

Chesapeake Catboat News

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No.2

Past events

CBA Annual Meeting at Mystic, CT

1/30-2/2/14

by Steve Flesner, Roving Ambassador

The CCBA had a very light turnout at the CBA Annual Meeting this year. Lois and I drove up on Thursday giving us time to do some shopping on Federal Hill in Providence, RI. On Friday, Paul Cammaroto and David and Maryanne Bevan arrived along with Kent and Nancy Mountford..and that was about it from CCBA. Kent was promoting a book he is having published on the **Silent Maid**, the A Cat owned by Peter Kellogg. Friday afternoon we toured the **Charles W. Morgan**. She is in the water and has sticks! The seaport was busy working on her rigging as she will be sailing to various ports around CT and RI this summer. The Captain, along with ships officers and crew has been selected for the sailing season. She will be carrying 7 passengers but after crawling below decks, stooping and looking at the bunk accommodations...whale hunting may not be for me! Friday evening, after we "tuned up" at the CBA Gam at the Marriott, we went over to Peter Legnos' house on Groton Long Point arriving with pizza to accompany the large pasta dishes that "Gourmet Legnos" had prepared! Pete's kids dropped by along with the usual crowd of eclectic and entertaining friends. LBI is in the midst of a major expansion having gotten a large contract from the Navy to build underwater fenders used for docking submarines. The property around the existing plant is being cleared and construction will soon begin on a large building where the "fender" will be built. In the meantime, LBI is turning out a variety of products that either fly, snoop or remain quiet...or all of the above!

The vendor room at the hotel was



teaming with catboats and interesting catboat stuff...something for everyone. I picked up a "lunch hook" similar to what Marc uses on **Wanderer**. This was my last year as the Awards Chairman; Jon Agne is taking my place along with Doug Hill and new committee member, Paul Cammaroto so CCBA continues to be represented. As you can see from the picture, The Hawaiian shirt legacy has been passed on much to the



entertainment of the CBA members.

We noted there was more snow at home than there was in CT! I did see an ice fisherman so I

guess that tells you something! It was a good weekend enjoyed by all and we even got home in time to watch the Super Bowl!

PS...David Morrow beware...Paul Cammaroto ordered a new sail for his Sanderling from Steve Thurston at Quantum...all bets are off!!!!

Note The CBA meeting planners have switched it up a bit and the annual meeting will be the first weekend in MARCH in 2015. So please plan to join us for another great show and meeting on March 7, 2015.

CCBA Annual Meeting

Rock Hall Yacht Club, Saturday March 8th.

From 1200–1300 we met for drinks from the bar and stories and complaints about the interminable winter weather.

Host Rich McLaughlin welcomed us to the Yacht Club and provided instructions to open a tab for lunch if we did not already have one for the bar.

1300–1400: Lunch was buffet style with a superb barbecue, salad, fruit and a CCBA layer cake for dessert.

1400–1500: CCBA Business Meeting

Opening Remarks were provided by our commodore without portfolio Marc Cruder in his once a year yachting uniform. Calling upon the other members of the informal steering committee Marc brought up Steve Flesner to report on the Annual Meeting in Mystic – reprinted above. Treasurer David Bleil reported that we are solvent and anticipated dues matched anticipated expenses so we should still be solvent next year.

1. Review Events Calendar – 2014 Season – as posted on the website

a. Paxtuxent River Shootout – 5/24 thru 5/26/14: **Steve Flesner/Butch**



Garren are the organizers for this popular event held out of the Calvert Marine Museum..

b. Long Cruise 2014– 6/15 thru 6/21/14: **Marc Cruder** posted the charts of the week long cruise which will take us half way through the C&D Canal.

c. Corsica River Races – 7/25 thru 7/27/14: **Rich McLaughlin** invites all participants to spend Friday night at the Rock Hall Yacht Club just across from the Corsica River. There is food available, a bar where they know how to make Dark & Stormies and air-conditioning in the club house should the need arise. There is almost no dock space. The club uses mooring buoys so plan to anchor out and dinghy to shore.

d. Great Whitehall Race – 8/30 thru 9/1/14:

Butch/Denise Miller for **Carolyn Hoover** announced that our most popular event will again be held at the Providence Yacht Club

e. Prospect Bay Race – 9/13 thru 9/14/14: **Jill and Roger Compton** will again sponsor the Prospect Bay Catboat Race and potluck at their home on Greenwood Shoals Creek.

f. Mid-Atlantic Small Craft Festival – 10/5/14:

Dave Park for **Maryanne & Dave Bevin**

g. Wye River Wild Goose Chase – 10/11 thru 10/13/14: **David Bleil**, a Fall cruise on a scenic river with flocks of migratory waterfowl, frequently canceled by bad weather.

h. Chestertown Downrigging – 10/31 thru 11/02/14: No host – Local Shoreside Event with really big sailboats.

CCBA Administrative Business b. Membership

Roster: Flesner
Race results to CBA:
Smythe

Spinsheet: David Morrow will handle all submissions to the local Spinsheet for their club news section Vote of Approval for 2014 Handicap numbers: Cruder

. Final Plea for new webmaster:
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**Vote of Confidence for current CCBA volunteers:
Cruder**

Any new business from the membership?... Hearing none Marc adjourned the meeting. After the plea for a new webmaster to replace Butler Smythe who is retiring to Maine, Commodore Cruder presented Butler with a plaque to recognize and honor Butler's service to the CCBA as webmaster for ten years.

To date no one has stepped forward to take on the responsibility of maintaining the website, keeping the information up to date and handling the Cats for Sale pages.

Directory update updated yet again.

At the annual meeting in Rock Hall, we announced that we were going to be posting the Directory on our website under a password protected Members Only section. It sounded like a great idea, but upon further consideration of security concerns about posting personal information on our website, we canned the idea and went back to emailing it to everyone. On April 16th I emailed the updated Directory to everyone who had an email address. For those who didn't, I sent them a copy by pony express. Some of our members who have an email address had asked for the Directory and Newsletter to be sent via the Post Office. Given the rising cost of postage, copying and other considerations, we have asked them to reconsider and hope they will let us use email. One step for mankind and a more efficient way to communicate. We send out the Directory once a year. As new members join, we will list their name, city and type of catboat in the Newsletter as well as send them a Directory. Please notify Steve Flesner if you have a change of address, change your email



Commodore Cruder presents Webmaster Butler Smythe with a photograph of him and his boat on their first cruise token of our appreciation for his volunteer efforts to manage and improve our Internet Presence.

address or did not receive the Directory that we emailed. Unless you tell us, we don't know! If you happen to misplace your Directory, contact Steve 410-586-8179 and he will send you another one.

Next Event

Patuxent Shootout, Solomons Island

May 24 thru 26 (Memorial Day)

by Steve Flesner

Uncover your boat, scrape the bottom, spiff up the brightwork and bend your sail! Get ready for the first event of the season! The Shootout will be held at the Calvert Marine Museum boat basin over the Memorial Day weekend. Boats can use the docks within the basin over the weekend arriving on Saturday, departing on Monday. For trailer sailors, there is a boat ramp under the Thomas Johnson Bridge within walking distance of the museum. For those of you arriving on Saturday, we will be going to the Ruddy Duck Brew Pub for dinner around 6pm. Transportation will be available from the marina to the pub and back. This year's hosts are Steve Flesner (410)586-8179 and Butch Garren (410)394-0014. Al Suydam (410)394-3150 is in charge of the race on Sunday. Captain's meeting is scheduled for 12pm under the Drum Point lighthouse at the boat basin. Race will start at 1:00 out on the Patuxent River. After the race there will be an awards presentation and a potluck at the boat basin. We will supply the meat dish. Please contact Steve to let him know what you would like to bring to the potluck so we can get an approximate headcount and avoid 6

appetizers and no salad! We are providing coolers and ice, but it's BYOB. Contact Butch if you have any questions about the museum, boat basin or boat ramp and Al about the race. Solomons has a number of shops and restaurants within walking distance of the museum as well as the world famous Tiki Bar watering hole. Sail in or drive in...we will find you a seat in someone's cockpit for the race. See you at the Shootout!

"CATBOATS PACK OFF FOR BOHEMIA BAY - 2014"

"C&D Canal or Bust"

Introduction

Having reacquainted ourselves with the mid-Eastern Shore wilds of the Little Choptank, we will again head back north this year. The suggestion began as way to visit our most recent Delmarva Peninsula circumnavigator, Guy Beckley who sails **Patience**, an 1890 Herbert Crosby Cat, from the Bohemia River. So the itinerary calls for two nights in the civility of Bohemia Bay Yacht Harbor, but not before making our way for a night at Chesapeake City on the C& D Canal. It just so happens, the flow will be right to get in and out after one night with a fair tide in each direction. We were last on the Bohemia in 1996 and at "The Hole in the Wall" in Chesapeake City as part of the CCBA Delmarva Circumnavigation in 2000. So the timing seems right. Here's the plan....

Sunday, 6/15: Destination – Bodkin Creek, Patapsco River

Plan: Initial rendezvous site. This is the first creek on the south side of the Patapsco River as you round Bodkin Point. Bodkin Creek subdivides into Main and Back Creeks. The cruising guides call out a good anchorage between Goose and Jubb Coves on Main Creek, but when last here in 2008, we found a nice spot and rafted up in Back Creek. So look for catboat masts or raise *Wanderer* on VHF 72. *Note: Gas, diesel and ice available, if needed at the marina on Graveyard Point.*

Monday, 6/16: Destination – Stillpond Creek, Still Pond – 20 nm

Plan: Make your way northwest out of Bodkin Creek leaving the restricted area off Aberdeen Proving Grounds to port as you proceed to the upper Eastern Shore. Be mindful that you are crossing the shipping channel that shapes up for the Chesapeake & Delaware (C&D) Canal. Keeping your VHF tuned to Channel 13 (Bridge to Bridge) will let you know what the commercial ships are doing and if you in fact are the subject of discussion or obstruction. A silo and water tower mark the south side of Still Pond, but the creek itself is further inside the point, narrow, known for its current, but well marked. The creek carries plenty of water, but there are no facilities, so plan ahead

Tuesday 6/17: Destination – Chesapeake City; South C&D Canal – 20 nm

Plan: Coming out of Still Pond, proceed northeast past the entrances to the Susquehanna and Bohemia Rivers into the Elk River, then to starboard into Back Creek which is the entrance to the C&D Canal. Distance is not far and tide tables show a fair tide culminating at Chesapeake City just before 3pm. So we should have plenty of time under favorable conditions. We are looking to anchor in the turning basin on the south side of the canal. There is also a public dock that allows 24 hour maximum tie up privileges. Access ashore with dinghy is easy via the public dock. The town is walkable, interesting, with no lack of eateries. Don't miss the historic canal lock museum, if you have not seen it. The Chesapeake Inn Restaurant and Marina is in the turning basin, has 45 transient slips and facilities. Arrange on your own if desired. See <http://www.chesapeakeinn.com>.

Note: About transiting the C&D Canal: - cannot transit under sail - auxiliary power mandated; - commercial vessels have the right of way (always!...law of gross tonnage); - vessels moving with the tide have right of way over those moving against the tide; and - monitor Channel 13 (bridge to bridge) for comms with commercial ships as necessary.

Wednesday, 6/18: Destination – Bohemia Bay Yacht Harbour – 10 nm

Plan: Tide tables indicate an ebb westward toward the Chesapeake until about 10am at

Chesapeake City, so plenty of time for breakfast. Moving against the current is not impossible, but reported to average 2 knots, making transit on the fair tide best. Mileage is low as we retrace our steps west out of the canal into Back Creek and southeasterly down the Elk River to the first large opening to port into the Bohemia River. Bohemia River Yacht Harbour is located on the north shore of the Bohemia River about a mile from channel buoys R14 and G15. A small lighthouse marked "BBYH" on the point is the identifier. This facility is home to the catboat *Patience*, so look for her as well.

Note: Plan is to take advantage of the facilities by availing ourselves of slips for two nights, so will need a boat count. See <http://www.bbyh.com>. Options for dinner ashore or in the marina TBD.

Thursday, 6/19: Bohemia River Play Day

Rest and relaxation day on the Bohemia. Sail or explore what you may not have seen on the way in. Those with dinghies might consider exploration beyond the Route 213 Bridge into Great Bohemia and Little Bohemia Creeks. The vertical clearance of the bridge is 30 feet, so this exploration can even be done by catboat. The chart shows good water for about a mile and a half above the bridge in both creeks, but the channels are unmarked, so finding good water is a challenge. Another exploration destination is Scotchman Creek just below the Route 213 Bridge on the south side of the river. There is a fixed bridge with a vertical clearance of 10 feet, so only dinghy and kayak friendly. Beyond the bridge, the creek winds for several miles of unspoiled wilderness. Probably worth a look.

Friday, 6/20: Destination – Swan Creek – 30 nm

While not arduous, this is our day of longest mileage, so plan accordingly and be mindful of commercial traffic. Proceed out of the Bohemia southeasterly along the eastern shore in sight of the navigational channel past the Susquehanna River, Still Pond, Worton Creek, Fairlee Creek and Tolchester Beach. Although you

will come to Swan Point at about the 25 mile mark, swan point bar extends south another mile before 4 ft depth is indicated. The entire bar is about 2.5 miles long and marked on the bottom side by a green can. This is a pretty creek that carries 7 feet just beyond the buoyed entrance and then 5 feet for over a mile up the creek. Our last transit north forced the group into two rafts, one for trailer size and one for the non-trailer sized cats. Supplies are available at several marinas in and around Swan Creek as well as immediately south of Swan Creek at Rock Hall Harbor if needed.

Saturday 6/21: Destination – Homeward Bound

All on their own to depart at will.

Final Notes: The mileage between stops is reasonable, but we are crossing and will always be in close proximity to commercial shipping. A VHF radio is a must, so you can monitor that shipping on Channel 13.

A dinghy or equivalent is not absolutely necessary, but always comes in handy for exploration and or going ashore at will...so encouraged.

For trailer sailors, see <http://cecillanduse.org/resources/boatramps> for public access in and around the Bohemia. Since we are staying a full day, could be an opportunity to meet up with the group while enjoying some nice sailing in your trailerable cat.

As always – Channel 72 at noon and 5pm. See you there!

News of Members and New Members

Richard Rogers is heading up in March to Cape Cod to get a new Arey's Pond 16 ft. Lynx. (A Lynx can be a pretty wild cat!)

Steve Flesner's **Tuckernuck** could not stand another Maryland Winter in Steve's driveway so the Catboat moved to warmer waters of Marco Island, Florida.



So Long Tuck! Steve Flesner

I suppose when you advertise your catboat for sale, it will sell, sort of like proving gravity with an apple! **Tuckernuck**, a Mystic 20, hull #50, second from the last one built, has found a good home. Capt Toby Fletcher took delivery of her on a frigid January 25th at the top of my snow and ice covered driveway. Toby runs a 100+ ft dive boat in the Gulf dismantling oil wells so he knows a thing or two about cargo on board! After stocking up on wide straps with ratchets, shackles, chain, rug pads and foam rubber, he secured TUCK to her trailer that had just had the bearings replaced, new receiver and lights checked. Toby drove up from the coast of Louisiana and was taking TUCK to Marco Island, FL, 900 miles south; only he hadn't planned on blowing snow and temperatures in the low teens! The picture of TUCK on



the trailer sort of says it all ...miserable!

A week later I received photos of her waiting to be launched with palm trees in the background and just to really rub it in, one with her nudged up to a white sandy beach, blue water and Toby standing there in a bathing suit...ouch! Is guess the moral of this story is I should have advertised her with me included as accessories!!! She is now sailing in the warm waters of southern Florida while I look at my thermometer currently reading 28 degrees! Oh well, spring will arrive after the thaw and I'll be working on **Scotty**, a Marshall 18, but I'll always remember TUCK.

Butch Miller sent this along as a reminder of why we cruise.

On The Hook by Art Birney

The blare of city traffic,
The blaze of city lights
Has set my soul a'longing
For those languid star filled nights.

When I'm settled in the cabin
With a tall rum and a book,
Then I know the sweet contentment of
A' swinging on the hook.

The tattoo of a shower
Has just drummed the overhead,
Supper's heating on the stove,
I'll soon be overfed.

I know the anchor is well set,
Still, it never hurts to look,
For you cannot be too careful when
You're swinging on the hook.

Across the cabin sits my love
All cozy in her nook,
And I think there's promise for the
night
While swinging on the hook.

Joys of the land are many, but
Them all we have forsook
To spend a bit of quiet time
A'swinging on the hook.



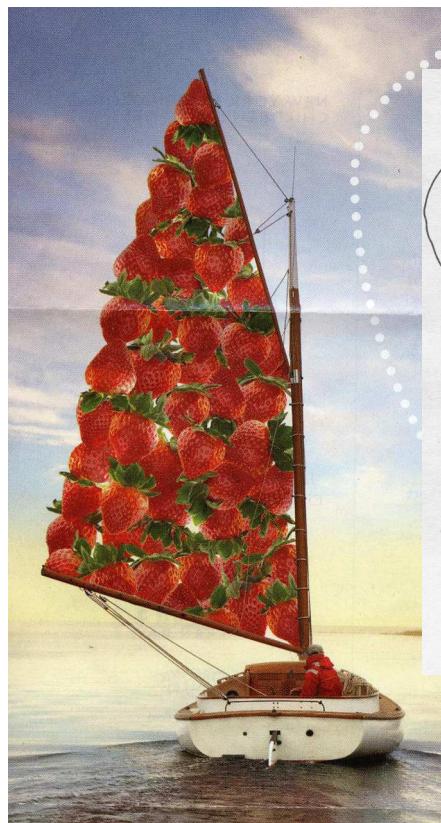
Butch Miller also sent along this photograph he found in his archives of **Salina** on the hard after an unfortunate Hurricane in her past caused her to drag. In spite of her embarrassing position the boat does not appear to be damaged.

Those Catboats continue to amaze. The Cape to Cape Challange Cup held by the Cape May, NJ in cooperation with the Lewes Yacht Club of DE turned out a fleet of J-105 and J-24's plus one Catboat. In South West winds of 9 to 14 mph the race between Cape May to Cape Henlopen and back the Catboat **Merryheart** placed first not only in its division, but overall. A J-105 was second and a J-24 placed third. The winning time was about three hours across the choppy mouth of the Delaware River. (source: Delaware Beach Life - July 2012 pg 52) submitted by David Park.

Marc Cruder sent this photo of **Wanderer** waiting out this particularly difficult winter waiting for a thaw and haul out to get her back in sailing trim.



Ever observant Dave Park sent this amazing fresh fruit ad. Those Catboats are so darn appealing you never know where they will turn up next.



The Blue Water Marine Railway

Bob Orme was one of the early members of the Chesapeake Catboat Association. He sailed Marshall Catboats, first and 18' Sanderling then later a 22', each of them was named **Blue Water**. His enthusiasm for racing Catboats was one of his most notable features. He was the David Morrow of his day. Bob's focus on racing over everything else was instrumental in the CCBA splitting off from the CTSA. At one time it seemed that half the Catboats in the mid-Chesapeake were kept at the Blue Water Marina. Bob was Marshall Marine's most productive unpaid salesman.

Everyone knows Bob Orme and Sons at Blue Water Marina...well if you don't here's the short story....

On occasion, need to haul **Wanderer**. In the last few years I have used the railway at Orme's,



mostly for convenience, because it is close by to where I moor.

A marine railway is a rare thing these days and usually sought after by those who still have traditionally built wood boats. Railways support a hull evenly as opposed to the strain and compression load of travel lift straps. The railway at Blue Water dates to 1960's, when Bob Orme moved down to Carr's Wharf Road on Bear

Creek, overlooking the Rhode River. The marine rails were obtained from the Washington DC Transit Authority and were actually originally street car rails. The first boat hauled before the rails were installed, was done with four "come-alongs" rigged on four tall pilings. In its prime, Blue Water Marina had two sets of rails and the ability to get four boats up at once. Since the boats were hauled up one behind the other, some offset was necessary from time to time, especially if the boats hauled were skipjacks with their characteristically long bow sprits. At one time, Bob had a share in some of the skipjack operations and with his own buy-boat, used to go across the bay to Tilghman Island and tow skipjacks to his yard for annual haulout.

You can still get your boat up on the Orme Railway, but there is only one set of rails now and you usually have to get in line behind all the boats that are the regular residents at the yard. The only other marine railway operating in the Annapolis area is located at Sarles Marina on the Back Creek in Eastport.