

# Chesapeake Catboat Association

2019 Winter

Volume 27, Issue 1

Editor: Craig Ligibel. [tcligibel@vml.com](mailto:tcligibel@vml.com). All the catboat news that's fit to print. All information deemed to be reliable.

## CCBA Annual Meeting Set For March 16 at Kentmorr Restaurant, Kent Island MD.

Mark your calendars for 11:30-3:30 on March 16. This is one meeting you won't want to miss! Commodore Flesner and his band of thugs will present the 2019 CCBA Sailing Schedule. Lots of old favorites...and a few new twists! Cost for the luncheon is \$25. Please click the link below to make your reservations. We need to hear from you by March 1 to make plans for the meeting. Last year's gathering at the Kentmorr was one of the highlights of the year. Good food. Good friends. Good times. Please let us know ASAP. The restaurant is located at: 910 Kentmorr Rd, Stevensville, MD 21666 . We need to have your Menu selection before the meeting. See below!



[Click here to register and make menu selection!](#)

### Dues Due at Meeting!

We will accept cash or checks to pay for your 2019 dues. If you would rather send your money ahead, mail \$15 (or \$22.50...see special offer below) to: Paul Cammaroto at 10505 Unity Lane, Potomac, MD 20854. Make checks payable to Paul.

**Get the New CCBA Calendar for only \$7.50 when you pay your dues at the meeting or before!**

Desktop Calendar features more than 30 photos of CCBA catboats and members. It runs from March, 2019 to Feb, 2020. All important CCBA dates are highlighted. If you don't pick one up at the meeting, the cost will be \$10.

This calendar is a classic. Sorry.No centerfolds of the Commodore.





## Commodore's Corner

By Steve Flesner

OK...so it's too cold to varnish unless you have a big heated garage, maybe it's a good time to catch up on reading! You can only read so much before you start thinking about sailing and what you need to get your catboat back in the water. I have a short list...touch up the dings in the rub rail that was varnished, add 4 more coats of varnish, then put a half round bronze strip on it or better yet...don't hit the dock! If I count the dings, they outnumber the times I went out sailing...ouch! I blame them on my "seamanship skills" or the outboard died too soon! *SCOTTY* is tucked away in my garage awaiting her wake-up call shortly after the annual meeting on Kent Island. I promised her to be more careful this year. New members bring more boats. Currently the count is 3 Marshall 15, 10 18, 10 22, 4 Mystic 20, 2 Wittholz 25, 2 Herreshoff 18, 2 Sturdee Cat, 3 Herman 17, 2 Menger 23, 2 Atlantic City 21...the other 17 makes are at 1@.

If you happen to see an old guy peddling a bike pulling a trailer with all his worldly possessions, to include Tink, his cat, think nothing of it unless he's going over the Bay Bridge!! David Bleil has relocated to his retirement home in a 55+ community in Lewes, DE, not far from Dave and Nancy Park and Frank and Linda Newton...is there a message in there for the rest of us?!?! *GULL* is on the market, check out our website. David says he and "Speedo" Jim Ohlmacher will continue sailing until the new owner prys the mainsheet out of their hands or the check clears! Never give up the ship or something like that! Hope to see you all at the Kentmorr for our annual meeting! They have promised us the cigarette boats won't arrive as we sit down to eat and there won't be the distraction of the bikini contest on the beach!! OK...so next year we plan the meeting in July!!

Be the first person to name the sailor pictured above...and win a 2019-20 CCBA catboat calendar! Send your guess to: [tcligibel@vml.com](mailto:tcligibel@vml.com). Winner of last issue's contest was Earl Segal who correctly identified Matthew Perry as the mystery sailor. Phil Livingston came in a close second.

## Our fleet is growing!! The more cats the merrier!!!!

Stephen & Nancy Haiman, Annapolis, Marshall 18 (being surveyed in Long Is)

Kip Williams, St. Louis, MO, Menger 19, Picnic Cat 14

Nell & Davenport West, Oxford, Sturdee Cat 14

David & Darlene Dameron, Chesterfield, VA Menger 23

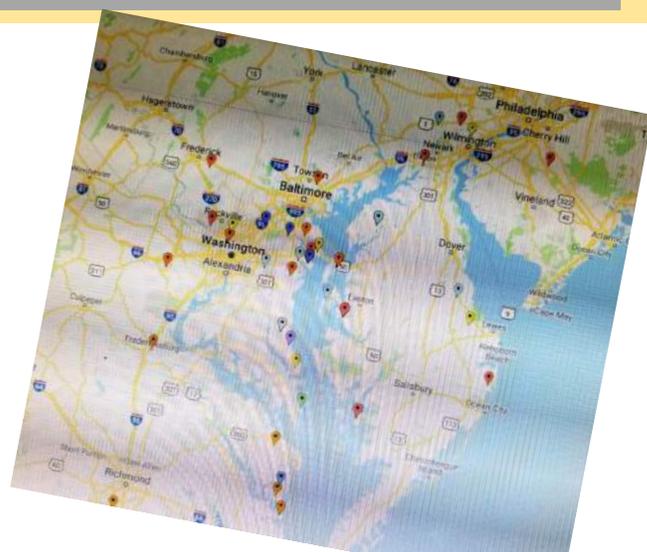
Bill Stratton & JoAnne King, Silver Spring, MD Marshall 22 (at Harteges)

Chuck Burns, Springfield, IL, Sturdee Cat

Tom & Chris Reinert, Edgewater, MD Marshall 22

Scott & Judith Shuler, Oxford, MD, Marshall 18 (under construction!!)

Jim & Nancy Palmer, Pasadena, MD, Marshall 22



Check out the 2019 map of CCBA boats/owners. [Click here.](#)

# Chester River Long Cruise - 2018

Marc Cruder

After a successful low mileage event on the Wye and Miles Rivers, we returned to an all inclusive tour of the Chester River at the invitation of members Fred Sherriff and John Henderson. Fred managed local details including our stay at Kennersley Marina as well as ensuring the Route 213 bridge opened to not only let us up river, but to ensure our return down river. John hooked us up at the Chester River Yacht Club, where we dined with the Commodore and "First Gentleman" while enjoying the excellent facilities. Some things have changed since our last visit to the Chester in 2002, but for those, like Phil Livingston, who are coloring in their Chesapeake Bay destination chart, we found some new and interesting places to drop a hook. Hurricane Florence influenced the attendees; from those who waited on forecasts and stayed with their plans, to those who adjusted to what was prudent for them, to one who had to stay with the homestead because of the proximity of the storm. Participation was varied, but still well attended. Here's how it went....



## Returning Cruisers

- Marc "*What happened to the rest of my boat*" Cruder sailing *Sylph*: Wittholz/Hermann 17
- Butch "*Spiced Natty Bo*" Miller sailing *Lark*: Americat 22
- Martin "*I'm the big boat now; but oh, the responsibility*" Gardner sailing *Planet*: Wittholz 25 (Wood)
- Mike "*No girlfriend; Much easier*" Crawford sailing *Homer*: Wittholz/Hermann 17
- Rich "*I'm back Baby*" *McLaughlin* sailing *Tenacity*: Marshall 22
- Phil "*All present and accounted for*" Livingston sailing *Patriot*: Marshall 18
- Fred "*The Crab King*" Sherriff sailing *Pride*: Marshall 22



## New Cruisers

- Frank "*Hermann 17 light*" Newton sailing *Casco Cat*: Wittholz/Hermann 17 - Marconi

## Partial Cruisers

- Jack "*Pocomoke outboard disease*" Smith sailing *Winter's Dream*: Marshall 18
- Pete "*I hope to get a little sail in today*" McCrary sailing *Chessie*: Core Sound 20 Mk3
- Craig "*Waiting on weather, while the rest of us waited on him (and the oysters)*" Ligabel sailing *Mystic Wind*: Mystic 20
- Dave "*I finally made the long cruise (for a day)*" Morrow sailing *Anna*: Marshall 18
- John "*We're the dark horses in this crowd*" Henderson with crew Nancy sailing *Frolic*: Marshall 15



## Drive-By Cruisers (Literally...by car for dinner at the Chester River Yacht Club)

- Steve "*I don't sail catboats, I collect them*" Flesner
- Paul "*What can I say...objecting for Domenic*" Cammaroto

Click here for the full story: [Scroll down to Miles and Wye River Cruise.](#)

Click here for more Long Cruise photos: [Click for pix.](#)

# Catboat Association's 57<sup>th</sup> Annual Meeting, Mystic, CT

By Steve "Roving Reporter" Flesner

## CCBA invades the CBA Annual Meeting ...in mass!

Or as the Romans used to say, we came, we saw, we conquered! Not deterred by pouring rain, Steve and Lois Flesner and Butch and Denise Miller arrived on Thursday after a long wet drive and of course, that ever present traffic on 95! The rest of the gang arrived on sunny Friday, Mike Crawford, Rich McLaughlin, Bob Jones, Dave Park, Frank Newton, David & Kim Morrow, Fred & Windy Sherriff, John & Mary Henderson, Kate Grinberg & Tim Kallman, Phil & Karen Livingston, Paul & Dominic Cammaroto and Butler Smythe from the woods of

Maine! The weekend started off with a tour at the Mystic Seaport of the of the Mayflower which is under restoration...seems it developed a few leaks since the Pilgrims arrived! Great tour, but it was in the low, low 30's with a good stiff wind and no one admitted to what they might have froze off!!! The Friday evening



GAM kicked off at 6 with cocktails and a photo show of catboat activities from New England to Chesapeake Bay events and cruises. Craig Ligibel's photos were a real hit! Once everyone was rounded up, we went over to Groton Long Point for the party at Peter Legnos' house...cold beer, pasta, pizzas, grand kids and Reece, Sherrie's dog! Saturday saw everyone wondering thru the vendor displays and in seminars that covered everything from catboating for beginners, catboat racing, diesel engine maintenance to pushing the limits or extreme catboat adventures. There was something for everyone at the hotel, from yoga to the hot tub, pool and my favorite spot...the bar!! After the luncheon and business meeting...a very fast business meeting...2 minutes 30 sec...breaking a record, the Awards Committee handed out the 4 awards. Butler and Phil were on the committee so we were represented. Marc got the keeper award for his two awards last year and Butler, Phil and Skip handed out the

four others. The main event was the "Catboat Legends" presentation that John Conway put together of 7 "legendary catboats" 3 of which were from the Chesapeake Bay. *Patience* - Bob Jones, *Shoveller* - Mike Crawford and *Anna* - David Morrow. Each gave a presentation on their boat along with the slide show, some even had drone footage, we had stills...so, CCBA needs a drone!!! Great presentations and some very special boats with history. Saturday wound down and we drifted off to pizza joints, various restaurants and later, the bar!! Sunday morning the US Coast Guard gave a presentation on their museum. It was pretty interesting and made me wish, if I were able to relive my misspent youte, that I had gone Coastie, not the green machine...US Army! All in all, it was a fun weekend, if you missed it, there is always next year. And if you don't belong to the Catboat Association... shame on you, join, you will be glad you did!!!



# The Great Whitehall Bay Race 2018

By David Morrow

Catboats began arriving at the Providence community marina off Whitehall Bay Saturday September 1 in anticipation of the final racing event for the Chesapeake Catboat Association. They arrived from the South River and Eastern Shore by water and from Potomac, MD via trailer.

Sunday morning brought clear skies, high humidity and temps and very little breeze. The race committee postponed the usual 9AM skipper's meeting and soothed the anxious sailors' souls with coffee and doughnuts.

By 10:30, the breeze had filled ever so slightly so the RC and sailors headed out. The traditional Hoover twice around triangle ending with a windward leeward course was set and the five catboats got off to a clean start at around 11:30. Almost immediately the breeze started to drop and the powerboat waves began to increase and the RC realized we were all in for a long afternoon. It took the first boat almost an hour to complete the first triangle so the RC shortened the course to a once around finishing with a windward – leeward leg. Even with the shortened course, the heat took its toll on participants.

After the race, we gathered at the air-conditioned community club house for libations and a pot luck meal. Awards were presented including the Hoover Perpetual trophy. This year's winner, while not a new face to the CCBA, was a first-time skipper on his own. Matt Cruder sailed a mistake-free race and showed that he will be a force to reckon with in the coming years.

Thanks to Carolyn and Howard Hoover for again making this a very memorable event.

Results:

**Matt Cruder, *Sylph*, Herman 17**

**Paul Cammaroto, *Bubbly*, Marshall 18**

**Franklin Newton, *Casco Cat*, Herman 17 Marconi Rig**

**Butch Miller, *Lark*, Americat**

**Steve Flesner, *Scotty*, Marshall 15**



# When it's time to reef...it's time to reef!

By Marc Cruder

Inspired by Paul Cammaroto's "Reefing Tutorial" in newsletter Volume 26, Issue 3, thought I might cover throwing in a reef underway in a little more detail, since I had an opportunity that demanded it recently on the last day of the Long Cruise. It's always worth another description, because it wasn't intuitive to me for many years. So file this away with Paul's article. This is a must know survival skill if you spend any time sailing. Especially when you are in the middle of the bay and there is no place quiet to duck in to.

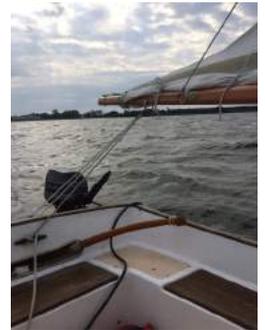
I've included photos I was able to take in a fetch driven short chop. That means this should not be thought of as a heroic feat, but a routine one, if you understand your catboat and the process.

Even if you are religious about checking the weather, it's not always right, so you can be simply caught up in a situation that demands action insitu. It's the difference between continuing with unnecessary risk that your skills may not be up to, or unnecessarily waiting on weather. Our catboats are hearty and able when handled correctly.

So, for the good of the order and since this skill is rarely discussed...it's not as hard as it sounds...second hand to those who do more than day sail....and a must know skill for cruising.

This can be a controlled, if not leisurely process. Here are the basics:

- **Ease the main sheet and let the boat lay to in the sea way.**
- **Raise the centerboard so the boat won't sail**
- **Tie the tiller down to leeward (rudder hard over toward the direction of the wind...in this case I was on starboard tack, so the rudder was set hard right, so if the boat tried to sail, it would come up into the wind)**
- **Pick the sail up on the topping lift**
- **Lower the sail sufficiently to be able to tie the reef in.**



- **Pull the boom in to the centerline of the boat and cleat the main sheet to hold it (This should put the boat into a stable down sea drift to leeward with a manageable port list because you have a depowered sail up and sheeted in)**
- **Pull in the tack and clew; then tie in the reef nettles (under the sail and above the boom)**
- **Ease the main sheet to let the boat find the wind and lay to again**
- **Raise the sail until halyards are tight.**
- **Untie the tiller and lower the centerboard**
- **Haul in the main sheet and start sailing again**
- **Ease the topping lift**

When it's time to reef, it's time to reef. Like all things catboat, the above has worked for me on both the 17 and on the 25, but you may find your boat handles differently or you may need to modify my basics. It's about knowing what your boat will do when you let things go, pull things up or tie things down. So make it a point to practice on your own when the wind is light until you have a good sense of that. Once you perfect it, you will be glad you spent the time to learn it. If you do any amount of sailing, your time will surely come and you'll be ready.



*This description is without using an engine (because you don't need it; it's one less thing to worry about and you need to know how to use the forces of nature around you to do this in case you have an engine failure)*

*It doesn't matter how your reefing system is rigged. I have jiffy reefing to pull in the tack and the clew on the 17 and nothing but the nettles on the 25.*

*The reason for no jiffy reefing on the 25 is less lines hanging down to get caught on the gallows, so I keep a series of small lines of suitable length to manually tie in the tack and clew. On that note, even on the 17, I always tie an extra line from the clew vertically to the boom, so as not to depend only on the horizontal pull of the clew line.*

# CCBA Wild Goose Chase on the Wye River

By Butch Miller

October 5-8, 2018



As our usual host David Bleil was on injured reserve due to a quarrel with a pothole, I was tapped to host this year's event and do the write-up.

The trip is the last event of the season and is scheduled on Columbus Day weekend to coincide with the arrival of the earliest of the geese. Sometimes they show, sometimes not. Thus the name Wild Goose Chase.

I'm not sure exactly how but a day was added to the weekend making it a four day event on Columbus Day weekend. As *Lark* and *Patriot* were the only two boats to take advantage of the extra day, we decided to make the first stop in St. Michaels to see a bit of the Small Craft Festival. Coming from the NW, *Lark* had a

nice broad reach in ten plus knots, *Patriot* coming from Oxford wasn't so fortunate with a mixed bag. Evening at the anchorage, in front of the posh Inn at Perry Cabin brought just enough rain to douse their outdoor festivities that often go late into the night. An early breakfast at Carpenter's Street Saloon was planned for Saturday morning and fortunately, the one public dock space in town was available. Unfortunately in October C.Street's early is ten o'clock. So along with a few other gray haired early birds a walk about town was in order. Breakfast was great as usual and back to the boats we went.

It's was short but pleasant hop across the Miles to the Wye in a light breeze. *Patriot* led the way and near the mouth of the Wye *Homer* and *Tenacity* fell in line with *Lark* and *Casco Cat* bringing up the rear. You'd have figured that it was a well thought-out plan. Not so, but it does show that cats can be herded occasionally. After ghosting for a couple hours, *Lark* eventually gave in to the engine and caught up to the others. The anchorage for the night was Lloyd Creek not far up the river on the south side. Usually our group tends toward gunk holes but knowing that *Interlude*, the Titcombs, may be looking to join us we opted for a deeper, breezier anchorage. The Titcombs were headed south but chose to spend a few extra days on the Chesapeake while questionable conditions from hurricane Florence improved on the ICW. Fortunately, they were in our area for the weekend and found us for a very enjoyable session in the cockpit and a quiet night at anchor.

Sunday morning brought a mass exodus of all but *Lark*. Phil and Frank had commitments and, Mike and Rich had a two day trip home. I had a date also but in the river. First mate Denise was coming to join me for a day of exploration and to exercise her kayak. It was a perfect day with sun and very light winds. I picked her up a Wye Landing and from there we went up the Wye proper to the bridge then back down river past the estate with the black sheep and up Skipton Creek to Mill Creek where Dave Park kept his boat for years, then Pickering Creek, Granary Creek and Dividing Creek where we found *Interlude* anchored in a quiet cove. After exploring further up the creek we joined them for a chat and a tour of their beautiful yacht. After dropping Denise back at the landing, *Lark* headed down river to anchor for the night. The wind being light the eastern shore of Lloyd creek looked good, open but protected with a clear view of the sunset. But it wasn't to be as a strange thing happened, strange for the bay anyway. The bottom of my chosen spot, was hard as concrete with not a chance of an anchor grabbing. It must be the hardest smoothest oyster bar ever. After several attempts I gave up and moved elsewhere missing the sunset completely.

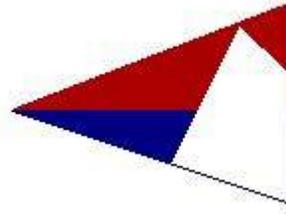
The trip home on Monday was a short couple hours under engine with one stop to make a few casts into a boil of minnows, no luck.

In all it was a great trip on a beautiful river, in great weather with some old friends and met some new ones. Denise's and her kayak got some exercise and saw some new sites.

Oh, and the geese did arrive.

## Fly your colors proudly!

Dress up your catboat, fly a CCBA burgee! Our CCBA Burgee is available from Butch Miller for \$35, a portion of that cost goes into our club treasury for rum. Butch can be contacted at 410-271-2540 or [anmiller03@aol.com](mailto:anmiller03@aol.com). He also does wood work and canvas work to include biminis, sail covers, wheel/tiller covers...you name it, he will make it or repair it! If you don't have a burgee and find yourself surrounded by powerboat pirates who tell you to "strike your colors"...what are you going to do...drop your pants?! With a CCBA burgee, your problem is solved, well, maybe just part of your problem!



Special to CCBA Bulletin from CCBA member Larry Antonik:

## Muskrat Love...served up in Dorchester County.

**\*Elliott Island:** Enjoy Dorchester County's delicacy, muskrat, or, for the less courageous, fried chicken. Dinner served buffet style. Dinner happens Saturday, March 9 from 12 to 3pm. Muskrat will be served fried, potted down, and BBQ. Side dishes include mac and cheese, green beans, kale, stewed tomatoes, yams, beets, and more. Many desserts. Coffee, tea, soda, and water will be served. Donation of \$15 per adult. Benefits Elliot Island United Methodist Church. For more information call Melissa at 443-521-3247. ADDRESS: 2310 Elliott Island Road, Vienna, MD 21869



**\*Cambridge:** Celebrate all things muskrat — which once was a staple in the local economy and on local dinner plates — during two events in late February. First up there's the [National Outdoor Show](#) on Feb. 22-23, with world championship muskrat skinning, as well as the chance to eat muskrat prepared the traditional way, , and more. Then there's the [Crawfish Boil & Muskrat Stew Fest](#) on Feb. 24, when you can sample muskrat prepared in all kinds of fun ways (muskrat quesadillas, anyone?). Plus the second annual Muskrat Leg Eating Contest .

## Across the Bar -

**Claude Dudley Boycott, 95,  
September 16, 2018, a life-  
time sailor turned sailmaker.**

Marc Cruder noticed an obit in a recent issue of *Wooden Boat* and passed it on to me. Most of our members, unless they have been around a while probably didn't know C. Dudley. In WWII he served in the U.S. Merchant Marine. He was an interesting character... actually a long time, self taught sailmaker who had his sail loft in the basement of his home outside



of Baltimore near Bethlehem Steel. I took a few sails over to him and after laying them out, he scurried around like water spider...and he was in his late 70's back then!!! He made all the sails for Maynard Lowery's catboats, but said he never sailed on a catboat!! Marc offered to take him out in *Wanderer* but I guess time and circumstances got away from him and it was not to be. Many years ago, after some medical problems, C. Dudley took up bicycling...like in 15-20 miles seven days a week. No telling how many bicycles he wore out!! A few years ago, he moved over to St. Michaels to be closer to his daughter. He volunteered at the Chesapeake Bay Maritime Museum where he was a member



since it opened in 1965. He

donated all of his sailmaking equipment to the museum including eight books detailing the 1300 sails he made in his home loft. He also made sail bags, sail covers and awnings for the museum and their fleet.

"Dudley represents the last of the traditional sailmakers on the Chesapeake Bay" said Museum President Kristen Greenaway. Marc and I remember him as a pretty interesting character, always ready with a story and a gleam in his eye. He's likely trading stories with

Maynard now. R.I.P C. Dudley, from your CCBA friends.—Steve Flesner

*Spots worth a stop...*

## **Bridges Restaurant, Kent Island.**

Your faithful scribe has been sailing and/or driving past Kent Island's Bridges Restaurant for more than a decade. My wife and I are partial to the fresh seafood served down the road at Harris' Crab House. And the Narrows Restaurant's cream of crab soup ranks right up there with the best.

This past summer, however, we decided to take one for the team and eat dinner at Bridges.

It was a decision I did not regret.

First off, the place takes reservations.

Second, the sunset views over the Narrows are unbeatable.

Third, there's music Thursday-Saturday during the summer.

Fourth, there's plenty of dock space if you're coming by water.

And fifth, but by no means least, the food is nothing short of fantastic.

The owners bill the cuisine as "Chesapeake fusion". I'm not sure what that means, but everything we sampled was fresh, well-prepared and tasty.

For starters, we opted for some of Bridges' famous flash fried Chesapeake oysters. Then, we shared small plates of scallops and risotto and shrimp and grits.



We finished it all off with a white sausage pizza served with roasted tomatoes, spinach and goat cheese.

We had something gooey for dessert, then we sat back, listened to the music and watched the sun dip into the water.

The total tab for our party of 4, exclusive of a martini for me, some wine for my wife, and a couple of craft beers for our companions, was under \$100.

I would be remiss if I didn't mention that Bridges is open for lunch with a full range of dock-bar specials sure to please the most discerning cat-

boaters palate.

If you come by water, be advised that Bridges offers sixteen slips that can accommodate boats up to 65' in length, 20' in width, with a 6' draft. Each slip comes with electric, water and spectacular views. Slips are complimentary while dining in the restaurant. Overnight slips are available for \$25 per night and require a dinner reservation. All slips are on a first come, first serve basis.



The restaurant itself was built on the site of the old B&S Seafood Packing House, one of the early mainstays of the Kent Island seafood industry

The Narrows was once the heart of the seafood industry, with 12 packinghouses in operation along its waters. In its heyday in the latter half of the twentieth century, hundreds of boats arrived daily to deliver their catch to the seafood houses. Today only two packinghouses remain.

The restaurant runs specials all the time. Just go to their website [www.bridgesrestaurant.net](http://www.bridgesrestaurant.net) for current offerings.

## *Mystic Wind* takes home the hardware at 8<sup>th</sup> Annual *Elf* Classic

Like the man said, “there ain’t no pictures on the scorecard.”



Truer words were never spoke to describe *Mystic Wind*'s sweep of some of the major awards at this year's *Elf* Classic. The 1976 Peter Legnos-designed *Mystic* 20, piloted by CCBA member and your humble scribe Craig Ligibel, took home a veritable treasure trove of *Elf* Awards at the conclusion of the Classic this Fall in St. Michaels.

The pride of Ligibel's fleet won second place in a tightly-contested cruising class. Who cares if there were only two boats entered. It's the trophy that counts.

And, in nod to Captain Ligibel's seamanship or lack thereof, *Mystic Wind* was awarded the "Captain's Choice" award as voted on by the other skippers of the fleet. Some reported that the boat was accorded this honor because of its distinct rigging and adherence to the spirit of the "gentleman's yacht race with the Le Mans start." Others attribute the award to a "sympathy" vote to some-



how compensate Ligibel's crew, Bud "The FBI Special Agent" Small, who got crossways with the boom while pulling the anchor and who spent the first few terrifying minutes of the race pinned between the boom and the hatch cover as Captain Ligibel tried his best to maneuver the boat with a scandalized rig through the nest of million-dollar vessels in

the immediate vicinity of the sea-going debacle.



A good time was had by all. Eleven classic vessels participated in this year's revised format, which saw the fleet sail a windward/leeward course in the friendly confines of the Miles River.

Captain Rick Carrion, skipper of the 130-year-old racing yacht *Elf* and "father of the Classic" invites all interested classic yacht owners to participate in next year's event, to be held at the Chesapeake Bay Maritime Museum on Sept.28,2019. Check it all out at : <http://www.cyrg.org>.

"I welcome all catboat competitors," says skipper Ligibel. "The food is good. The drinks are free. And the trophies are Classic."

# Australia's oldest open boat sailing club puts on another great show on Sydney Harbor.

By: Craig Ligibel

*CCBA Newsletter readers might recall the visit to Annapolis last year of three classic wooden 18-foot skiffs from Sydney Australia's Flying Squadron as they sampled Annapolis cuisine and hospitality whilst engaging in some light-hearted racing competition with the National Sailing Hall of Fame's iconic sandbaggers, the Bear and the Bull. Your intrepid journo Craig Ligibel recently spent a day on the water with Ian Smith and his fellow Squaddos as they braved wind and waves to treat spectators to another classic day of racing. Here's his report...news from down under where the sun is shining and the temperature is in the 90's.*

The wind was gusting to over 20, almost at the upper limit of safety for the fleet of skiffs with hull designs dating back 100 years. A nice chop roiled the waters of Sydney Harbour. The boats wove their way through a gaggle of other boats, including Optis, 12-footers, Maxi's, Lasers, Moths with the assorted green and yellow Sydney Harbor ferry thrown in for good measure. A wagering Calcutta was quickly organized by some members of a buck's (bachelor's) party who had found their way onto the spectator ferry and soon enough Aussie dollars were flying like froth as teams were "purchased" by the punters for upwards of \$150. Perpetual Flying Squadron season point winner John Winning, piloting Aberdare, was the odds-on favourite, and indeed took an early lead as the boats beat upwind towards Cabbage Bay, mid-ways up the harbor.



John rounded the first mark well in command of the race. Then, as he slid past Shark Island, disaster struck in the form of a broken mast which spilled a number of crewmen into the chilly water. Unlike most of the masts in the fleet, Aberdare's stick was made of aluminium. It sheared right off about 10 feet above the deck. No injuries were reported, except to Winning's ego.

That made for an exciting finish as two high-handicap boats, Scot and Australia IV battled tooth and nail around the course with Scott eventually taking top honours because of her time advantage.

Then, one of the 90-something twins on board the spectator boat keeled over. The victim of either too much excitement or too much sun. EMT's raced to the rescue, but the old sailor waved them off and vowed to make it home under his own power.

Snags were sizzling on the barbie.

And beers were hoisted all around.

All in all, just another day on the water.

"We aim to put on good show," says Squadron Commodore Ian Smith, skipper of one of the prettiest boats of the fleet, Britannia. "Everyone wants to win...but having fun is paramount. We recall fondly our visit to Annapolis...we had hoped Craig could have smuggled in some Maryland Crabs. But we figured the Customs officers would put him in jail. Too bad. The memory of those crabs just keeps getting better and better the more we talk about it. We'll have to come back to sample them again."



*(OK...OK...Ok...they're not catboats...but cool boats nonetheless!!)*