

Editor: Craig Ligibel ; tcligibel@vml.com

All the catboat news that's fit to print.

RTC Group looks forward to a Great 2022 Catboating Season.

CCBA Commodore Steve Flesner and his gang of Bay thugs (aka Rotten to the Core) Braintrust convened in early December to plot strategy for yet another stellar year of Catboating on the Bay.

All hands commended this past year's event hosts and thanked them for their foresight, planning and enthusiasm. No rounds of applause, however, were handed out to the Weatherman whose heavy hand was felt (literally) across the bow of many of our 2021 Catboat event participants! Undaunted, the group applauded the Commodore for his steadfast stewardship of the ship of state...with the hope that 2022 might see his eminence aboard a catboat actually sailing sometime this year.

Below please find the 2022 Event schedule as planned. Be aware that that dates, times And even events are subject to change. This is a crazy Covid world we live in...we want To play hard...but play safe!



Chesapeake Catboat Association Events Schedule 2022

CCBA Annual Meeting **TBD**, Kentmorr Restaurant and Crab House, Kent Island, MD, Contact: Steve Flesner 410-586-8179 flesner00@comcast.net

May 27-30 West River Heritage Regatta & Catboat Rendezvous, Contact: Kate Grinberg & Tim Kallman 301-908-6966 kathryngrinberg@gmail.com

June 18-19 - Prospect Bay Race, Contact: Butch Miller 410-271-2540 anmiller03@aol.com

July 22-23? –Corsica River Yacht Club Race Weekend, Contact: Rich McLaughlin 302-932-3222 rkmcl12@gmail.com

Catboat BBQ August 19-21 Contact: Craig Ligibel 913-488-0433, craig.ligibel@vmlyr.com

Sept 17-24 Long Cruise Salisbury Contact: Butch Miller 410-271-2540 anmiller03@aol.com

October 15-16 – Wye Wild Goose Chase, Contact: Butch Miller 410-271-2540 anmiller03@aol.com

Dec 2021 Commodore Column

By Steve Flesner

I think I hear soft purring....must be one of the catboats that was tucked away for winter!!! So, it's that time of year once again and as we look back, the cats got out of the bag back in May. Not a bad event year considering the prior year. We are planning to hold our annual meeting in mid-March at the Kentmoor Crab House on Kent Island. Details will follow as we nail down a date, likely to be March 12 or 19. Dues (\$20) will be collected at the door and you can pick up your calendar(\$15) at the same time and save us the postage!! For new members, the calendar runs from March 2022 thru February 2023, ok, so catboaters run on a different year than most other boaters!! Mine sits on my desk next to my computer and always brings a smile when I look at the pictures...good summer memories! After 30 years the Great Whitehall race became a victim of the pandemic. The community no longer allows "outsiders" or "Come Here's" to use their dock or club house. It was a good run while it lasted thanks to Capt. Bill Hoover and members who took over after he crossed the bar. Our thanks go to the Hoover family...both Howard and Carolyn. We are currently looking for a new venue to replace Whitehall for an event the weekend after Labor Day. If anyone has any ideas or would like to host the event, let me know. The Catboat Association is holding their annual meeting at the Marriott in Groton, CT the last weekend in January. A group of CCBA members head up there for a winter break and emersion in all things catboat. It's a fun weekend and they have a pool, hot tub and bar...my favorite place!!! Check out www.catboats.org for details. Peter Legnos is planning a get together that Friday evening at his house on Groton Long Point...the thugs from the Bay are all invited!!!! See you there!



Order your 2022-23 CCBA Catboat calendars Now...

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Wild Goose Chase 2021: Plenty of wind...no geese!

By Butch Miller

This year's event was held over the weekend of October 15-17 starting with a meet up at St. Michael's for dinner at the Steak and Crab.

We had a great turn out of ten with many drive-ins as only four boats and five sailors came for the sailing portions. Fantastic show of comradery. *Lark*-Butch Miller, *Old School* – Jim Palmer, *Patriot*- Phil Livingston and *Pride*- Fred Sherriff with crew Rick Acher sailed in on a pleasant day of light winds and fair seas. Jim brought his dory along so he could anchor out but the rest of us took a slip at the Chesapeake Maritime Museum having heads and hot showers and within an easy walk of town.

North winds were to pick up overnight so we all tucked in a reef for the trip across the Miles to the Wye River in the morning, good thing.

We were joined by Frank Newton, Dave Park and Karen Livingston for the traditional early breakfast at the Carpenter Street Saloon. The predicted brisk winds showed up in the morning and gave us a great sail across the Miles and up the east branch of the Wye. Our original destination was to be Pickering Creek but as it faces north and exposed to the wind we opted for the more sheltered Granary Creek on the north side of the river. *Lark* attempted to sail further up the creek to see the black sheep that graze on a picturesque hillside estate bounded by a red brick wall. No dice. Almost there the gaff outhaul came untied so he motored back to the anchorage.

The anchorage turned out to be perfect being tucked in the woods. We were met in the river by Kate Grinberg and Tim Kallman in their kayaks who joined us for an evening in the cockpit for snacks and libation. *Curlew* resides on the hard up north for the winter.

Sunday brought heavier winds so a daybreak start was called for as *Old School*, *Patriot*, *Pride* and had long distances back home. *Lark* was in her backyard. No thoughts of a reef this day or even of raising sail. Once out in the Miles all hell broke loose. *Pride* with her fancy instruments clocked forty knots., on the nose with a foul current while making a bee line towards Kent Narrows and home. *Lark*, *Old School* and *Patriot* bounced across the river then bailed into Tilghman Creek for a break hoping the breeze and steep five foot seas would ease at least a little. There were thoughts of heading downwind back into St. Michael's for the night but since *Lark* had only a handful of miles to get home she stuck her nose out around the Tilghman Point with the intention of reporting conditions to the other two. The call was made that it was better only to be



followed by a call that it was not. Too late. The others had come out. *Lark* and *Old School* headed north into the weather. *Patriot* turned the corner at the point and headed west with a heavy roll until her turn into Knapp's Narrows and the more sheltered Choptank where her sail went up for the leg home. *Lark* worked her way to her Crab Alley Creek home at 2.5 knots under full steam. *Old School* wisely chose not to head across the bay and took a slip in the Narrows. *Pride* abandoned her plan to head up the bay to her winter quarters at Tolchester and opted to head home up the Chester River.

Stirred but not shaken we all had a great time once again in the early fall weather. Unfortunately, no geese again this year.

It's been a wild year weather wise but I can't think of a better way to enjoy one's self than sailing the Chesapeake.

Welcome new members:

Jim & Becky Carter Takoma Park, MD Rebeca Ann Menger 19

William Parke Edgewater, MD Jennie Marshall 22

James Stevenson Chestertown, MD Marshall 22

John Stewart Norfolk, VA Not Yet?!!

New CCBA logo-wear gear!

Show your CCBA pride on and off the water..

We have partnered with a local Annapolis embroidery/specialty store, Marty's Bag works, to develop a number of CCBA logo items.

Each item is available in various sizes and colors.

This mailing is to alert you to the program which will go "live" after the first of the year.

The folks at Marty's Bag Works will set up a special ecommerce website just for CCBA.

You can order whichever items you choose...in your favorite size and color. then, you can either have the items shipped directly to you... or we can bring them to the Annual meeting in March.

All items will be prepaid by you on the ecommerce site. Pretty simple.

Here is an example of the logo items Marty's will create for us.

We will send out a separate flyer to announce the program. The flyer will include links so you can get all the specs on the items you want to order.

We hope you take advantage of this great new program.

Stay tuned for more info!!

Remember..all of these items can be ordered in various colors and style!!!!



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

The 2021 CCBA LONG Cruise 2021

To St Clements Island in the Potomac River and back to the Eastern Shore's Choptank River.

By Fred Sherriff with assistance from Butch Miller

And Phil Livingston



Dunn Cove at sunrise. And the fun begin!

The CCBA has taken their recent 7-day long cruises in the upper Chesapeake Bay and featuring the East and West shores for rafting out as well as stopping at critical marinas for fuel, ice and a nice restaurant meal. Last year we journeyed up the C&D Canal to Delaware City on the Delaware River. The year before that we did the Western shore and venturing as far South as Herring Bay.

We thought in planning this year's journey we should try going south and seeing what the Bay is like in the bigger waters. The islands where Maryland earlier settlers arrived offered some destination motivations. The three islands with this history are St Georges, St Clements and Cobb Islands. So, with this back drop, it offered an area where we could put a trip together.

Marc Cruder, the club's long time cruise planner and former commodore asked if he could step away and would some one /ones take over the planning of the 2021 Long Cruise. Phil Livingston, Butch Miller and Fred Sherriff said they would take it on.

In late July Butch and Fred spent a day by car traveling to the lower Potomac River to check out the three historic islands and potential marinas/restaurants for putting the trip together. Steve Flesner the CCBA's commodore lives on St Leonard Creek which is up the Patuxent River and would offer a stop on the way to the Potomac River . After doing their reconnaissance the only island worth making was St Clements up the Potomac River about 25 miles from its entry, Point Lookout. The other Islands didn't work out, ether too commercial or not really not much there to see.

St Clements Island has a 40-foot white memorial cross and an historic refurbished lighthouse. Today it is about 40 aces and one tenth the size of the 400 acers at its founding in 1634 by European settlers . It was named for the fourth Pope, St. Clements , the patron saint of fishermen. The cross was put up in 1934 to memorialize the first mass in 1864.

We also wanted to visit the Potomac River's Northern shore of Virginia. With these destinations and the Choptank River's, Dunn Cove as the trip meeting location, convenient for both Western and Eastern shore CCBA members, a 7-day long cruise plan came together. In planning, this truly was a long cruise (174nm) with three overnight anchorages and four nights at a marina or pier.

The 2021 Long Cruise Plan (174 nm) was as follows:

Day 1 Saturday, Dunn Cove off the Choptank River ,Cruise Meeting Anchorage

Day 2 Sunday, 37 nm, Flesner's, St Leonard CK, off the Patuxent River

Day 3 Monday, 37 nm, Smith Creek, just inside the Potomac River ,Point Lookout Marina

Day 4 Tuesday, 22 nm , St Clements Island, Colton's Point Marina, St Patrick's Creek

Day 5 Wednesday, 23 nm, Coan River, VA Anchorage in Kingscote Creek

Day 6 Thursday, 30 nm , Solomons, Spring Cove Marina ,Patuxent River

Day 7 Friday , 25 nm, Hudson Creek ,North Side of the Little Choptank River

As we all know, this was a tough year for decent weather and we had our fair share of tough stuff. On Saturday the ,18th three of the CCBA membership showed up at Dunn Cove off the Choptank River's Harris Creek . Butch Miller in *LARK* his Americat 22, Phil Livingston in *PATRIOT* his Marshall Sanderling and dink -*ROSE BUD* and Fred Sherriff in *PRIDE* his Marshall 22. In previous years we would have 8-10 members make this event but this year there seemed to be a lot going on in members' lives that just didn't make it work for many. Marc Cruder's boat is on the hard but he did sign on with Fred in *PRIDE* for sailing with the group Day 3-6.

So... the following is the day -by- day narrative of an eight day, **189 nm** Long Cruise had by a few of your CCBA members.

Day 1 The three of us got to Dunn Cove in the late afternoon, rafted up to and enjoyed our usual snacks and liquid favorites and did our planning for the next day's weather down the Bay to the Patuxent River and up to Flesner's in St Leonard Creek . The winds for Day 2 were reported to be 18+ knots. We all took the time to put a reef in that night while still daylight . Agreed we would leave early (sunrise) 0700. Separated from the raft and each anchored in Dunn Cove

Day 2 We were all up and organized with anchors up and away at 0700 as the sun was just peaking over the trees. All three of us had sails up quickly with the wind out of the Northeast , the wind was at our back and what a ride we had to the Patuxent River. We stuck to the eastern shore of the Bay and out of the shipping channels as we got clear of Tilghman Point and down the shore. We were traveling with the waves which were building to 3-4 feet . The winds were gusting to 20+knots (Pride has anemometer and can read wind speed). The three us enjoyed the surfing and the wind in our favor .We pulled up to Steve's pier around 1500 hours. **Travel time of about 8 hours covering 44+ nautical miles and great sailing.**



The fleet at Flesner's dock, St. Leonard Creek.

That evening Lois and Steve hosted us to a great crab cake dinner along with all the trimmings as well as our favorite drinks. And, I can't forget the hot showers. As planned Marc Cruder joined us and loaded his gear onto *Pride* for the next three nights. We all agreed on an early morning start down the Patuxent and down the Bay to the mouth of the Potomac River.

Day 3 We left Steve and Lois after a nice breakfast and away from the pier at 0800, kept the reefs in with reports calling for 18+ knots wind but now out of the South, or right on our nose once out on the Bay. Stopped for ice at the Solomon's marina and then headed out of the Patuxent River to round Cedar Point and for the mouth of the Potomac River. Once out in the Bay and headed south it was obvious we needed the motor on to help us make Point Lookout without tacking.

The wind did drop so we all took our reefs out at 1330. The sun was out, a nice day however the flies were terrible and biting. All three of us had the issue. We rounded into the Potomac River around 1600 and made the Point Lookout Marina around 1730. Moored along the pier head. **Travel time 9+ hours covering 42 miles.**

Did our usual get together for the days recap, tomorrow's planning and enjoying each others company. We all did put a reef in for Day 4.

Day 4 We all needed to fuel up at the marinas facility which got us underway around 0900 for the visit to St Clements Island and our overnight stay at nearby St Patrick Creek's Colton Point Marina . The wind was at our back or out of the East initially around 12 knots but built to 20+ knots by mid - afternoon. *PATRIOT* hugged the north shore, *LARK* headed for mid channel to the buoy that marked the *Black Panther* (Sunken German Sub) and *Pride* in the lead for St Clement Island. As *PRIDE* got close to St. Clements Island you could see the huge white cross on the island as you dropped in and out 3-4 foot waves and a sea state that was getting tougher by the minute. You could also see the waves breaking over the Island's only pier with the winds building rapidly. So it was easy pass on the island visit and now find St Patrick Creek. Marc and Fred got the sail down and secured, Butch and Phil were headed to *PRIDE* and doing the same with their sails . The creek entry was to our starboard side, well-marked once in and the marina tucked back in behind several sharp bends in the creek . **Travel time 4hours and covering 22 miles.**



of
to

Colton's Point Marina

We checked [into](#) the marina, fueled up, got our showers, scoped out the weather for the next several days. Didn't look good, high winds, tides, and thunderstorms for Day 5 and could be the same for day 6. So over dinner and a few Dark and Stormy's we decided to lay over Wednesday, stay safe, relax and see what Day 6 would bring. We might have to also spend Day 6 at Colton's and then rethink our trip back to the Solomon's versus a long- long day heading up the Eastern shore. We had the wind direction, the Potomac River's tide and the status of the thunderstorm hanging around to deal with. We had a nice evening with no pressures planned for the next day. Marc made the call to Steve to come pick him up Wednesday morning, given the uncertainty of what we could do next. It was great having him aboard and he is a wonderful teacher/friend even for an old duffer like Fred.

DAY 5 As planned, we relaxed at Colton's Point Marina, Steve made it for Marc in the late morning got the picture at the stern of the old catboat. The high tide had the water up over the pier decking most of the day. We three just took it easy and kept our eye to the developing weather for the next day. The winds were to be out of the west and much reduced in velocity [but](#) they were still calling for thunderstorms. We would just have to wait and see if we could make the Coan River on the Virginia side at the mouth of the Potomac River, it was 23 nm, one of our shorter legs. We did our usual meet, snack and drink for the evening and did our weather planning. By this time, we had a better read on the storm and it looked like it would move through by mid-morning of Day 6. We would be ready to make a break for the Coan River in the morning heading back along the north shore where there were places to duck in if the storm became a problem.



Marc, Phil, Fred, Butch. What a crew!!

Day 6 Started off with rain and thunder showers at day break, the wind was not howling in the marina's sail boats' rigging, the water level was exceptionally high at the pier's decking but our weather watch sources indicated the storms were passing quickly. We were itching to move on so we were prepared. Our band of three were ready to move out after the storm had moved through and there were no following cells from our I-phone apps. It did clear up and we were able to leave the marina at 1100 and motor out of St Patrick Creek into the Potomac River by 1140. With clear skies above but with ominous storm clouds ahead and behind, we headed east on calm seas, along the north shore, under motor with no sails up. The river was friendly for a change and we made good time. We had the north shore's Piney Point on our port side at 1400 and at this point we took a heading to the southeast and the Coan River approach which we reached at 1600. The wind, tide and no storm worked in our favor reaching our anchorage spot in Kingscote Creek off the Coan River. This put us in the lee of the forecasted north wind for that evening. We were rafted and settled in for another evening of fellowship by 1720. **The day's travel logged us 23 nm in 7+ hours.** Based on the weather forecast for Day 7 of north winds of 18-30 we all kept the reef in for tomorrow's sail. The wind picked up through the evening. Around midnight, LARK'S anchor alarm sounded noting that the three boat raft-up was dragging anchor, fast, *PRIDE* broke off and motored to a better spot near the lee shore. Phil in *PATRIOT* slept through that move but awoke at the start of *LARK'S* engine to peel away himself.

DAY 7 We were under way out of the Coan River and heading of due East for Point Lookout at the Potomac River entry about 8 nm away. Wind was out of the North with gusts to 25 knots with the river current ebbing at this point. *PRIDE* led the parade out and as we left the river's approach we all put our sails up and headed for Point Lookout. The sea state was beginning to get very rough as we got closer to the mouth of the river and the Bay, the ebb tide meeting the fetch of the north wind coming down the bay created a very confused and rough situation. I will never forget it. *PRIDE*



could negotiate the waves and was more comfortable sailing out into the Bay and then tacking back to the western shore versus pounding into each wave. *PRIDE* also has a dodger to break the waves coming over the bow. *PATRIOT* and *LARK* took a less aggressive tack and were taking every wave in their face. At Point Lookout they took their sails down and motored (slowly) as they tried to make head way up to Point No Point. *PRIDE* tacking out and then in to shore at first was keeping up with the straight liners coming up the shore. For *PRIDE* this was not pretty, she clocked gusts close to 40 knots with waves at 4'+ and the sail up and no one else on board. The two boats coming up the shore were making the same progress along the shore. *PRIDE* eventually dropped sail and headed for the slow parade up the shore. We had set up our cruise rules on using our VHS radios, with them in use, we were in constant communication as we all made the journey toward the Patuxent River.

At this point it was obvious to the three of us that at 2 kts we were never going to make the Solomon's in daylight, if at all. We were fortunate with our timing, we had just passed the entry of St. Jerome Creek as we were heading for Point No Point. By VHF, we quickly agreed to call it a day and turn around and head for St. Jerome Creek. On the charts it shows as very shallow (2') but we are catboaters and this group uses their center board as their depth finder. *PATRIOT* led us in the entry and would signal to us when aground and led us to the marked channel to the port side of the entry. As we moved through the channel, it opened up into a large open lake-like body of water. It was dead calm in there and in 4 ft of water and 1130 we dropped anchor and rafted, as usual. **Travel time was 4.5 hours covering 15 nm.**



Leaving St. Jerome

Of course, we had many personal war stories of the grueling trip up from Point Lookout. We were thankful for this option of refuge and a good contingency plan well executed. That afternoon we tuned into the weather and it looked like Saturday, Day 8 was going to have calm winds on the Bay for a change. That afternoon, at our daily planning session we all agreed we should modify our trip up the eastern shore to get us all closer to home. We decided to scrap the Little Choptank River's Hudson Creek anchorage and return to Dunn Cove off the Choptank River's Harris Creek for our last evening together. For *PRIDE* and *LARK* this would put them 20 miles closer to home for their next day's travel. We all needed fuel and discovered that there is a marina at the west end of the open body of water that makes up St Jerome Creek, and they opened at 0630. The plan for DAY 8 was to be on our way at 0630, fuel up and then head up the eastern shore to Dunn Cove.

Day 8 Saw the band of 3 off at 0630, traveled around without running aground, take on our fuel, ice and get on with our last leg of the cruise. We were out of the creek at 0750 and into the Bay. It was flat and the motoring over to the eastern shore and the straight north was pretty mild given the last 7 days and all the crazy weather and difficult sea state. *LARK* was in the lead, followed by *PRIDE*, then *PATRIOT*. We turned into the Choptank River at 1330 and moored at anchor at 1600. **Day 8 travel time was 9.5 hours and covering 43 nm.** This last evening together we rafted did our normal gamming, talked about what to do for next year's trip and all agreed it doesn't get any better than this. We made a special effort to recap the ups and downs of our eight days together.



Entering the Choptank.

We have shared these below in the **Highlights** and **Lowlights** of the CCBA 2021 Long Cruise.



Day 9 sunrise. Almost home!

TRIP HIGHLIGHTS

Great sailing with heavy winds
Surfing off the waves down wind
St Jerome Creek-best anchorage
Marc Cruder's company
Dinner with Lois and Steve Flesner
More than enough to eat and drink
Discovered some great places
Heavy weather experience
Boat engines that got us through
Nothing of significance broke
Boom tents are great
Great cocktail hour every night
Very good marina facilities, all nights
Good trip and contingency planning
Boats that were in good condition
Flexibility of the 3 captains to (adapt to changing conditions) deal with change
Many thanks to Steve and Lois
The company and fellowship of Butch, Fred, Marc and Phil,
We all made the trip safely

Trip Low Lights

Sea state off mouth of the Potomac River, although typical
Dragging anchor in Coan River
Don't anchor near a wedding party with an loud amateur drummer
Boat food every night but one
Rain
Phil in high seas with no dodger (Tonnage ruled on this trip)
Lack of an "egregious act of stupidity" for Clewless Award consideration
Wanting for more CCBA boats participating in this cruise
Not making onto St Clements Island

Many thanks to Fred, Phil and Butch for the expert commentary and photos!!!



More Long Cruise pix
Courtesy of
Phil "Ironman" Livingston.



The Cartoons of Dave Park

By Skip Stanley. Reprinted from CBA Bulletin, Fall 2021

If you're a member of the Chesapeake Catboat Association, you're probably familiar with the cartoons of Dave Park. Many of his drawings have graced the pages of the CCBA newsletter and invitations to events over the years.

A long-time catboat aficionado, Dave has owned and rebuilt no less than six catboats over the years. His skills were recognized in 2017 when he received the Board Axe award. Prior to that, in 1998, he received the John Killam Murphy for advancing and perpetuating the traditions of the Catboat Association.

Dave grew up in Baltimore City, Maryland and didn't own his first boat till he was 20—a wooden king rowboat. He then owned a couple of powerboats before shifting to sailboats. His first sailboat, a Rhodes 19, he bought it while his wife, Nancy, was in the hospital after giving birth to their daughter Wendy. They stopped to see it on the way home!

Over the years, he and his wife (of fifty-six years) have owned fifteen sailboats—nine sloops and six catboats. The largest was a twenty-eight foot sloop. But sailing singlehanded, "it got a little nuts" to be up on the foredeck changing sails. So, he decided something a little more manageable was in order. He found a fellow up near Arey's Pond on Cape Cod with a Herreshoff 18 for sale and asked him if he'd take it in trade for an O'Day 27. He agreed and even brought the boat down to Maryland to make the swap.

Catboats and the Chesapeake Catboat Association

Then, in 1978 he, and four other guys: Bill Hoover, Bernie Huddleston, and David Bliel, who all had Herreshoff 18s, and Tut Tuttle who had a Marshall 18, founded a group they called the Chesapeake Catboat Association. "When we started the club, I used to run the events; I organized the Round the Bay race for years; and I'd run the annual meetings, my wife and he would provide the food for dinners and Christmas parties. That's how it got started, it was totally volunteer.

"What's truly amazing is the variety of people you meet at the meetings: one's an eye surgeon, one's a plumber, one's a firemen, and some guy runs a tugboat—but it doesn't matter, it never comes up."

Years ago, on the way to an annual meeting, he met Peter Wells who drew the *Katzenjammer Kids*. He'd had gotten a flat tire and Dave gave him a ride (they sent someone to fix the tire). Peter asked Dave, "How long have you be in the Association?"

"About three years; I love it," Dave replied.

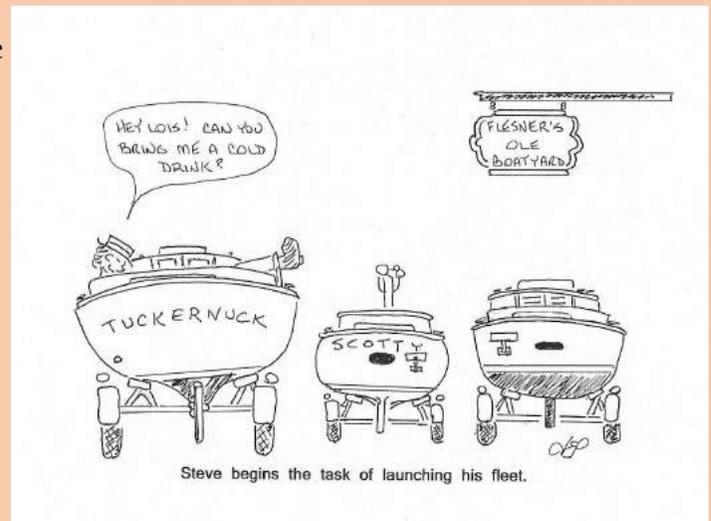
"Are you enjoying it?" he asked. Dave said yeah.

"Do you feel like you're a part of it?" Not yet, said Dave.

Peter said, "I'll tell you the secret—if you want to get something out of this club, you have to put something in. The more you put in the more you're going to get back."

"And he was absolutely correct. I've seen people who are willing to jump right in and help, they are the guys that stay. They're enjoying it and that's part of the reason why; they're contributing."

After he moved to down to Lewes, Delaware he would drive back the Chesapeake to sail. Eventually the trip got to be too much, but he still gets to sail with some of the other fellows. "I was just in the Oxford parade and it wasn't great weather but eight boats showed up. We had a great party thanks to Phil Livingston."



Rebuilding Catboats

Following the first Herreshoff 18, Dave owned (and rebuilt) in order, a Marshall 18, an open cockpit Marshall 15, a Legnos 20, a Whithold 17, and, after one more foray with a sloop, a second Herreshoff 18. Nearly all were acquired in some state of disrepair.

He had an oversized garage, which he could put a 20 foot catboat into, so he could work on a boat all winter. He rebuilt four boats in there. "I enjoy working with fiberglass," he said. "It's very, very strong, once you know how to do it. I'm friends with Peter Legnos who has a fiberglass engineering firm in Groton, Connecticut and I've gotten a lot of advice from him. He used to build the Legnos boats but now he builds a lot of high tech stuff for the government. But he still has the molds for the Legnos boats."

Between the Whithold 17 and the last Herreshoff, he found and rebuilt a Flicka 20 (a sloop), supposedly the be-all, end-all of small cruising boats. After finished the rebuild, it was neat as a pin—it just wasn't what he wanted. He missed the catboat. "I just love 'em," he said.

So he got another Herreshoff 18. On this one, tiller hole had allowed water to get into the transom and it had rotted out. It also had a hole in it about the size of a softball from going aground. He got it for free and rebuilt it. He had that boat for four years before selling it a few years ago. That was the last one he had.

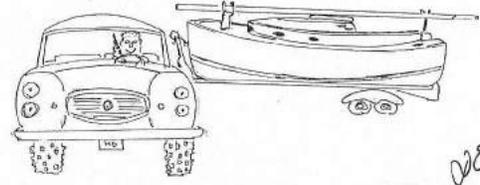
"The interesting thing: as insignificant as catboats are in size compared to big sloops, they're holding their value and even going up in value. They're still desirable boats; you have fleets of them up and down the east coast. People are always searching for them. It's an interesting situation. I think they're great. If you want something small but you want to camp in it a little bit...they serve a purpose. And for most people sailing is part of their life, it's not their life and these boats fit that criteria."

Cartooning

A self-taught artist, he said he's always done some sketching, sort of freehand with minimum lines. It just sort of came naturally. Things just amused him about the people he'd met along the waterfront as a catboat owner. Strangers would approach and want to talk about the boat (I'm sure many members have had similar experiences.) "I always try to put something in for a little bit of a smile. They don't always go over well but I think they're amusing.

"One time, coming back from sailing with Skipjacks, I was off Gibson Island, a private, gated community in Maryland. I was fighting to hold a course in too much wind. There's an oyster bar at the entrance and I had to stay in the channel. Anyway, somebody behind me starts blowing a horn, I turn around and there's a fifty foot Hinckley overtaking me. I couldn't do any better—there's a limit to what I could steer. And I couldn't go bear off because I'd go aground. I figure that boat can hold a better course anyway, having a full keel and all. So, he comes roaring up alongside me and I'm expecting to hear a blast of profanity... But instead his wife, standing there in a mink coat and mink hat says. "You hoo...you hoo...We just love your little boat!" She made my day! They had a half a million dollar or more boat and they loved mine!"

Dave and Nancy recently relocated from Milton to Harrington, Delaware. Often he used to drive back to the Chesapeake to sail but eventually that got to be a bit much. But he still gets to sail with some of the other CCBA fellows and was in the Oxford catboat parade this past summer.



Tom Beall tries a new twist on an old story. Hey Sarah!
Wait until you see the cute little cat that followed me
Home!

Save the Dates

The Catboat Rally in the Lowcountry

May 11-14, 2022

Highlights

Open to all catboats 15' LOA and over
(minimum 2 persons per boat)

Sailed on The Intracoastal Waterway

Three host clubs:

Savannah Yacht Club

South Carolina Yacht Club (Hilton
Head Island)

Beaufort (SC) Yacht and Sailing
Club



Schedule

Wednesday, May 11, motor/sail 42 nm Beaufort to Savannah

Dinner at Savannah Yacht Club

Thursday, May 12, Race 24 nm Savannah to Hilton Head

Dinner at South Carolina Yacht Club

Friday, May 13, Race 18 nm Hilton head to Beaufort

Cocktail Party hosted by "Silent Maid"

Saturday, May 14, Around-the-Buoys racing, Beaufort

Dinner at Beaufort Yacht and Sailing Club

After-dinner speaker Gary Jobson

About:

This event has evolved since 2006, originally known as "The Classic Boat Rally"

Usual weather: 80 Degree days, moderate southerly breezes

Combine long distance with around-the buoys racing on the most beautiful section of the Intracoastal Waterway, plus camaraderie and social events with fellow catboat sailors

Overnight in motels or on your boat, your choice

NOR in January 2022

Contact: "Woody" Norwood, Chairman, Snorwood3@me.com; 678-427-2937