



Chesapeake Catboat Association

2018 Winter Volume 26, Issue 1

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

CCBA Annual Meeting Set For March 24 at Kentmorr Restaurant, Kent Island MD.

Mark your calendars for 11:30-3:30 on March 24. This is one meeting you won't want to miss! Commodore Flesner and his band of thugs will present the 2018 CCBA Sailing Schedule. Lots of old favorites...and a few new twists! Cost for the luncheon is \$24 Please click the link below to make your reservations. We need to hear from you by March 15 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 2018 dues. If you would rather send your money ahead, mail \$15 (or \$20...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 \$5 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, 2018 to Feb, 2019. 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

The ice has melted and we can now look forward to Spring and along with the first crocus comes catboat work! Break out the sandpaper, varnish and bottom paint and get your cat ready for the first CCBA event of 2018, the West River Heritage Regatta and Catboat Rendezvous! 2018 events are posted on the website and will be discussed at our annual meeting on March 24th.

Welcome to our new members:

- Walter & Mary Ellen Boynton, Prince Frederick, MD, Marshall 18
- Earl Segal, Oxford, MD deciding between a Marshall 15 or 18!
- Bill & Tina Pringle, Deltaville, VA, Bill Boyd Family Cat 23
- Thomas Schiller, Oxford, MD, Marshall 22
- Scott & Judith Shuler, Oxford, MD, Not Yet!
- Bruce & Margaret McElvein, Chevy Chase, MD, Atlantic City 21
- Olof Sputnik, Concho, AZ, Not Yet!
- Matthew Cruder aka "Catboat Kid", Parkville, MD, Herman 17
- Harry & Edith Knoblick, Sherwood, MD, McKinzie/Marshall 24.

Looks like Oxford is becoming "Catboat City"!! Also, of special note, Matthew aka Matt Cruder was one of the original "catboat Kids" and is now a CCBA member. My how time does fly!

See you at the Kentmorr Steak and Crab House, be there or be square!!

Be the first person to name the sailor pictured above...and win a 2018-19 CCBA catboat calendar! Send your guess to: tcligibel@vml.com

Cruise up the Potomac or Sailing for Suds

Butch Miller is planning a cruise up the Potomac this spring to D.C and back. This trip will be the initial leg of his "Sailing for Suds" series of cruises. The mission being to visit breweries on the bay, its tributaries and beyond. This cruise will include breweries in Soloman's, Cambridge, Alexandria and D.C. Along the way visiting spots like Mt. Vernon, Arlington Cemetary, Mallows Bay, a day or so in the big city and more. If you have an interest in going along for all or a part of the trip please let him know. The river is accessible from many points along the way is within an hour drive for most of us so there is great opportunity to jump in, for crew changes and free range cruising. So far there is interest from three other boats. He plans to set sail the first week or so in May in order to make it to the Memorial Day event. Butch can be reached at anmiller03@aol.com for details as they develop.



Miles and Wye Rivers Long Cruise - 2017 by Marc Cruder



After a very complete 10 days down to the Pocomoke, it was a nice change to be back in the mid-bay with a low mileage 6 day itinerary. While low impact was the goal, we nonetheless encountered some weather typical of fall on the Chesapeake. So there was some wind, rain, reefing and great sailing to creeks not previously enjoyed. Our stop in St. Michael's provided a chance to freshen up and enjoy food and drink ashore. Participation was good and all lived to sail another day. Here's how it went....



Returning Cruisers

- Marc ***"You may need to adjust your wick"*** Cruder sailing *Wanderer*: Wittholz 25 (Glass)

- Dave ***"Why is your dinghy under that dock"*** Bleil with crew Jim ***"Would you hand me a shirt for a change"*** Ohlmacher sailing *Gull*: Mystic 20.

- Butch ***"Direct drive"*** Miller sailing *Lark*: Americat 22

- Jack ***"If you don't mind moving, I might have some clams for you afterward"*** Smith sailing *Winter's Dream*: Marshall 18

- Martin ***"Would you like to participate in an anchor rode survey"*** Gardner sailing *Planet*: Wittholz 25 (Wood)

- Mike ***"She has needs"*** Crawford sailing *Homer*: Wittholz/Hermann 17

- Paul ***"Jellyfish lips"*** Cammaroto sailing *FRANCES B*: Chuck Paine 32



Phil ***"Creek Patrol Recon Commander"*** Livingston sailing *Patriot*: Marshall 18

Drive-By Cruisers (who joined us for a part of the cruise)

-Craig ***"Resin reinforced"*** Ligibel sailing *Mystic Wind*: Mystic 20

- Roy ***"I told you I'd make it"*** Henwood and crew Nancy sailing *Liberty*: Marshall 18

[\(For the full story, click here.\)](#)



Catboat Association's 56th Annual Meeting, Mystic, CT

By Steve "Roving Reporter" Flesner

Or...they came, they saw and some went home with the gold!!! CCBA was represented by Steve and Lois Flesner, Phil and Karen Livingston, Paul and Dominic Cammaroto, Frank and Linda Newton and Matt Cruder. Butler Smythe, Sloan and her son Aldi and dog came down from Maine so it was good to see them again. The event kicked off on Friday evening with a slide show and Gam while folks stood around nibbling and having libations watching photos of the CCBA long cruise and race and rendezvous events. We later went over to Peter Legnos' house for dinner and to play with his grand kids! All indications of a harsh New England winter were evident on every pond...solid ice and very, very few boats in the water and most shrink wrapped in the boat yards! They take winter seriously up there; as they should.

The catboat resource show kicked off on Saturday along with a variety of seminars from GPS+VHF=AIS, buying a used catboat to catboating for beginners and design elements and construction of gaff-rigged sails. So, you can see, something for everyone. Butler had a table selling odds and ends along with the CCBA calendars while advertising his Marshall 15, which he found a buyer for at the show...he was all smiles after that!!

One could say that CCBA got a 2-fer at the annual meeting. The awards committee presented our own Marc Cruder with the Dolphin Award for exceptional service to the catboat community and just all things catboat which was followed by the CBA Bulletin Editor's presenting him with the Editor's Choice Award for the many years he has submitted articles for the Bulletin on the Long Cruise and so many other subjects. Matt accepted the awards on behalf of his



Matt receiving the Dolphin Award.



Matt receiving Editor's Choice Award.

dad and sort of had his hands full after

that!!! He later took them home and handed them over...but that story will unfold at our annual meeting in March!! By the way...this makes Marc the all time CCBA award winner with three, having won the John Killam Murphy Award in 2003..may I hear a round of well earned applause!

The feature presentation was made by Jim and Tracey Ledger who spent 20 years restoring *Sea Rover* and later were given the Broad Axe Award in 2008 for their efforts. Jim has a unique New England sense of humor and story telling abilities that thoroughly entertained us while describing their lengthy restoration process. Saturday night found us at Angies Pizza restaurant enjoying a good time before heading home on Sunday. For those of you who missed the event, it was a fun weekend and you can't get enough of catboats or pizza!!!

Once again, we surveyed the CCBA membership to solicit their input for the upcoming season. Here are the results:



- 26 responses. 40% response rate. Slightly better than last year.
- Best attended event: Annual meeting (80% of respondents). Long cruise next best attended with 10 respondents. Least attended: Corsica River (4).
- Number one reason for not attending events: too far to go/take boat (88% said this was a factor in not attending).
- Members rate more cruising/raft up events, events all over the Bay and events involving kids/grandkids/spouses as ideas worth considering for the future.
- Number one reason to belong to CCBA is to hang out/cruise with other catboaters. Racing was a distant third.
- CCBA newsletter and commodore's emails were highest-regarded methods of communicating with members. Fewer accessed CBA bulletin or website.

Ideas to improve events included:

- Do something in southern part of the bay
- Help with launching sites
- Buddy system to help people get to events
- Do something in the Chester River
- More spouse-friendly

Reasons didn't attend events:

- Too busy.
- Getting older.
- Traveling/busy
- Hard to move boats...takes too much time.

To address some of these issues, your CCBA leadership has made several program changes, including changing the location of several events. Details to be announced at the CCBA meeting in March.

Helpful web addresses and email info:

Commodore Steve Flesner: flesner00@comcast.net

Newsletter editor Craig Ligibel: tcligibel@vml.com

Treasurer Paul Cammarato: pac4seas@verizon.net

CCBA website: www.chesapeakecatboats.org

CBA website: www.catboats.org

CCBA Crew finder (Help to put crew together with captains). [Click here to access:](#)

CCBA Member locator map: [Click here to access:](#)

Down on Dee Bay Hon

Steve Flesner

Editor's Note: David Bleil reminded me that the weekend before the traditional start of sail dredging

season, Maryland used to showcase the skip-jacks which



were all clean and freshly painted, at a race outside of Annapolis called Chesapeake Appreciation Days. At those races, catboats were allowed to participate recognizing their own workboat origins. It is from participation in Chesapeake Appreciation Days that a group of catboaters got together and founded the Chesapeake Catboat Association (CCBA).

Oyster harvesting season runs from October 1 thru March 31 with the month of October reserved for divers and watermen using shafts and patent tongs. At the end of October, crab pot hauling gear is pulled off the boats and overnight, replaced with oyster dredging gear as the watermen want to be out there on dee bay at first light on November 1st, the opening day of the oyster sail dredging and power dredging season.

Maryland residents are allowed 1 bushel per person per day, Mon-Fri, sunrise until 3pm, Sat, sunrise until-12pm. Oysters must be 3” measured from hinge to bill along the longest part of the shell. Watermen have a different limit on 2 man dredge boats, 30 bushels a day, not to exceed 15 per man. Skipjacks have a much higher limit than motorized dredge boats. On push days, which are the two days a week that a skipjack can be pushed by a yawl boat rather than be dredging under sail, a skipjack can harvest 150 bushels. The price of oysters has nearly doubled in two years from \$26 in the 2012 season to \$50 in 2015 largely because of the dearth of oysters from Louisiana which continues to suffer complications from the Deep Water Horizon oil spill and Hurricane Katrina. So, a skipjack could haul 150 bushels at \$50@, that is \$7500 a day with four crew

plus cost of fuel could mean more than \$1000 a day per person.



At one-time, motorized dredges were banned to make oysters harder to catch so the supply of bivalves on the public oyster bottoms would last longer. Later the law enabled skipjacks to dredge under power of the yawl boat on certain days of the week, in part to keep the skipjacks in business and as an acknowledgment that the old boats were more expensive to operate than motorized dredge boats..., wood vs. glass. Once there were 2000 skipjacks on the bay, now only 30 and only 7 actively fish each year

Ok, so where am I going with this...well, watermen can really be creative. When the Maryland Department of Natural Resources began getting calls from watermen seeking to register skipjacks for oystering, they were excited that an old way of life was coming back to Maryland waters...or so they thought.

Not so, the watermen were taking advantage of a loophole that allows them to simply put a mast on a motorized boat and thereby qualify for the increased harvest allowed skipjacks. Maryland natural resources law allows for an oyster dredge skipjack to be pushed two days a week by a yawl boat, which is any kind of motorized boat. As long as the boat in question has a mast and be pushed by a yawl boat, it technically meets the definition of a skipjack. While these boats have been converted to meet a technical definition of a skipjack, it remains to be seen how many will be licensed by DNR giving them an unfair advantage over real skipjacks and dredgers due to the larger limits and less operating maintenance and operating expenses. They would probably try that on a catboat if it were not for the rudder!

One Hooper Island waterman who dredges for oysters said he wasn't angry about the creative definition of a skipjack, "I don't see nothing wrong with it. If watermen are upset about their peers using a Carolina skiff to push around an oyster boat, it's because "they ain't got one themselves." I would say, how do you argue with that logic, but I won't 'cause I'm not a watermen nor am I that "creative"! Oh, and by the way...no respectable watermen would refer to it as a dredge boat, it's a "drudge" boat, what are you some kinda city fella?!!

Sometimes down here on dee Bay Hon, it ain't all that it should be nor that it seems.



Lesson Learned- Old Sailor, First Time CCBA Cruise –by Fred Sheriff

As background, I'm 76, sailed since I was 6, owned and raced one design boats into my mid 30's, owned and sailed boats on the Chesapeake Bay, Long Island Sound and Lake Michigan off the north shore of Chicago. Retired to the Chesapeake's Chester River in 2005. In 2004 I had Geoff Marshall build a 22 for me (#262 *Pride*) and sailed it pretty much by myself for the last 12 years up and down Maryland's Eastern Shore. I like all weather and prefer 14 /16 knots of wind. Cruising on the Bay has been a dream; not only the sailing but also the cocktail hour, tucked away without a light in sight at night.

I joined the Catboat Association several years ago as well as the Chesapeake Catboat Association (CCBA), however, I have been pretty much a loaner until this year. Butch Miller reached out to me to do the Corsica River Yacht Club Regatta with him in mid-July. What a blast, it took me back to my old Star Boat racing days, but more importantly it got me hooked into the CCBA. So, that is some background on Fred and a set up of the great time and lessons learned that Marc Cruder has asked me to pass along as a first- time cruise participant.

In mid-September the CCBA hosted a week -long cruise that started off the southern tip of Kent Island and did all the major rivers feeding into East-



ern Bay. It lasted 7 days and I can say this is the best vacation I have ever had. I have traveled the world, still ski in Colorado every year, but none of this compares to the time I had those 7 days in September. We sailed 4-6 hours a day, rarely had to motor, had all kinds of weather, and you couldn't have had a better group of individuals to travel with. The evening get together on *Traveler*, Marc's boat, were wonderful. Bottom line how often in your life have you been able to enjoy something you love to do with no interruptions for 4-5 hours a day for 7 days straight? I never had until this trip. My wife could tell it immediately over the phone on my evening check -ins. How wonderful this type of cruising is, was the biggest lesson learned for me. I'm going to try and make all the events in 2018.

One day we had storm warnings for too much wind. We reefed, which I had done on my own before, but, the following day over a group breakfast in St Michaels I learned that maybe I should have put in the second reef, just in case it was too much wind; always easier to shake it out than put it in under sail, and to use a line to lash the foot grommet to the boom at that reef point. From this discussion I also need a line to tie off the wheel to keep the boat into the wind if I ever have to put in a reef under sail. I sail 99 % of the time by myself.

Marc gave me a polite lesson on anchoring when in a group. One of the days after arriving at one of our nightly anchorages, Marc, who was anchored next to me, overheard me say I had scope out of about 9X. Shortly after that I saw him move to another spot in the fleet. Later he clued me in on the issue of cat's sailing at anchor and the risk of hitting other boats. Also, many of the others, if not most, anchor with stern to the wind to minimize the sailing, not to mention catching any breeze that will make your sleeping more enjoyable.

After Paul Cammaroto's mishap of catching his dinghy's painter in his prop while anchoring and sucking the dinghy under the boat, the lesson to have floats on your dinghy's painter was pretty obvious. I now have *Pride's* dinghy's painter with floats. It was nice having the dinghy along, it gave you plenty of flexibility to participate and explore.

We had just one day with on shore hot water showers available and I really need my shower at the end of the day! I have a sun shower, but rarely use it. Marc warned us to bring one, so I brought mine and filled it before I left my home pier, refilled in St Michaels and had a nice shower every night. The cat's long boom to hang it from and the rudder to sit on make it simple to use.

As you all know, each sail is different, and we are always learning. What was different here and on this group event was the positive coaching with the sole intension of increasing my cruising enjoyment. For those of you who really want to enjoy your time sailing/cruising and haven't taken the leap to get involved in the CCBA long cruise, make it a priority and give it try. My hats off to Butch Miller for getting me to make the leap.

Beaufort's Classic Boat Rally has it all!

An open invitation from Sam "Woody" Norwood as written to David Morrow.

"The **Classic Boat Rally (CBR)** is on for 2018. The registration price is a bit higher this year but still a bargain. Last year's winner, **Randall Swan**, from Charleston, has agreed to be PRO, having had both shoulders replaced, 6 months apart, and unable (for now) to pull halyards or sheets. He's in charge of the "Pursuit" Class in Charleston Race Week, a legendary sailor in the Lowcountry, and a fine human being whose career was as a harbor pilot in Charleston, same as his father and grandfather.



The dates of the **Classic Boat Rally (CBR)** are **April 25-27**. But those dates are merely the middle of a great week for catboats.

Many of us will gather on Monday, April 23, at Beaufort Yacht and Sailing Club, to rig and launch our boats in preparation for the CBR. We will depart the BYSC docks **Tuesday, April 24**, and sail to Bluffton where we'll drop anchor and raft up for an extraordinary chicken dinner prepared by Bluffton's finest restaurant, owned by one of our CBR sailors, Andy Fishkind (owns a Marshall 22, "Fair Ellen"). After some rum and some chicken at anchor, we'll re-anchor and then, the following morning, depart for Savannah in a sailing convoy during which you can bet the sailors are warming up their racing and navigational skills (without admitting they are actually racing). We'll arrive in Savannah at the **Savannah Yacht Club (SYC)** in mid-afternoon Wednesday, ready for the scrumptious SYC monthly seafood buffet.

Yes, we'll start the CBR that day *officially*, but the casual sailing from Beaufort to Savannah has become a custom that is very special and a great way to get used to the Intracoastal Waterway (ICW) in the Lowcountry.

As you know, we'll do casual, pursuit format, races to Hilton Head's Windmill Harbour on Thursday. Coming into **Windmill Harbour** is a special experience in that it is one of just two on the East coast that is above sea level. We enter the harbor through a lock and tie up in front of one of South Carolina's finest (fanciest) yacht clubs. They are happy to host us for the night. We'll have a Concors boat judging there and have cocktails and then be served a culinary feast in an exclusive room or section of the yacht club. Bring a blazer and remove your cap when you enter the clubhouse for dinner.

On Friday morning we depart, through the Windmill Harbour lock, to race to Beaufort. On the way, we'll cross Port Royal Sound, open to the ocean to the east, which can be pretty exciting as the tide ebbs and the wind comes in from the southeast. It's about 4.5 miles across.



We expect to arrive at the finish in Beaufort at around 3 to 4 PM Friday, on an incoming tide. Fridays are a big social deal at our club in Beaufort. We sip beer and wine and whatever you bring with hors d'oeuvres ("horse doovers") provided by the members. We might get to share the evening with the incoming Laser sailors.

For the weekend we (BYSC) offer **The Lowcountry Catboat Gathering**. The non-catboaters have departed. We, as catboaters, will be treated to a race down the Beaufort (very wide, tidal) River to a government mark and back to Beaufort. Saturday night lams at this point are incomplete. I am hoping locals will open their homes to visiting sailors for

the night. Sunday will offer a short race and then a trophy event and farewell to friends who have come to be with us during our best sailing time of the year.

For more information, go to: <http://www.byscnet.com/>

Wanderer heads to the barn...

by Marc Cruder

Matt and I moved cars on Friday night, then got underway early Saturday morning. It was above freezing but just barely.



There was some wind, but not much. We came out of the Rhode River heading for the fish traps off Curtis Point, then set sail on heading of about 150 magnetic, which is a diagonal down the bay instead of shooting across to Bloody Point and coming down Poplar Narrows. We could see Coaches Island (you can always see Coaches Island) and there was minimal commercial traffic (one car carrier coming up the bay at 17 knots, who quickly crossed in front of me instead of me, him), so we stayed in the open bay looking to skirt Poplar Island, which is low and in front of Coaches Island. The heading would have us just off the "Poplar Island gas buoy" as Mr. Brown would say.

So you see some strange things on the bay in November. As we started across the bay, we came on a deadrise making short passes perpendicular to our course, and then saw two guys low in the water, that looked like they were on an overturned boat. Matt said...they're in the water....let's go help. So we headed for those we thought were in the water, but got waived off as we got closer. They were not in the water, they were in a duck boat with a string of decoys in front of them.



CCBA's David Morrow recounts a harrowing race down Bay aboard *Silent Maid*.

The weather that greeted us for the 7th annual Elf Classic Yacht Race came as no surprise to either skippers or crew. For days the weatherman had warned us about high winds, cool temps and pretty much lousy sailing conditions. And for a change, his predictions were spot on.

I was honored to be asked to sail again on *Silent Maid*, a classic wooden 33' Barnegat Bay Catboat designed by Francis Sweisguth in the 1920's; built at the Independence Seaport Museum in Philadelphia and christened in 2009.

The race started with the skipper rowing out to the anchored boat from the Eastport Yacht Club while the crew waited aboard. With the skipper behind the wheel, and the dinghy tied astern, we simultaneously hoisted the anchor



and mainsail with her 2 reefs already tied in and took off towards Bloody Point Light. The breeze and waves built as we broad reached across and down Bay making for a very exciting ride. The *Maid* actually hit over 8 ½ knots surfing down a wave towing the dinghy.

We turned the corner after passing Bloody Point Light and beat to the next turning mark on the Eastern Bay. Several other boats had trouble at this point mainly because they did not reduce sail. The more they became over powered, the faster we passed them! It was at this point, after turning towards St Michaels the gusts were hitting over 30 knots and we realized we really needed a third reef. Since the sail only had 2 sets of reef points, we scandalized the gaff and tightened up the lazy jacks to lift the boom and spill more air off of the leach. This solution worked, giving the helmsman enough control that we were even able to jibe at the final mark and head into the finish at the Chesapeake Bay Maritime Museum.

But just crossing the finishing line and anchoring isn't all that is required. The skipper then loads back into the dinghy, rows to the dock, runs up to the CBMM building and signs the race log.

Silent Maid was the third boat to finish and the first boat across the line that actually towed its dinghy. All in all, a wet but exciting day on the water.

The deadrise was their chase boat. I guess they were “sea duck hunting” as they call it. As we continued west, we heard a few shots....it was almost us!

We left a little late, getting away from the pier about 0930. We found Poplar Island (you can't miss it once you cross the bay) and made an opening at the Knapps Narrows Bridge at about 1300. Remember... “red right returning” no matter which end of Knapps Narrows you enter. West of the bridge, there was at least one skipjack tied up, Maynard's old place (looking abandoned) and several catboats afloat at the local marina. One was one of Maynard's Fenwick Williams 16s; another was a Marshall 22; and then there was PERIWINKLE (see photo). She was about 25 as we pulled up next to her, bit looked high and pudgy. The cabin sides were wood (because you could see the rot), the port lights were strange, home made and Atlantic City 24 – esque, but the cabin top had a lot of crown....so not an AC. An old CBA Directory (1991) shows a boat named PERIWINKLE as a 1981 wood boat 23 ft 8 inches long built by Wisner Brothers in Perth Amboy, NJ and designed by owner Donald Mackenzie. Looks like what we saw. Perhaps the proof of concept for the AC 24?...who knows. (*Editor's note: Periwinkle is owned by CCBA members Harry and Edith Knoblick of Sherwood, Md. She is a McKinzie/Marshall 24.*)



Coming out of Knapps Narrows, the wind eased further so we powered on a nice clear and somewhat sunny day until we made La Trappe Creek and were anchored at about 1600. It was going to be cold, so I shut off the engine battery switch and removed/replaced the deck vent cowls with their deck plates to hope the engine compartment would retain some heat for starting the next morning. In the cabin, I lit both oil lamps, and when Matt complained he could still see his breath, I put a homemade cabin heater on one of the alcohol stove burners with the flame turned up. The heater was a six inch piece of pipe open with a top on it, but able to vent, with 3/8 inch horizontal rods in it. The pipe device funnels the flame and heats the rods so the whole thing radiates...not cherry red, but hot to the touch. I used it to get the cabin up over 50 degrees one winter to paint the insides. It works. So now that Matt was comfortable, we had happy hour (didn't need much ice for the Dark and Stormy's) then a healthy helping of Zaterain's Rice and Beans to which we added Andouille sausage. All cozy and fed, we hit the sleeping bags.

Aside from the geese that occasionally got themselves in a tizzy, there was the distinct sound of a lone loon. You can't miss the sound, and according to this month's Chesapeake Bay magazine, they are winter regulars on the bay. We slept fine. The stove went out about 2am, but we didn't miss the extra heat. When we got up in the morning, it was 26 degrees according to hand held devices. Refilled the stove, started the supplemental heat, made coffee and then a good pan full of Corned Beef Hash and eggs. After breakfast, the engine started with a little propane pre-heat on the intake manifold and we were off again. Underway at 0830, we made Ferry Point Marina about 1030 and tied up as directed in slip 46.

The sun came out and it was a nice day. Matt and I downrigged and prepped WANDERER for the haul and mast pull. No issues. Winterized the engine, but had to leave it sucking out of bucket of antifreeze, because I had to start it one more time to get to the dock. Insurance will no longer let you tie up overnight in front of the travel lift. Matt had to head back, and I stayed the night ashore with Tom and Judy Howell on Richardson Road. We had dinner at the Cambridge Diner....the place with the homemade bread and rice pudding.



Raining the next morning, made it over to Ferry Point Marina. Weather cooperated.... “rain before 7, done by 11” as the locals say. When the marina crew started to arrive, moved the boat, discussed the plan with the travel lift and crane operator and made it happen. Bottom and centerboard cleaned (I should say stripped of what little paint I had on it after 3 seasons), centerboard pendant attachment checked, mast pulled and all spars loaded aboard. Hydraulic trailer was next, with successful transit to the shed. WANDERER may have an extended stay ashore, as much topside work is due (read painting after 15 years, including non-skid on the decks), and Matt is interested in getting SYLPH back on the water. So, we'll see how the winter goes. I have some other priorities.