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All the catboat news that's fit to print.

2022 Chesapeake Catboat Association season kicks off with a bang...and a blow-out!

Commodore's Corner

Greetings,

Well, we've had another rocky start to the summer season with West River being a huge success and Prospect Bay a blow-out, a total reversal of conditions from last year. See the stories below.

We've recently added five new memberships. Welcome to Caleb Burns, Mark Dean, Brian McCandless, Jonathan Poet and Conrad and Julie Gordon, Hopefully we'll see them out on the water soon..

The Corsica River Regatta is coming up at the end of the month, July 23&24. It's a fun weekend starting with dinner on Friday 22nd at the Rock Hall Yacht Club hosted by Rich McLaughlin then racing and country chicken dinner on Sat/Sun at the Corsica River Yacht Club. Please contact Rich at rkmcl12@gmail.com for details.

August brings the Catboat BBQ at the Ligibels'. Always a fantastic time. Stay tuned for further details.

Don't forget to visit our website at www.chesapeakecatboats.org. The events schedule is posted there but if you'd like one for the fridge please let me know and I'll send you one.

Hopefully everyone has their boat in the water and enjoying the beginning of the summer. Enjoy

Butch



First Annual CCBA Poker Run!!!



What a way to start off the traditional Ligibel South River BBQ on Aug. 20th. A fun Poker run where you will be dealt “virtual” cards when you check into predetermined locations on the South River. You will be dealt your final card at the BBQ. Stay tuned for more details. Know when to hold ‘em...know when to fold ‘em. Great CCBA gear prizes!!



Get ready for Corsica Yacht Club Race

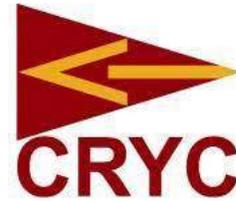
Weekend July 23-24.

Great racing. Great food.

Sign up on Corsica River site.

email Rich to let him know you are coming!!!!

rkmcl12@gmail.com



The regatta is scheduled for July 23 & 24 at Corsica River YC www.CRYC.org. Online registration will become available typically a week or two before the event. Multi classes of boats race in one-class events including catboats on Saturday and Sunday. On Saturday evening an Eastern Shore

chicken BBQ dinner is held for participants, along with live bluegrass music and a beer and wine wagon. Racing and awards occur on Sunday. The cost of registration and dinner will be posted on the site. On Friday evening I host dinner at the Rock Hall YC for CCBA catboats coming up on Friday to stage before going across to CRYC. See you there.

Rich McLoughlin. 302-932-3222





Chesapeake Catboat Association

Events Schedule 2022

May 28-30 West River Heritage Regatta & Catboat Rendezvous

Race and potluck on Sunday 5/29

Contact: Kate Grinberg & Tim Kallman, 301-908-6966, kathryngrinberg@gmail.com

June 18 Prospect Bay Race and Rendezvous

Contact: Butch Miller, 410-271-2540, anmiller03@aol.com

July 23-24 Corsica River Yacht Club Race Weekend

Contact: Rich McLaughlin, 302-932-3222, rkmcl12@gmail.com

August 20 Catboat BBQ

Contact: Craig Ligibel 913-488-0433, craig.ligibel@vml.com

Sept 18-25 Long Cruise

Wicomico up to Salisbury - Contact: Butch Miller, 410-271-2540, anmiller03@aol.com

Oct. 14-16 Wild Goose Chase

Wye River- Contact: Butch Miller, 410-271-2540, anmiller03@aol.com



Prospect Bay Race & Rendezvous 2022

What a blow-out!!!

By Butch Miller

This year's event held on June 18 was a blowout. Due to winds of NW 20-25 knts with heavy gusts, the course was moved "inside" Crab Alley Bay and set simply to start at a government mark and pass between the no longer existent Little Island and Johnson Island. The direction, either clockwise or counter clockwise around the course was optional. Navigating the narrow channel between the two islands was the game.



Patriot (Phil Livingston), *Leighway* (Bob Leigh & Digger Vermont), *Tigger* (Frank Newton, Dave Park, Josie Smith & Jim from Jersey) and *Lark* (Butch Miller & Bill Nalls) made up the fleet. Scout *Patriot* tasted the conditions while crossing Prospect Bay from Kent Narrows. Hearing no alarming news from the scout the others came out from the protection of Crab Alley creek to make the 11:00 gun. *Lark* was first to cry "Uncle" after having difficulty hoisting sail due to a wayward wind-blown halyard, running aground due to the distraction and the need for third reef to maintain any semblance of control in the gusts. Only *Patriot* and *Tigger* made it to the start line. All were relieved to hear "Uncle" on the VHF and re-treated to port. *Leighway* and *Patriot* later reported having shipped water over the coaming.



Stirred but not shaken, the crews headed to Fisherman's Inn where Jersey Frank and his silver tongue had arranged a meeting room for us, the nice one with oyster plates lining the walls. The host was denied any sort of reservation, twice. Thank you Frank! The arrival of shore crew gave us around fourteen or so for lunch. As the awards of Lyons Rum would be held over to next year, the coming budget surplus was cushioned with a well-deserved first round of drinks on the club. The food was great as was the comradery among good friends after a challenging outing.



Ironman Phil, *Patriot* headed for home the next morning in much the same conditions but downwind most of the way clocking 7.6 knts at one point. Surf's up. Bob, *Leighway* having to cross the Chesapeake wisely chose to wait out the wind for a day..



Although the race was a bust, we had some sporty sailing, no breakage and a great lunch with friends.

Looking forward to chasing the rum next year!!

Butch Miller



Chesapeake Bay Catboaters Prowl West River in Heritage Regatta

By Kate Grinberg

More than 20 members of the Chesapeake Catboat Association strutted their catboat stuff over the Memorial Day Weekend at the annual West River Heritage Regatta. Last year's event was "blown out" with too much wind. The event was cancelled in 2020 due to Covid.

The regatta kicked off on Saturday, May 28 with a BYOB BBQ at Bruce Ogden and Jill Seagraves West River home.

The action started early on Sunday, May 29 with omelets courtesy of Jersey Frank, followed by two dynamic presentations: Marc Cruder gave a great talk about Thomas Point shoal...using traditional navigation techniques and the history of the Thomas Point Light. This was followed by Fred Sherriff's presentation "How to apply 12 coats of varnish on your catboat without losing your mind". Fred is known in catboat circles "Smooth as Glass Fred 'Epifanes' Sherriff." Without question, it takes patience to produce a mirror finish on your brightwork. Attention was rapt until one member asked Fred about Cetol. Meooow!

With perpetual class winner David Morrow serving as Race Committee, seven boats purred out to the West River for a friendly three-legged race. Although having fun is the Number One priority for these cool cats, they do on occasion accede to the rule book for a real honest to goodness "battle of the cats" on the water. There was plenty of wind and the fleet got in two races.

Results

Place	Boat Name	Boat Type	Skipper
1	<i>Whisper</i>	Marshall 15	Fred Sherriff
2	<i>Tigger</i>	Menger 19	Frank Newton
3	<i>Laura</i>	Cape Dory Handy Cat 14	Bruce Ogden Jill Seagraves
4	<i>Honey Bee</i>	Marshall 18	Chris Graae

It should be noted that Chris is a new member sailing in his first race!!!

After the race the group returned to the Hartge Lawn for the awards ceremony accompanied by liquid libations, talkin' catboats and a potluck along with a generous helping of Catboat Craig's famous Rappahannock Oysters.

This year's event was organized by catboaters Kate Grinberg and Tim Kallman



Cats on West River. Purrrrrrrrrr.



Varnishing tips from Fred "Mr Epiphanes" Sherriff.

"Getting Her Over" Varnishing Learnings Exchanging Tips 5/29/2022

Preparation for varnishing

Hardware in the way-remove if you can ,otherwise tape
Fixing the bad spots- scrapper, pen sander, artist brush, spoon,30 ml-1oz cups
Sanding the louvers/tight spots - *Work over Tool in kit*
Sandpaper sources/grades P220 216UGOLD, P320 all 3M
Dust removal after sanding-Denatured ALCOHOL
Sanding between finish coats -Scotch -Brite 3M 07447 General Purpose Hand Pad

Varnish Lighting

Holidays -inside work

Varnish Application

Horizontal
Vertical

Keeping the dust out/off

Taping

Brands

Removing-

Heat gun

Inside Varnish area

Digital "Holiday" lighting
Vacuum ahead
Wet mop area
65-68 F temp

Outside varnishing

Out of direct sun
65-70 F temp
Before the pollen

Of coats

What your varnishing 4-10 coats for mirror finish

My Varnish of choice

Jamestown distributors Total Boat Wood Sealer-Varnish Primer
Epifanes High Gloss Finish Coats 250 ML-Jamestown distributors
Epifanes woodfinish gloss-Build
Epifanes Easy Flow
Epifanes High Gloss Clear Finish-Final coats

The Varnishing process tools

Lights-digital inside-site to check for reflection

30 ml Eye dropper for Easy Flow measuring
Tongue depressors for
30ml plastic medical cups for transferring varnish
1 pint plastic all purpose container for application varnish
Jem foam brushes-early coats
Corona badger hair brushes
Dipping the varnish brush in supply container

The Varnishing Process (Continued)

Use TOTAL BOAT varnish sealer 2-3 coats, foam brush
4 coats of Epiphanes for build coats
Euphane high gloss for 2-3 final coats let dry 48 hours for final coat
Final coat should be from a new unopened can of Epiphane high gloss
I purchase 250 ml can of Epiphane for all my final coats
Stir varnish before removing from can
Add eye dropper quantities if easy flow, 4-6 drops per 6 oz varnish
Use tongue depressor to stir in easy flow
3-4 30 ml cups in container
Use Cronon Badger hair brush for final 2-3 coats
Replenish when low
Stir occasionally
Varnishing direction
Keeping the varnish brush flexible
Dealing with the edges first
Stroke into the wet edge
Use the brush to work it in
Don't just dab it on
Avoid too much brushing
Use multiple lights to check for Holidays-particular the edges
Tip it off when that length is finished
Varnishing horizontally vs vertically
Length of varnish stroke
Once tipped off leave it alone
Usually wait 3 days to scuff/sand and do final coat

After The Varnish Is On

Leave the lights on-keeps the dust attached to the lights
Wait 6-8 hours to remove tape, if taped
Removing tape -pull off in direction of removing and into dry edge
Careful not to pull new varnish off with tape
Use a fan to help in drying process ,after 6-8 hours
If hot coating ,no sanding between coats, I will do 4 this way
For final coat let dry 48 hours ,then Purple Scotch pad to scuff
If runs let dry 3 days and use 320 Sandpaper to remove high spots
Denature alcohol before varnishing to remove pad or Sand paper dust

Varnish needs to cure

Watch hoses on rub rails and cockpit combings after varnishing
Still very tender for a couple week, needs direct sun to really set

Clean-Up

Terp or mineral spirits, diesel fuel, brush container
Cans of varnish-upside down for long durations
Old brushes for build ,new brushes final coat

Good varnishing books to have with many helpful tips

TRICKS,CHEATING & CHINGADEROS by Joni Blanchard(A collection of knowledge and tips for varnishing and paint wooden boats)

BRIGHT WORKS,THE ART OF FINISHING WOOD by Rebecca J Whitman



This catboat has nine lives!

By CCBA member Daniel Ortiz

Catboats have a way of taking over your life! This happened to me when I purchased a worn out and neglected 1979 Marshall Sanderling in need of a serious rejuvenation. After an in depth inspection, I decided not to even use it for one season and instead embarked on a now five-year total rebuild - or a resurrection, as Steve Flesner referred to it. Although not totally finished, I launched her last season and had a great time learning how to sail a gaff rigged catboat. She's back in the water again this season, but there's more work to do to make her "complete".



I began the restoration by removing the two cockpit soles, one deck screwed and set in construction adhesive over the rotted original, and then I removed the rotted and sistered floors one at a time. These I replaced with Coosa Composites Bluewater 26, a rot resistant urethane and fiberglass panel. I also used this for the cockpit sole and the bottom and lower part of the upper cabin bulkhead. The sole was glassed with Biaxial 1708 fiberglass and epoxy.

I'm now in the process of applying Western Red Cedar Wainscoting to the inside of the bulkhead. The port bench seat was replaced after the sole was glassed and faired. All new teak coaming cap and cabin trim was purchased from Marshall, installed and roughly faired. I did a final fairing and varnished them this spring. Bad sections of the rub rail were replaced with the longest being about eight feet on the forward port side. All the dings and scratches in the hull and stress cracks in the deck were filled and faired. After fairing I took her to my friend's shop to have her primed and painted with ALEXSEAL Premium Topcoat 501. The deck and cabin top were painted a tan buff, taped off, and then flooded with Soft Sand non skid. Two topcoats of the buff were rolled on to seal the non skid. This method left an incredibly even surface of non skid. All the running rigging and headstay were replaced along with new blocks for the main sheet plus the swivel cam cleat setup. New teak door sill and divider between the lower and upper bulkhead were installed.

Both sets of pintles and gudgeons were replaced with new ones as were the side running lights. One of the nice things on the boat was an old Wilcox-Crittenden bronze stern light. One of the best purchases was a new hinged mast that makes it a breeze to launch and take her out of the water. A new sail was the icing on the cake. There are a few things that still need to be finished - like gilding the name board I carved for her and finish painting the inside of the cabin.

One thing I realized during this process was how fortunate I was rebuilding a boat of a company that was still in business. Any part I needed they had. I can't stress enough how fantastic Marshall Marine's customer service is. I would call up

to order something and a human would answer the phone, and most of the time it was Geoff Marshall. He would send things out the same day I ordered it and let me know if it had to go out the next day. Plus he's a wealth of knowledge when it comes to catboats.

So this is where I'm at with the rebuilding/resurrecting the Crater Cat. I know she'll never be fully finished, because boats never are, but I get a lot of complements on the work I've done to date!



Order your CCBA logo wear today!



Ball cap= \$20



Wide hat= \$30



**Dri-zone polo,
men's = \$26**



**Dri-mesh polo,
ladies= \$36**



**Puffy vest,
men's= \$60**



**Ladies fleece
= \$36**



**SPF shirt=
\$66**



**Sweatshirt
= \$22**

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New item!

Tote bag. \$35.