closed for some time. The plan will then be to navigate back down to Havre De Grace for one final night.

THURSDAY 6/22: ANCHORAGE: TIMS CREEK – Off Worton Creek (20mi)

Plan: Slightly shorter than our trek up the bay, this return leg will bring us back to the eastern shore and complete our investigation of creeks directly off the bay in Kent County. Worton Creek is convenient and a good stop with marina facilities and the Harbor House Restaurant. Beyond that, anchoring is reportedly limited due to transient moorings, so we will try our hand at Tims Creek, immediately to port between the green #3 and #5 buoys. The entrance is reportedly tricky and narrow, but has otherwise been described as a "gunkholer's delight." Look for catboat masts and although we should be stocked up after two days in Harve de Grace, take advantage of the facilities as needed.

FRIDAY 6/23: ANCHORAGE: BROAD CREEK – Off the Magothy River (25mi)

Plan: This will be the last long leg of the trip, with the final night's destination back on the Magothy. The transit will require the full day and again, attention to commercial traffic as we return down and across shipping lanes. Broad Creek is just beyond Dobbins Island and to starboard. The creek is located by charted daymarks #2 red and #3 green. The plan is to anchor in the northwestern corner in 9 feet of water just before the creek makes a 90 degree bend to starboard. There are no facilities on this creek. Those in need will have to look to the south side of the river as previously noted.

SATURDAY 6/24: HOMWARD BOUND

Plan: Trek home, fair wind and following seas allowing. Those with longer distances

are on their own to plan their addition stops and transit home.

GENERAL CRUISE NOTES:

1. Unlike last year, we will return to our usual Sunday to Saturday cruise routine to accommodate those with normal working schedules.
2. All legs are reasonable with facilities of some sort at most stops.
3. We fully expect and hope that those not cruising will consider a day trip to Harve De Grace to explore the town and join us for dinner ashore.
4. A dinghy is handy, but not a necessity, since there are always one or two along.
5. For trailer sailors, Harve De Grace has the best launching facilities and parking for those who care to join the Susquehanna River Exploration.
6. As always, anchorage locations will be the key to finding the group. VHF channel 72 will be checked daily from 1200-1215, and again at 1700-1715. I can also be reached on my cell phone at 202-493-9824. For more info or questions, call me at 410-987-9616. See you on the water!

Chesapeake Catboat Historical event

Most of us remember when Hurricane Hugo brushed past the area while we were trying to hold a Great Whitehall Bay race and we all wound up back at Hoover's taking turns drying our clothes in Carolyn's dryer. That turns out to not be the first time that for inexplicable reasons a Catboat was out in a Hurricane on the Bay. August 12, 1955 Hurricane Connie stormed up the coast and Joseph Leiner set out from Pot Pie to sail his *Buxom Lass of Salem* out Knapps Narrows and north along Tilghman Neck. He said that he was having quite a time of it with gale force winds. On the opposite side of the Bay The Chesapeake Bay Ram schooner *Marvel* was caught with a full load of passengers just North of Calvert Cliffs. Rams had high sides for cargo carrying capacity and an inadequate centerboard for the amount of windage when they were not loaded deeply. The *Marvel* was carried sideways onto the long bar which juts

out from Deal just above Herring Bay. In less than a mile the water shoals from 22 feet to 4 feet and the *Marvel*, drawing 8 feet was grounded and battered to pieces. The site of the wreck still appears on NOAA charts.

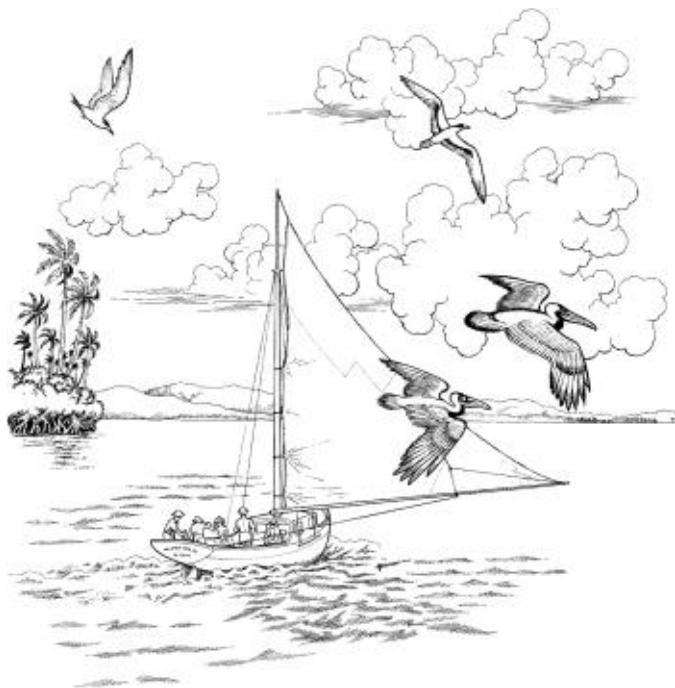
Seven passengers died that day on the *Marvel* but Joe Leiner in his 18 foot wooden Catboat lived to sail another day. Many more days in fact.

Bay Ghost Story

Next time you are out, look around and notice how many crab pot floats you see. Ever wonder is the crab stands a chance? Turns out the situation is worse than it looks. Recent acoustic surveys found that nearly half of the crab pots on the bottom are ghost pots, disconnected from any floats or retrieval possibilities but still catching and killing crabs and other bay critters. The dying or dead crabs serve as bait for the next crab to come along so the pots are functional until they disintegrate. We all try to avoid snagging a crab pot but if we do please try to untangle it. Don't just cut the line.

News of Members and New Members

Pelican has resumed migration. Steve Flesner writes - "Got the deposit on *Pelican*



today. Barry wants to have her trucked up to his neck of the woods...Old Lyme, CT...soon so he can start working on her. He will be keeping her on a mooring. This is the second time Pelican has been in the CT waters...she started out in Sarasota, FL...went up to CT, back down to FL, up to MD and now back to CT...too bad she wasn't sailed all that way! Hopefully I won't have buyers remorse....I think sailing on Gull last summer might have fixed that..I hope!

Anyway...got to start working on the Mystic once the truck leaves. *Scotty* is ready for the boat lift...need to do the bunks and we are in the water...another day like today and I'm going to launch her anyway!"

Steve and Lois have completed the 2006-2007 CCBA Membership directory and it had been sent to the members or record for this year. Apparently Lois did most of the document prep from the pink sheets folks returned with their dues check. Persons who furnished email addresses should have received their directory through their email. Members without email addresses on record should have received theirs in the regular mail. If you have not received the directory one way or the other by noe please let Steve know. This is something of an experiment to see how well electronic distribution works. We would like feedback. Did you have any problems receiving the document? Is the information correct? Did it wind up tagged as SPAM because of file size or the multiple address header? Is this a satisfactory way to receive communications from the Association? Please send any comments or problems to Steve Flesner and to me.

Don Dunn is making a satisfactory recovery from his knee replacement operation but is itching to get out and start maintenance and preparation for the this year's sailing season. Until he has been given the OK to drive, he is occupying himself with project plans.

It is now official, David Bleil is the new owner of *Gull*. The boat will keep her name and sail in the same waters as she has in the past several years and attend most of the CCBA events, although now starting her voyages from the Wye

River above Wye Landing. Later this Summer, *Melvil's Mouser* will be up for sale as soon as I get a few minor repairs done.

Next generation of sailors

Bernie Huddlestun soon to graduate from New Mexico with degrees in business and creative writing. Perhaps some day he will do a newsletter.

Matthew Cruder graduating from Catboats to Schooners, plans to be working on the *Woodwind* out of Annapolis as able bodied seaman for the Summer of '06.

Newsletter news and history.

The initial periodical newsletter for the Chesapeake Catboat sailors was started by Bruce Smith, Marshall Sanderling *Gypsy* who was an early Apple computer user. This was about the time that the Catboats, who sailed as a class under the Traditional Sailboat Association were deciding to go out and hold their own events. Bruce wrote printed and photocopied the newsletter himself. The name of the publication was then?? Circulation was somewhere around 12 copies.

Bruce passed the torch to Bernie Huddlestun sometime after Bernie moved his furniture business from Kensington to Howard County. Bernie was also a Mac user and the name of the publication that he put out was Cat Tales. Circulation was unknown but generally less than 20 copies. Like Bruce before him production was a one man operation and the schedule was irregular as was the format and layout. There were no photographs, just text in these early newsletters.

When Bernie's health deteriorated to the point that he was unable to put out a newsletter I volunteered to temporarily help out, until he recovered. Fourteen years later the periodical has evolved to a more or less regular schedule of 4 (or perhaps 5) issues per year with a close to consistent, format and layout. The periodical is now known as the *Chesapeake Catboat News*, an informative though not very

catchy title. I am open to suggestions for a better name. Circulation is now in the neighborhood of 95 copies per issue. The recent decline in the prices for color photo copies has allowed some recent issues to carry vastly improved photographs in color. Currently our mailings extend from Georgia to Ontario, Canada and West to Colorado. Most issues are mailed first class for the simple reason that the Post Office is better at informing me of address changes than the newsletter recipients are.

The advent of an actively maintained website has created new opportunities and challenges in particular file size. I am still learning how to strip out the 'invisible' information used for printing but not needed for a screen display. The download times for future issues should improve as I advance up the learning curve. This is still (unfortunately) a one man operation. Expansion of the internet and email has made it easier for me to collect (and also, on occasion lose) material to go in future issues. I am eternally grateful to our resident artist/cartoonist David Park for his regular contributions, as well as to all those who send photographs and news items for my attention even though I occasionally forget to print their credits. However the slack period when there have been no races or cruises to report always calls for some inventive reporting AKA filler material. If you want to see your name in print send me something.

Art work in this issue is courtesy of Dave Park as noted or is commercial clip art.

An interesting side note, is that the publication has always been and continues to be 99% Microsoft free. It started on Apple computers and I originally published it with the DeScribe program on the OS/2 operating system but have now shifted to Scribus on the Linux operating system. Now if I could only learn to type correctly.

