

Chesapeake Catboat Association

Volume 25 Issue 3— Summer, 2017

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CCBA Season Starts with Two Great Events. Make Plans to attend NOW!!!

12th Patuxent River Shootout Solomons Island May 27-28 Memorial Day Weekend



Attention on the poop deck! Our first event of the season will be over Memorial Day weekend. We have had great boat prep weather so we

anticipate a good turnout from the catboat fleet! The Shootout will be held at the Calvert Marine Museum Boat Basin so for those arriving on Saturday, we will be using the docks just outside and inside the boat basin. We are planning on going to the Ruddy Duck Brew Pub for dinner at 5:30pm on Sunday. Transportation will be available from the dock to the Pub and back. A head count for those planning to attend is needed by the 21st. For the trailer sailors, there is a boat ramp under the Thomas Johnson Bridge which is within walking distance to the marine museum...about 1/2 mile.

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Prospect Bay Point to Point Race and Rendezvous 2017 June 10, 2017

Event Chairman Butch Miller changed the name for this event so it better reflects the non-traditional theme of the race. The agenda is intended to make it welcoming to both racers and those who just want to get out on the water with the group and have some fun!

The event will be held on the weekend of Saturday, June 10, 2017 in the general location of the Prospect Bay area on the south side of Kent Island. The plan is to sail in and anchor out near Shipping Creek on Friday night. On Saturday, trailer sailors can launch at the nearby ramp in time to attend a skippers meeting at 10. Those not wishing to race can arrive at their leisure and spend the day sailing around Eastern Bay, Crab Alley Bay and/or explore four nearby creeks.



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Shootout continued...

Captain's meeting is scheduled for 11:30 am under the Drum Point light house at the boat basin. Race will start around 1:00 out on the Patuxent River. We plan to use the course we had last year as it



keeps us out of the traffic on the river. If you didn't sail in, we can find you a seat in the cockpit to enjoy the mortal combat on the Patuxent River! After the race, we return to the museum boat basin for the awards presentation and

the usual litany of who did what to whom! Please contact Steve or Lois 410-586-8179, flesner00@comcast.net and let them know if you are sailing in, flying in or driving in so we can get a head count. We will have limited refreshments after the race before heading up to the Ruddy Duck for dinner and a cold brew. Slips are available at the boat basin if you would like to overnight Saturday and Sunday. There are restroom facilities adjacent to the boat basin in the museum's boat workshop. Spring Creek Marina is also just a short walk from the museum and has all the amenities should you desire creature comforts..tiki bar, pool etc!



While our boats are at the boat basin, the public is welcome to ask questions, nose around... who knows...they may even buy a catboat and join CCBA after they have met us!!

Solomons Island has a number of shops and restaurants within walking distance of the museum and oyster house as well as the world famous Tiki Bar that Mr. Brown is quite familiar with! See you at the Shootout...be there or be square!!

—Steve Flesner; flesner00@comcast.net

410-586-8179

Prospect Bay continued...

Sorry, but there won't be time to make it to Red Eye's and back. Following the race, we'll shuttle from the same ramp at 4 to the Kentmorr Restaurant and Crab House, the location of this past annual meeting, for dinner and awards. Following that, those who would like can head



back to the creek to raft up or just enjoy the creek for the evening. Sail home on Sunday. Something for everyone!

The race will be a point to point in that we will finish at a location other than where we started. The finish will be close to the Shipping Creek ramp. The exact route will be chosen the morning of the race to allow for predicted wind direction and the deepest draft, etc. We will be keeping our own times so bring a watch, preferably one that runs slow rather than fast! If everyone has a radio, moment of crossing can be called in to me. CCBA handicaps will be applied. I will be in contact will those wishing to race a couple days prior to touch base.

If you are trailering in and using the county ramp, you will need a permit. I may be able to pick them up for you and meet you at the ramp with it. Most vendors are open early if you'd like to pick them up that day. I will find out more soon.

Please contact me at least week prior so that I can give Kentmorr a head count. Looking forward to seeing you for a great time on the water and some catboat comradery...it don't get no betta!

—Butch Miller; anmiller03@aol.com

410 271 2540



Need crew? Wanta crew?

Click this link and we'll put you in touch with another CCBA member who's eager to help out.

We can't guarantee the quality of your crew... But with enough Dark and Stormies, even a bad mate is a good mate!

[Click here for crew finder.](#)

CCBA Treasurer Paul Cammaroto floats his boat!

She's not a catboat...but she sure is Purrrrrrrrrrrty!



Paul built this Chuck Paine 32-foot double ender, *Frances B*, Almost 30 years ago. He sailed her all over the Atlantic and Pacific. Then, he sold her.

Then, he bought her back...and has spent 1200 hours (but who's counting) accomplishing a picture-perfect re-fit.

CCBA hangers-on Ligibel and Flesner helped put her in the water.

Says the proud owner, "She sails as pretty as she looks."

Perhaps a new CCBA Mother Ship on future Cruises?



So you want to go cruising?

Tips from a CCBA cruising veteran.

—By Butch Miller

(Reprinted with or without permission from CBA Bulletin No 172)

When I was tapped to write 500 words on catboat cruising tips, I figured no problem. However, after some thought about the wide and varying cruising grounds of our audience I was stuck on two words - It Depends. Really, it does. As an example, while fisherman anchors are very popular along the coast of New England, you might just as well toss over a butter knife down here on the Chesapeake. So probably the most valuable tip I can offer is to consider the old five W's, Who, When, Where, What and Why. For your consideration, I offer the following:

Who?

Crew or single handing? If single handing, you'll be spending the bulk of your time at the helm so comfort and safety are high on the list. An occasional break is necessary but you'll want to have drinks, snacks, nav. aids, horn, etc. and possibly a bucket near at hand. Better yet, two buckets, one for the boat and one for you. A device for locking the wheel or tiller, or an auto pilot will allow you to step away from the helm at least long enough to grab something. You are alone so an overboard situation, especially if unconscious, could be deadly. Wear a life jacket. Inflatables are great.

You may also consider dragging a line and be sure to keep some weather helm so the boat won't sail off without you. After watching a rescue attempt by a boat and a helicopter a hundred yards off the beach in six feet of water where the "victim" couldn't be seen on a sunny, near calm day. (He wore a green colored PDF and they were looking in the vicinity of his boat that had drifted a considerable distance from where it had capsized) I now carry in the pocket of my inflatable, a strobe, dye pack, mirror and a whistle. If it's really ugly I hang a handheld VHF on the waist strap. A ditch bag may be in order if you're far from land. If you're fortunate to have crew along, added consideration for their comfort and safety will go a long way to avoiding a mutiny and remember they probably want to actively participate. If you're with a group, rafting up for cocktails and bologna (the verbal kind) can be the highlight of the day and is a great opportunity to discuss the next day's leg. Raft up etiquette calls for the arriving boat to provide its own lines and fenders.



When?

Seasons vary, not only in temperature and wind conditions, but day length, so consideration should be given to those factors in planning including distance to travel for the day. I'll forgo the long list of common sense items. A simple boom awning or even an umbrella will do wonders for sun and rain. Wet feet are miserable on a cold day but a delight in a cool bucket of water on a torrid one. Buggy season?

Motor/sailing is a method and skill that will allow you to make way more productively and safely in heavy winds and chop, than under engine or sail alone. Instead of ramming dead into the seas under engine or falling way off and unable to tack under sail alone, try putting in a reef or two and have the engine ticking over. This will keep you more stable than under engine alone, allow you to head up a few degrees more and power through the chop and tacks better than under sail alone and save a considerable amount of fuel. Try it, you'll like it.

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Cruising....continued

Where?

As previously mentioned, our cruising grounds vary considerably so local conditions will need to be considered when outfitting your catboat as well as planning the trip. Some food for thought are the tides and currents, bottom type, obstacles such as bridges, fog, rocks, wind fetch and direction, and even local customs. These can determine propulsion, ground tackle, nav. aids (no sextant needed here), masthead anchor light or "Bubba" light. Mostly anchored out or tie up at a marina? A shower every few days is a treat. Places to eat, shop, fuel, ice, pump out?

What?

Big cat or little cat? Big difference!! Think big cat=RV, little cat=tent camping. While size probably won't determine your cruising ground, it can greatly affect not only your comfort but if you go out at all. Days that are merely uncomfortable on a larger boat can be miserable or even dangerous on a small catboat. If you're really cruising, you'll sail in many different conditions and be a better sailor for it. One can gain more skill in the varying conditions on a week-long cruise than in many seasons of day sailing in nice weather and the *Dark and Stormys* taste oh so much better after a good romp in the rain. The ability to reef quickly and easily is a must. If you are in a group please take consideration of the little guys. More importantly, the skill of each skipper.

Probably the biggest factor in regard to difference in boat size is comfort and if single handing, think fatigue. So the considerations in the Who section carry more weight in a small cat.

Regarding food prep, I precook and freeze everything that I can and pack it along with frozen gallon water jugs. The square ones pack better. I don't bother trying to pack in order of usage, it never seems to work. Hardboiled eggs with fruit cups are an easy breakfast especially when you need to jump up and get underway. I precook a dozen and they last at least a week in the cooler. Cans O' Crap as my mate calls them last forever, can be stored nearly anywhere, are easy to heat up and some are good cold. For heating, I mostly use a JetBoil camp cooker. With it and a French press, one can have coffee before another stove will warm water. I did switch from a butane stove to an Origo alcohol burner after a frightening epiphany I had with grease spattering within a few feet of a six gallon gas can.

I guess this is the appropriate section for what comes in handy so I offer the following for consideration in addition to the usual stuff in no particular order: Kedge anchor, two coolers – one for drinks and the other for food, umbrella, fly swatter, two cockpit rags-one for you and one for the boat for dew and spills, drink holders of some sort, GPS and charts, bug spray, screens, boom tent or tarp, seat cushions that drain (open weave fabric with reticulated foam) for a dry and cool fanny, big hat, rubber boots, two buckets – one for you and one for the boat, a spare of everything and tools to make repairs, glue, caulk, duct tape, vinyl tape, sail tape, ditty bag, needle and thread for clothes, fishing gear, hand held VHF at least, ditch bag, trailing line, depth finder, Solumbra sun protective gloves, wide brim straw hat, chart envelope, Dawn soap, Woolite for clothes, baby wipes, presoaped bathing cloths, SunShower, Poo Pouri, fabric door mat (towel) for companion way entry and use on pier, trash containment, cabin fan, collapsible water bags, mop, kitchen sink.

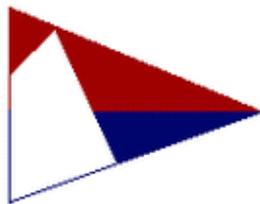


Editor's Note: Butch has been sailing the Chesapeake Bay for years. *Lark*, his Americat 23 and even *Dusty*, his Marshall 18, is the go-to boat if someone has a problem on a cruise. It's what you carry on board that can make the difference and what you don't have that can make for a miserable day! He recommends reading Herreshoff's book, "The Compleat Cruiser" for starters.

Fly your pride!

Order your CCBA Burgee today.

CCBA Burgees are made to order by Butch Miller for \$35 which provides for the material and labor, and half the price goes back to the club. Each is individually hand crafted right here in Maryland. Two sizes are available and are usually displayed at the masthead often on an extender known as a pigstick. Contact Butch at 410-271-2540 or anmiller03@aol.com. In addition to burgees, Butch makes other custom canvas work; sail covers, hatch covers, mast boots and a travel cover for Sanderlings with mast hinges. He also does custom wood work such as crutches, pigsticks and other odd bits.



An idea from the Fleet...

"I just finished repainting the mast on my Sanderling. I started out resting the mast on two saw horses and scooting along the bottom with a mechanics creeper.

Then I saw 4 swivel casters hanging in my shop. Easy solution two opposing rollers on two saw horses made the job of rolling and tipping a lot easier! Did not know if anyone else could use this."

—Jack Smith, Winter's Dream

(Thanks, Jack...you've earned a CCBA t-shirt for your submission!!)

Come out to cheer on CCBA members at the Elf Classic May 13!



Next Saturday marks the 7th running of the Elf Classic Regatta, featuring classic sailboats competing in a point to point race from Eastport Yacht Club in Annapolis to the Chesapeake Maritime Museum in St. Michaels.

The race starts with all boats anchored off the Yacht Club with crew aboard. At the sound of a canon blast, skippers row to their boats. The first boat off the anchorage gets special recognition. *Mystic Wind*, captained by your humble scribe, has won this award in the past and is a good bet to repeat.

Other CCBA members competing in the race will be David Morrow, aboard the 33-foot classic catboat *Silent Maid* and Paul and Dominic Cammaroto aboard the newly-commissioned *Frances B*.

The public is invited to see the start of the race by joining the skippers at Eastport Yacht Club at 8:45 am.



Send in story ideas. Win a CCBA T-shirt.

Our next issue is due out in the Fall. We always welcome submissions from the Fleet.

Send your tidbits or full-fledged articles to: Craig.Ligibel@vml.com.

The first CCBA member to submit a story will win a classic CCBA t-shirt!

Want a t-shirt without doing the work? Email Ligibel and he will put your name on this list for the next order!



Spots worth a stop...

American River's Oyster Farm Shop, Kangaroo Island, South Australia.

Ok. Ok. So 12,000 miles might be a little far to go for a good beer and an oyster or two. But your humble scribe happened upon this hole-in-the wall eatery located on Australia's Kangaroo Island...and thought it worthy of a mention.



First off...Kangaroo Island is just about as remote a place as you could imagine. Only 5000 or so hardy souls live on the island...which is also populated by thousands of kangaroos, wallabies, sheep and cows. Yet the archipelago hosts about 200,000 visitors a year...all taking the 45 minute ferry ride from the mainland.



Attractions are the beaches. The wilderness. The oysters. The solitude. Did I mention the beaches. The wilderness. The oysters and

the solitude?

American River, a quaint little town on the island's Northern Coast, is home to a little sailing community. Wednesday night races are the social event of the week.

But the main event are the oysters...served up hot or cold with a frothy Kangaroo Island beer. The Oyster Farm Shop at American River is the farm-direct processing and packaging facility for Kangaroo Island Shellfish, Kangaroo Island's largest commercial oyster farm.

Local oysters are shucked and sold fresh from the water along with KI Shellfish's truly authentic she-oak-smoked oysters. Yuuum!

The Oyster Farm Shop also showcases a range Kangaroo Island aquaculture and local sustainable seafood including locally sourced Abalone, King George Whiting, Marron, locally made sauces and condiments on the island.

Prices range from \$15-20 per dozen. The oysters are all farm raised. The Farm shucks and sells around 100 bushels a day.



American River is also the site of an ambitious yacht building project: the recreation of the 1803 schooner The Independence. The whaler made its way from Connecticut around the turn of the century (1800 that is)...but she was lost on an extended fishing trip shortly thereafter. A group of mariners has undertaken the task of painstakingly recreating the vessel...under the watchful eye of a curious public. The group has a long ways to go...you can find out more by visiting: <http://www.rebuildindependence.org/friends-1>.

Spotted in the harbor was the catboat pictured at right. If anybody has an idea what

make she is, let me know!

Sure wonder how she got there!

—Craig Ligibel



Don't forget 2017 CCBA Events

- Patuxent River Shootout – 5/27-28 Race 28th - Steve Flesner 410-586-8179
- Prospect Bay Race – 6/10 – Butch Miller 410-271-2540
- Corsica River Races – 7/21-23 - Rich McLaughlin 302-932-3222
- Mini Cruise & Catboat BBQ– August 4-6– Craig Ligibel 443-949-7707
- Great Whitehall Bay Race – 9/2-3 Race 3rd - David Morrow 410-757-1060
- Miles and Wye Rivers Long Cruise 2017– 9/17-23 Marc Cruder 410-987-9616
- Mid-Atlantic Small Craft Festival – 10/6-8
- Wye Wild Goose Chase – 10/14-15 - David Bleil 410-721-0375



Help wanted: Fellow catboater Don Myers needs help moving his Atlantic City Cat from Mobjack Bay to Nyack NY in late May. Call him at 845-596-5185 if interested.