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All the catboat news that's fit to print.

CCBA Annual Meeting...It don't get no betta!!!

By Steve Flesner

Like daffodils, CCBA members popped up all over and gathered at the Kentmorr Restaurant & Crab House on Kent Island for the annual meeting on March 16th. 50+ members showed up and once again Bob and Gail McDonald came all the way from North Carolina...their reward was a special bag of chocolate covered almonds presented by the Commodore!!



Mark Cruder with Dolphin award

2019 CCBA Event Schedule:

- May 25-27 (race 26^h) – West River Heritage Regatta & Catboat Rendezvous, Contact: Paul Cammaroto 301-252-5686 pac4seas@verizon.net
- June 8-9 (race 9th)- Prospect Bay Race, Contact: Butch Miller 410-271-2540 anmiller03@aol.com
- July 27-28 –Corsica River Yacht Club Race Weekend, Contact: Rich McLaughlin 302-932-3222 rkmcl12@gmail.com
- August 3 –South River Sail-in and BBQ Contact: Craig Ligibel 443-949-7707 craig.ligibel@vml.com
- September 7-8 (race 8th) - Great Whitehall Bay Race & Rendezvous, Annapolis, MD, Contact: David Morrow 410-757-1060 david@maritimeins.com
- September 15-21 – Mid Western Shore River Long Cruise, Contact: Marc Cruder 410-987-9616 heavitree@comcast.net
- October 19-20 – Wye Wild Goose Chase, Contact: Butch Miller 410-271-2540 anmiller03@aol.com

It was a perfect Spring day, bright and sunny but maybe a bit chilly for sailing out on the Bay. New members were introduced and after the Bloody Mary's and Dark and Stormys were ordered, we got down to business! A brief report on the 56th Catboat Association's annual meeting was followed by a presentation of engraved bottles of rum from the Lyon Distilling Co. in St. Michaels to Mike Crawford - *Shoveller* and David Morrow- *Anna* (Bob Jones *Patience* couldn't make it) for their Catboat Legends presentation at the CBA annual meeting. We appreciated all the work they put into their presentations and representing the Chesapeake Bay catboaters.



Mike Crawford, Steve Flesner, David Morrow with tokens of appreciation.

After the rum was given out, Phil Livingston presented the Dolphin Keeper Award to Marc Cruder in exchange for returning the perpetual award back to CBA...a fair trade! If you missed it, Marc won the Dolphin Award and the CBA Editor's Choice Award in 2018...guess that's known as a two-fer! In case you thought we may be a bit short on literary efforts, David Bleil recited the Catboat Door Knocker poem that Dave Park was inspired to write after buying one from a vendor at the CBA meeting. I asked if he would recite it and he said he suddenly lost his voice!! OK, you had to be there!!

Next, the events/race schedule was discussed by each host, and it looks like it's going to be a pretty active sailing season. The Oxford Parade is rotating with the South River Sail-In BBQ in August but will return in 2020. Cruise Commander Marc Cruder went over the itinerary for the Mid-Western Shore River Cruise, guaranteed to be low key with low miles each day.

Given the turnout, it was a good time to review the various CCBA awards and trophies that we present each year. David Morrow discussed the background of the Capt Bill Hoover Perpetual Trophy that is given to the race winner at Whitehall. It is half hull of a Mystic 20 that Peter Legnos donated CCBA. Butch Miller covered the Washington Tuttle Memorial Trophy aka Tut Trophy which is based on overall race performance throughout the season or mortal combat on the high seas! Butch also addressed the Clewless Award which morphed from the "Block Head Award"; you guessed it...it's presented from time time to a member for committing an egregious act of stupidity"!!! Nobody got it last year...but have no fear, there's always this year! After a brief routine that Dominic had practiced at Comedy Central, he and Paul Cammaroto handled the John Brown Memorial Award which is awarded for carrying on the spirit of catboat camaraderie that



Paul Cammaroto presents Phil Livingston with John Brown Award.

Mr. Brown brought with him to all catboat events. It may also have something to do with Dark and Stormys! They presented the JB Award to Phil "Ironman" Livingston....Phil doesn't believe in reefing!!! In the future these last three awards will be presented at our annual meeting.

During the short business meeting, David Morrow covered the Handicap updates that were approved by those present and announced that Paul Cammaroto and Matt Cruder would be joining him on the Race Committee. Paul Cammaroto, our Treasurer, announced that we were solvent...whatever that means, I guess the bar tab was covered!! Commodore Flesner made an appeal for assistance in updating the CCBA website and Scott Shuler volunteered as long as it didn't interfere with his rebuild efforts on his Marshall 18...the Commodore assured him it wouldn't and then uncrossed his fingers!!! A vote of confidence for the current CCBA Conscripts was taken as soon as all the guys filed out of the men's room...it passed!

Annual Meeting continued:

The Richardson family donated a number of Catboat books in memory of Laura, their sister and Larry, their dad...both were CCBA members in the late 80's early 90's and have since passed over the bar. Their books were raffled off and went to good homes which I'm sure would have pleased them. As an aside, the Marshall 15 that the Commodore restored last summer was from the Richardson family and they were very pleased to see it sailing once again after 18 years. Other catboat literature was raffled off and a pile of old issues of the CBA Bulletins found new homes making Lois, the Commodore's First Mate very happy...more to come next year!! Bob McDonald won the Weems and Path navigation

gear in the silent auction so he should not have had any



problem finding his was home to NC!

So, if you didn't make it, you missed a fun time and didn't get to meet our new members. The food was delicious...crab cakes that were all crab...ok, don't ask where it came from but they were sure tasty! Big burgers along with fish and chips and chicken Caesar salad...followed by chocolate chip cookies...some of which found their way in my pocket!! No one left hungry!

New Members:

- * Steve & Lone Pei Pretzman, Compact Cat 20, Hayes, VA
- * Gunter Zierfuss, Herreshoff 18, Jacksonville, FL in the winter, Chestertown, MD in the summer
- * Robert Ellsworth, Arnold, MD
- * Jim Haldeman, York, PA
- * Scott & Judith Shuler moved from Oxford to West Grove, PA...18 is still in Oxford

Commodore's Corner

By Steve Flesner

Time to break out the sandpaper, dust cloths, brushes and make sure that the varnish is strained...yes, it's Spring and it has sprung! I saw the first dusting of pollen riding the waves and the osprey have moved back to their nest...no further confirmation is needed! After reading Butler Smythe's article in the Winter CBA Bulletin on "Sail Health", I took SCOTTY's sail to Chesapeake Sailmakers in Annapolis for an inspection and cleaning since it sat under a molding sail cover for 18 years. Much to my surprise their estimate was less than \$200! I also picked up a used Torqeedo electric motor for her and am anxious to see how much juice gets me out and back...without having to paddle my way in!!!

The Kentmorr thanked us for allowing them to host our annual meeting so I guess we will be welcomed back next year! It's a good location for those of us around the Bay and we get to enjoy the view and the Dark and Stormy's while talking catboats...what better way to spend a Saturday afternoon in mid-March!!

Paul Cammaroto is planning a blowout for the West River Heritage Regatta and Catboat Rendezvous...a great way to open the season. We extended an invitation to the CTSA folks so expect to see some boats with two sticks in funny places on their decks!! We also have some new members who don't have a catboat yet but are willing to be movable ballast as long as you don't tell them to stand up when you tack!!! I view this as an opportunity to share with them what we have learned over the years...now, if I could just find that feather on a stick that Capt Bill Hoover used to break out so he could get one step up on the fleet downwind!!!

CCBA has approximately 70 members, of that 70, just 28 belong to the Catboat Association. So, I ask myself, why don't more of you join CBA? They have close to 1000 members, publish a Bulletin 3 times a year that has grown to 70 plus pages and covers such topics as Boat Building and Maintenance, Cruising, Rendezvous & Race Results, Sailing Techniques and Seamanship, Navigation, Catboat Cooking, Cats for Sale and other items of interest...in other words all things catboat and something for everyone. Check out their website www.catboats.org you won't be sorry you did!! And when you read their Bulletin, don't be surprised to see how many CCBA folks you see in there from editors to those who submit articles!!!

See you on the water...and yes, I will be wearing my Commodore's uniform with the big collars and funny looking hat...or maybe just shorts and T-shirt with a Dark and Stormy not far from my reach!!!



Don't Miss the West River Heritage Regatta and Catboat Rendezvous May 25, 26 and 27, 2019

Come and Join the Friendly Folks with the Chesapeake Catboat Association, at Hartge's Yacht Harbor, for a celebration of our shared Sailing Heritage and Catboat Rendezvous and Regatta.

Last Year was a huge success and This Year's Event will be even better yet. Here's the Plan:

Saturday 5/25/2019

Sail In and informal dinner at Stan and Joe's Dockside Restaurant (formerly Thursday's)

Sunday 5/26/2019

Omelettes on The Lawn, prepared by our own Omelet Man, 'Jersey Frank' Newton 0700-0830

Catboat Vital Skills Seminar and Forum hosted by Marc Cruder 0930-1015

Catboat Racing Seminar and Forum hosted by David Morrow 1015-1100

Skippers Meeting at the Houseboat and Lawn 1200

Catboat Regatta on the scenic West River 1400-

BBQ (grills available) and Pot Luck Dinner, with Oysters, on the Lawn 1800-

Awards Ceremony and Quality Time with Fellow Sailors

Monday 5/27, 2019

Breakfast Gathering (Un-organized)

Sail Out

Some Important Information:

Please contact Paul Cammaroto if you are planning to attend this Great Event (Name, email, phone, Boat Name and size, what days you will attend and do you need me to reserve a slip at HYH)

Pac4seas@verizon.net or 301-252-5686. You can also register by clicking on this link. <https://www.123formbuilder.com/form-3586417/>.

Hartge Yacht Harbor 443-607-6306

A Lovely quite anchorage is also available, adjacent to HYH

If the participating number of Boats warrant, two classes can be raced with different starts, an 18 foot or thereabouts Class and a 22 foot or thereabouts Class, each with its own Awards

Bring your Main Disk to Grill and a side to share (bring serving utensils, if needed)

Hot Grills and Iced Coolers will be available

Prospect Bay Race and Rendezvous

The event will be held June 8 -9, 2019 with the race on Saturday the 8th.

This year we'll be back in Prospect Bay after two years on Cox Creek due to the disappointing go-fast boat emissions and crowds at Kentmorr last year. Can't do much about the busy early summer weekend but we should have better luck with the fumes and noise at Kent Narrows this year.

There are three ramps on that side of the world, Goodhands and Little Creek on the race side of the bridge and the big one on the north side in the Narrows proper. Goodhands Creek, Hog Bay and Kirwan Creek offer nice anchorages and there are a few marinas for those who will be sailing over and are interested in showers. Oh, and plenty of night life in the Narrows There should be at least three boats on the hook Friday and Saturday night so for those who just want to do some sailing, watch some other boats go around in circles and spent a night or two on the hook with some catboat comradery, you'll have company if you'd like. Also, St. Michaels is just a few hour's sail from the Narrows and a great day trip. So as I said at the meeting, please come out and play.

The race this year will again involve a lap around Parson Island, course to be determined by the wind. The shallow shortcut between the big island and the little island will be outlawed in consideration of the bigger boats.

The early dinner around 4PM will be at a restaurant to be determined. I'm leaning toward the Crab Deck but cannot arrange a reservation until they open in April/early May. The fall back will be Harris's.

We'll give an update a few weeks prior to the event. Please feel free to give me a call with any questions and/or to let me know about numbers for dinner at 410-271-2540. Email: [anmiller0\(zero\)3@aol.com](mailto:anmiller0(zero)3@aol.com).

On a side note, I'm planning a spring cruise up the Wicomico between the West River event and the Prospect Bay event. That nine day window should allow for a relaxed trip. Destination: the Evolution Brewery in Salisbury with a stop at the Red Roost Crab House near Dames Quarter. Please give me a shout if you're interested.

See you on the water,



Chesapeake Traditional Sailboat Association welcomes catboaters.

CTSA 2019 SCHEDULE OF EVENTS

March 24	Icebreaker
April 17	Sinking of the Titanic Mugs Up
May 25-27	Chesapeake Catboat Association Regatta and Rendezvous
June 1	Three Lights Fiasco
June 14-16	Cambridge Classic Boat event
July 3	Sherwood Forest fireworks raft-up
August 10	Small boat picnic and mess-about
September 7	Shaw Fest
September 8	Old Salt Race
September 15-21	Chesapeake Catboat Association cruise
September 21	Wooden Boat Regatta get-together at Eastport Yacht Club
September 22	Wooden Boat Regatta
October 5	Dean Wooster event
October 12	Good Old Boat race
December 1	Icemaker

For details, go to: <http://www.chesapeaketraditionalsailboats.org/>



My History with ANNA

By David Morrow

(Note: Three CCBA catboats were singled out by the Catboat Association as "Legends of the Fleet."

We will profile each of the boats and their owners in subsequent issues.)

ANNA, my 1964 Marshall Sanderling, came to me from my father-in-law who purchased her from Charles Kilvert of Nantucket in July 1983.

In the Spring of 1995 I decided it was time to get the boat cleaned up and sailable. We removed dead mice and dead snakes and a few pine tree saplings that had grown in the bilge. Lots of elbow grease, sanding and Interlux Bright Side paint got her looking pretty good. I also added teak trim and many coats of varnish. By mid-Summer she was ready to launch. Well, that's what we thought. The day we lowered the centerboard for the first time we were greeted by a big section of centerboard falling onto the ground! I re-christened her ANNA after our daughter.



I have made many improvements for single handed sailing like adding harken blocks and cam cleats, replacing wire with spectra line to keep from damaging spars while trailering and adding a single line reefing system to name a few. Some years required bigger repairs than others, like the year I had to replace the entire cockpit!

In 2012 I bit the bullet and hired Ocean Gate Yacht Basin to re-do the hull with Awlgrip. This job was one I couldn't do on my own. They mechanically peeled the gel coat off from the waterline up, faired the hull and shot it with Awlgrip. The job turned out better than I ever imagined – so good that I then had to have the decks, cockpit and interior of the boat done. Now she was Bristol! The varnish near perfect, the paint shines and her interior paint and varnish are also top notch!

For many years we sailed and raced her on the Chesapeake Bay and in New Jersey with much success. I'm especially proud of being a 3 time recipient of the Bill Hoover Whitehall Blockhead Trophy awarded for conspicuous knucklehead moves on or off the race course. But seriously, I think the best race I ever sailed was with my son Spencer at the Marshall Marine 50th Anniversary Rendezvous. There is something special about winning a race on new waters with your child as crew.



By this time I had also added a Marshall Marine tabernacle mast and upgraded my trailer making traveling much easier. I also added a Butch Miller travel cover and improved the tie-down straps. I was now able to go just about anywhere there's enough water and a ramp to launch. I could also sail ANNA without the need of any marina assistance. It was around now that I discovered that I enjoyed exploring new areas with a catboat as much as I enjoyed racing. (and I really enjoyed racing) ANNA and I have sailed in 9 states: MA, MD, NJ, AL, TN, VT, NY, GA & SC. I have taken friends out who had never sailed before let alone seen a catboat.

ANNA is now not only one of the oldest Marshall Sanderlings being sailed, but I dare say she is THE most beautifully restored Sanderling afloat. She is a joy to sail and share with not only well-seasoned boaters, but also to show off to those that have never seen a gaff-rigged catboat.



What I believe makes ANNA legendary is how she has transitioned from a racing catboat to a vessel of learning and healing over the past few years. When a good friend's 66 year old wife was stricken by a fatal illness, I trailered ANNA to Alabama and she had her first sail. After all, everyone should get to sail at least once in their lives.



Sailing with the Kid

By Paul Cammarato, CCBA treasurer.

*“The clock of life is wound but once,
And no man has the power
To tell just when the hands will stop
At late or early hour.*

*The present only is our own,
So live, love, toil with a will,
Place no faith in "Tomorrow,"
For the Clock may then be still.”—Robert H Smith*

A 1580-mile, 6-week sailing voyage aboard a classic 32-foot Chuck Paine-designed double ender from Annapolis to Maine and back brings father and son closer together.

As our Cruise to Maine began, our hearts were filled with adventure, joy, excitement and a little caution. Although I've made the Trip to Penobscot Bay and back, aboard FRANCES B a couple of times before; this would be the first, of I hope many, for my Ship Mate and Son, Dominic and I wanted to make it as smooth as possible. I know I could have found a hundred realistic reasons to not have gone but that Clock of Life (both his and mine) poem got me and it wouldn't let a postponement be discussed or even mentioned. We're Going, so Pack your Sea Bag. It didn't take any convincing for Dominic to sign Articles aboard the Vessel, as First Mate and off we went.

The sailing between the Chesapeake Bay and New York harbor was something I was dreading and just wanted to get through this first part of the trip and be done with it, I thought, Well as the song goes The Ferryman Will be Paid and pay we did. On day One, Nonstop to Cape May was our plan, leaving from Galesville at 1 AM with Dominic, a favorable tide and an old friend and veteran of this trip who took the train down from NY to give The Kid and me a hand getting up to Long Island Sound. After sailing up the Bay and through the Canal on the 4th of July without too much excitement, we rounded the point and turned Southeast to get down the Delaware Bay, an hour before the Ebb began and about the same time the breeze from the Southeast came on. Slow and steady at first but when the tide changed and the water got shallow and the Wet breeze continued to build into the 20's, we got hammered. Dodging ships, plowing through square shaped waves and shallow bars we found the Cape May canal about 26 hours after leaving our cozy berth back in Galesville. Tired, Wet and Hungry.... The Ferryman had been paid.

9 AM.... Up an' at it boys! We caught the slack tide out of the inlet into the Atlantic and a freshening SW wind on a gentle SE swell, "It doesn't get any better than this Dominic," A broad reach and on our Line for New York Harbor. Take advantage of it and don't fail to Notice the Good Times, we may need them as reminders of why we do this later on. With the wind backing to the South during the Day and at Nightfall bringing rain and 25 knots out of the SouthEast we had quite the ride up to Sandy Point arriving at 5 AM, raining hard and two hours ahead of Low Water at the Battery, the indicator for a Fair, or at least with you, Current up the East River and Out into the Sound.



After a quick trip to Lady Liberty we were off and running under the direction of my Son who had become the Official keeper of both Tides and Currents with his indispensable Eldridge as his only reference. He nailed it as we cruised along the EASTSIDE highway at 10 knots, passing cars in traffic as if they were standing still and at times they were. So aptly named Hell Gate came and went quickly and then after the Throggsneck Bridge we were in the Long Island Sound, celebrated by Filet Mignons on the BBQ and Dark and Stormey's, Dominic had a Fresca. We stopped in Port Jefferson at the Cove, a place I first learned how to swim years and years ago.

With work related demands back in Maryland, We had to leave the Boat under my brother Mark's care for the Week while The Kid and I went back to Maryland to work (Yuck) and finish up some projects before our summer vacation really began.

Upon our return to Long Island, a week later, and after an extensive re-provisioning of our fine vessel, The Kid and I were off with anchorages in Mattituck on the eastern end of the Island and then Point Judith within the Harbor of Refuge, both days of head winds and rain. Everything was at various levels of wet when the Sun broke out as we entered Padamaram Harbor in South Dartmouth Massachusetts, Home of Marshall Marine and Catboats-a-Plenty, as our timing was planned to be there for the Annual Marshall Catboat Rendezvous. In true and consistent Marshall fashion, Geoff offered us his families mooring in the harbor and a motored dinghy for our stay through the weekend.



For Catboaters and Sailor alike, this celebration of Our Catboat Family of Friends, hosted by the Marshall's cannot be beat for Fun, Good food and friends with a full measure of, Brewed for the Occasion, Beer by Neil Titcomb, Scandalized it was called...I seem to remember but a couple of details are a bit fuzzy. Buzzards Bay provided more than enough



SE wind to sail the races for the Four classes of Catboats all officiated by Kristen and Geoff Marshall aboard Committee Boat CATAPULT. Oh, and it rained a good bit too but nothing can dampen the spirits of Catboaters ready for a Party at Marshall Marine with the Master and Commandeer of Ceremonies' Geoff Marshall, as much a legend in the industry as His father Breck.

We were on our way East, the next morning to the Cape Cod Canal, with, of course, a 15-20 East wind and of course rain and of course in our face. Spirits remained High for the Kid and I as the rain

eventually stopped and D called the turn of the Tide perfectly as we shot through the Cape Cod Canal with the Bone in our Teeth with only one close encounter of the Large Barge Kind. Provincetown was our next overnight with an overdue visit to Cero's and Sal's Italian Restaurant for a Bolognese Sauce to melt your heart. Next morning saw us on our way to Gloucester but not without a sleigh ride of a sail as the Southeast winds stood firm at 20+ knots with gusts to I don't know,,, since I was focused on keeping the Boat on our Line for Gloucester. Truly befitting our arrival to this famous seafarer's port of Gloucester were huge breaking waves breaking over the ramparts of the breakwater welcoming us to safe harbor and oh yeah it was raining sideways. We picked up a weed fouled mooring which looked unused but of sturdy quality and settled in for a rolling night of wind and rain. Next morning gave us a short reprieve

from the rain but the wind continued to blow as we negotiated the narrow Annisquam Canal and out into the lee of Cape Ann and Ipswich Bay. After making good time, in relatively flat water, we broke free of the Lee of that Cape and got into the full fetch of a strong south wind blowing for 6 days. We tied ourselves onto the binnacle as we surfed down, what seemed to us, some pretty big seas. Dominic was amazed at how big the waves seemed when you were down in the trough. He's a Trooper. Isles of Shoals awaited us with its perfectly protected harbor and Free moorings, courtesy of Portsmouth NH yacht Club. A perfectly calm anchorage with waves crashing over the breakwater gave us an opportunity for a Good Nights sleep after dinner and a walking tour of the interesting and historic islands for our welcoming to Maine.

Next day brought us Portland Head after a very focused sail with the seas still running along with the occasional rain squall. Finding a good anchorage in the lee of an Island just East of Portland gave us our next overnight but the Ferries and Party Boats making such a racket made us wonder why we left Isles of Shoals...

and off we went, the next morning, a short distance to Eagle Island for a Lunch stop and a walk about the Island.

Eagle Island was the Home of Admiral Peary after his expeditions to the North Pole. Fascinating artifacts and our docent for the tour was riveting.

A hike around the island told us we were now in Maine, abundant in natural beauty and a coast servant to no man. Magnificent! We spent this night secured to a guest mooring at the Bailey's Island Yacht Club in Harpswell Sound. Did our provisioning at a Country type store with ultra-helpful and friendly service after some awesome Fish Chowder at the Fish House on waters edge.



Leaving Harpswell Sound the next morning and rounding Cape Small we encountered our first real Maine Fog, not thick enough to plow but plenty dense.

The amplified noise in this dense soup made us very aware as we were not the only ones out there and at a few times came pretty close to working Lobster boats and pleasure craft transiting the area like us. Our destination was Christmas Cove, a recommendation of Geoff and Kristen Marshall as they have family there, a great harbor and an open mooring for our use. The entrance to the harbor is quite tight and

tricky with the thick fog and barely had a shoreline as we found the mooring. Dinner at the Coveside with some awesome Damariscotta Oysters.

Met up with fellow Catboaters Roy and Nancy Henwood who have spent their summers in Christmas Cove for many years. They provided us great comforts for the cruising sailors of a delicious breakfast, hot showers, use of their laundry, a provisioning run and great company. The cottage they rent for the summer seemed so peaceful and postcard perfect until we were shown a picture of a winter Nor'easter. It was then I started to notice the steel cabling anchoring the pretty home to the granite. We are in Maine.



Leaving the next morning and sailing through the passage 'Thread of Life' adjacent to the Henwood cottage and across John's Bay, around Pemaquid Point and across Muscongus Bay and rounding Port Clyde we reached Penobscot Bay for an overnight at Tenant's Harbor. FRANCES B, our vessel, is a 32' Double Ended Sloop and is an early design of Chuck Paine, which I built, years ago. Tenants Harbor, other than being a working harbor is the home of Chuck Paine, where he moors his beautiful FRANCES, a little sister to our design

Leaving Tenants the next morning we set our course for Hurricane Island, a long inactive Granite quarry and recently an Outward Bound Camp. We picked up a mooring for a mid-day stop and hike around this fascinating island with remnants of the thriving granite quarry everywhere.

On our way again with a freshening breeze rounding the west side of Vinalhaven Island and getting blown into Seal Cove as the winds piped up above 25 knots. Another great anchorage with good holding and protection and good company

Next morning with a gentle Southwest pushing us up the East side of Penobscot Bay on up to Northwest Harbor on

Deer Isle, home of our good friend Sloan and significant other, Butler Smythe, our official CCBA transplant to Maine and sailing bon vivant who hails from Blue Hill Bay. Butler sailed his beautifully restored Luders 33 CROW over to Deer Isle to welcome us officially to Down East. After a sail out to Pond Island, we returned to Sloan's lovely cottage for a fabulous dinner and a peaceful night at anchor. Next morning we were off to Pulpit Harbor on the West side of North Haven island for a rendezvous with friends on their Bruckmann 50 motor-sailor, certainly cruising Maine in style.



Leaving Pulpit Harbor we headed west to

Camden. We had a wonderful dinner at Nina Junes in Rockport where I think I'd fly back to, just for the food. Camden Harbor was a buzz with the gathering of Wooden Sailing Yachts for the Eggemoggin Reach Regatta, held every year along that magnificent piece of Sailing real estate, which we planned to visit in just a few days.

Next stop for us was Buck's Harbor at the Top of Eggemoggin Reach, another well protected spot for the comfort of both vessel and crew.

We explored the Eastern shore of the Bay from Castine to Brooklin, home of Wooden Boat and ground zero for the Eggemoggin Reach Regatta. Meeting up with another CCBA member Martin Gardner, who has taught Gaff Rigged Sailing at Wooden Boat for many summers now, a nice gig indeed. The weather for the ERR was perfect Maine, SW 10 to 15. We reached down the Reach (ha ha) from Buck's Harbor to get a perfect spot at the finish line of the race and off the shore of Wooden Boat. Watching all those magnificent beautiful Wooden Boats sailing full across the finish line was a sight to behold. Dominic was fortunate to ride shotgun with Butler in his outboard runabout with great close-in views of the boats. Next morning, we sailed

through Deer Island and Fox Islands Thorofare's was just plane magic and spoiled us as we grumbled when the wind shifted to the West and we needed to motorsail to Tenant's Harbor for the night.

On the return trip from Penobscot Bay we were a bit more focused on making distance during our day time sails with my vacation time running low. We made Portland that next day and stayed at a marina in South Portland for showers, laundry and a decent sit-down meal. Busy place, we rolled through the night and happy to be underway the next morning for Isle of Shoals, a favorite for Dominic and I with great protection and free moorings. Up before dawn for our run to Provincetown and another great dinner at Cero's and Sal's. Left early the next morn to catch the current going through the Cape Cod canal along with some other southbound mariners. Hit the entrance of the canal right at slack and away we went, clocking 10 knots and living the dream until, up from the other direction, this 120' Megayacht doing 10 knots over the ground in the opposite direction. Add the 5 knots that the current was moving and the wake from this devil was horrendous. Not so much in height, maybe 7 foot but the shape was a square wave and when we fell into that trough, with our forward hatch open, we took green water almost to the mast...*%#@\$%\$. Never have I seen such a sight with water sloshing down below, the vee berth dripping wet..... when running in a strong current we dog our hatches from now on....

Catching the current down Buzzards Bay, we contacted Geoff and Kristen Marshall, who suggested we meet up in Cuttyhunk for a raft and Dark and Stormies. They were kind enough to take Dominic and my provisioning order and bring us the goods. Who's better than that !!! Geoff and Kristen are wonderfully Good people who treat friends and Catboat owners like we would want to be treated, better actually. Up before dawn trying to maximize a favorable current but headwinds dashed our hopes of a long-distance day and we wound up in Block Island. Being the weekend we were packed in with, what seemed to be, 300 other boats, we were missing Maine terribly. Another early morning and a favorable tide through the Race, at the East end of Long Island Sound, saw us in Mount Sinai, on the North Shore of Long Island, by nightfall. A strong front was moving through the next morning with 15 to 20 out of the East to send us down the Sound, raining hard the whole way. If timed correctly you can ride the Flood all the way down the Sound hitting the Slack right at Ft. Schuyler and then ride the Ebb down the East River through Hell Gate past Manhattan and get spit out of the Narrows. Our timing was excellent thanks to our trusty Eldridge Tide Tables. We picked up my buddy Ron in Sandy Hook and we were off at 2000 hours, down the Jersey coast. Encountered many night fishing vessels around Barnegat Inlet. Cape May by 1700 to a well deserved dinner and a not so restful sleep. Breaking out of the Cape May canal, into Delaware Bay by 0800 for the Tide and a freshening Westerly that mercifully lifted us up that Bay to the C and D canal. Out into the Chesapeake again gave us all cause for celebration. We arrived back into our slip at Hartges at 0200, exactly 49 days to the hour of leaving. Just a few thoughts need to be added to this very long piece:

We used the motor much more than I expected, (200 hours), as we were limited on our time to get from place to place and it gave us more responsive steering with large following seas.

I'd hesitate to Tow such a large (12') dinghy on a trip like this ever again

In a lifetime you'd never be able to explore all of the Maine coast with any kind of interest

You get to know someone real well on a 32' boat for a month and a half

Dominic was always the Gentlemen Sailor and Solid Shipmate, with never a complaint and always a positive attitude.

I wish you All Safe Passage and if you're lucky you'd have someone like Dominic to spell you at the wheel.

Editor's note: Ok. Ok. Frances B isn't a catboat. But Skipper Paul and son Dominic are catboaters through and through.

I presented Paul's entry in its entirety...too much good stuff to cut out. Hope you enjoyed the tale. CL

