



**Ya gotta love a parade!
Catboats strut
their stuff in front
of admiring crowd
of well wishers.**



The Oxford Catboat Parade of 2025 was a huge success. We had 11 boats and 20+ people participate. However, I had my doubts the week before. The week prior, the weather was typical August for the Chesapeake Bay, hot, with temperatures in the mid to upper 90's with equally high humidity. By Wednesday rain was predicted. From Tuesday through Thursday night

With everyone sailing in on Friday, I wasn't sure it would happen. I expected the phone to start ringing with cancellations. Both Jim Palmer and Bob Leigh, sailing the farthest (40-50) miles, they planned to stop at Dun Cove on Thursday and continue to Oxford Friday morning. It was a wet and wild night. Fred Sherriff brought his Marshall 15 to Oxford where we launched it and brought it next to my Marshall 18.



With the storms gone, Friday was just beautiful. Clear skies and good wind all over the bay. Boats started to arrive and Oxford was becoming Catboat Central. While everyone was staying at Town Creek Marina in Oxford, both Jim and Bob had to stay at our sister marina, Jack's Point. These are both owned by Tom and Susan Campbell and are only a hundred yards apart.

With everyone in a slip, people were gathering in the Boat Barn at Phil and Karen's house, to find a ride over to Doc's restaurant. This wasn't a problem since most wives were driving in. Doc's is a waterfront restaurant in Oxford with great food, wonderful staff/



service and an unbelievable view. Everyone had a delightful dinner and while stuffed, everyone still had room for ice cream. So, we all headed over to the Scottish Highland Creamery for some ice cream. This place has been voted the "best" ice cream in the state of Maryland. The Creamery is also located just across from the village waterfront park making for a great way to have dessert.

With everyone having had dinner and ice cream it was time to head back to the barn, except now the seatbelts were harder to put on. At the Boat Barn everyone was enjoying each other and talking about their trip to Oxford while getting acquainted with newer members. A much cooler evening of enjoyable catboat conversation.

Saturday morning came very early for the start of my wife's French toast buffet. To help out, Fred's wife Wanda, got up even earlier to make the hour drive to our house to help Karen. This buffet included, melt in your mouth French toast, eggs, bacon and more. This went from 7-9, but, most catboaters showed early and stayed most of the morning. This was the idea. By nine, everyone walked over to the Oxford Community Center for "cars and coffee", a place where rare, antique and exotic cars are on display. Everyone had fun and managed to walk off some breakfast.

As the fleet moved around the course, people on land took pictures and others moved among us in both sailboats and power boats. All taking pictures, waving, giving thumbs up, all

As the fleet moved around the course people on land took pictures and others moved among us in both sailboats and power boats. All taking pictures, waving, giving thumbs up, all with smiles. You couldn't ask for better.

When everyone got back to the Boat Barn spirits were running high. Everyone had phones out, comparing pictures and remarking how much fun it was. When the grill got going the hot dogs and burgers were ready in short order, compliments of our very own, "Jersey Frank". Plenty of food, drink and ice cream from the Creamery. All followed by great company into the evening. Smiles abounded.

Sunday was very early. We had fresh coffee and donuts starting at 6 am. With people starting to come in at 6:01 it was going to be the start of a very long day for most people. Jim Palmer had the furthest to go, followed closely by Bob Leigh. It would be a 10-12 hour ride for them both. After cleaning up everything, I drove over to Doc's and watched five catboats hoist sail and head home, all the while wishing I was going with them.

By Phil Livingston



Commodore's Corner

Our next event, The Harris Creek Rendezvous and Race is coming soon in three weeks on Labor Day weekend. Attached is the itinerary that Al and Catherine have put together. I visited their lovely home on the way back from Oxford. We're going to have a great time. The water's a little thin at the pier so bring a dingy if you can. I'll be bringing mine and can do some shuttling. There is a hole out near the pier that will fit a small raft. Going up the creek follow the marks to #13 then hang a 45* (steer approx. 90*PMG) to the right and you'll see their place.

The Oxford Parade lived up to all expectations. Perfect weather and a great get together.

I'll have an updated directory out soon. Lark finally hit the water on August 1 so I have some time to get back in the Cat Herder saddle.

See you in a few weeks.

Butch

Chesapeake Catboat Association-Labor Day Weekend Harris Creek Rendezvous and Race

Who: All CCBA catboat members

What: Harris Creek Rendezvous and Race- Join us Saturday and/or Sunday for sailing, food, beverages and catboat comraderie. Drive-in participation is welcome for the festivities on Saturday and Sunday evening. If you are a sailor without a boat, we will be happy to pair you with a participating catboat skipper, so that all can participate and enjoy the race event.

When:

Arrive-Saturday, August 30; 5pm comraderie, get together, snacks, optional dinner at Chesapeake Landing

Sunday, August 31st - continental breakfast, race, BBQ; BYOB

Return Home-Monday Sept 1st

Where: Home and Pier of Al and Catherine Renzi

23311 Swan Cove Rd., Bozman, MD. 21612

Contact Information: Al Renzi-call or text-484-356-8291;
al@yellowspringsfarm.com

Please contact Al if you will be joining us and/or need additional information.



Long Cruise, Sept 14-21 2025 - "To the Islands"

Day 1 – 9/14, Sunday

West River - NM varies:

Hartge – 410-867-2188, Pirate's Cove – 410-867-2300

Day 2 – 9/15, Monday

**Solomons Island, Patuxent River –
41NM**

Spring Cove - (410) 326-2161

Day 3 – 9/16, Tuesday

**Smith Island, Tangier Sound, MD -
30NM**

No Services

Day 4 – 9/17, Wednesday

**Tangier Island, Tangier Sound, VA –
13NM**

Parks Marina – 757-891-2567

Day 5 – 9/18, Thursday

**Little Wicomico, Mouth of Potomac
River, VA – 15NM**

Cockrell's – 804-453-3560, Smith

Point – 804-453-4077

Day 6 – 9/19, Friday

**Tedious Creek, off Fishing Creek –
30NM**

No nearby services

Day 7 – 9/20, Saturday

Hudson Creek, off Little Choptank – 43NM

No Services

Day 8 – 9/21, Sunday

Homeward Bound, NM varies

Please be sure to let Butch know if you'll be joining us on the cruise. Your consideration in this is greatly appreciated!! While a dinghy isn't required, a couple would be nice. Anchoring out will be the norm. Hope to see everyone on the cruise. We always have a great time. If you can only join us for one day, that would be wonderful. Especially if it is near your home port. See you in September.



The Hanley-built cat *Mucilage*

The cat boat, in many varieties, was probably the most popular American yacht type during the great surge of recreational boating, in the late nineteenth century. Lewis Herreshoff wrote in the nineties, "...for the pleasure of sailing on the usually smooth waters of our sheltered bays, and wafted by the moderate breezes that are most frequently found, nothing can surpass for pure enjoyment the catboat of moderate size, say about 25 feet."

The *Mucilage*, a big Cape-style racing catboat, was built in 1887 by Charley Hanley for his own use. She gained a reputation for speed and in the 1888 Fourth of July regatta, the *Mucilage* finished 30 minutes ahead of the nearest Narragansett flash, and peace and quiet were restored on the bay.

In the meantime, the popularity of catboat racing diminished greatly. Racing cats were roundly condemned by yachting reformers as extreme and dangerous anachronisms. By the early 1900's there remained but a few active fleets of racing catboats, kept in service by an **insular band of** middle-aged old-time **catboat diehards**. In 1906, chasing a rumor, Commodore Frank Crane discovered the old *Mucilage* in her boat-house, bought her, and brought her to Quincy. There, renamed *Iris*, she was the 1907 champion. A guest described racing aboard *Iris* in a breeze:

*...Around the mark went Iris with a sharp luff, quickly the sheet came in, and quickly over the lee rail came a couple of barrels or so of water. When a boat of 12-foot breadth dips up the brine thus freely under four reefs, you may believe there is snap and weight to the breeze...The Commodore was sailing her as nearly on edge as he had ever done. A fine sight it was to see the veteran of thirty racing seasons thus skillfully balance his boat...**It spoke of long and patient practice with a type that few men learn to sail properly.** No "lead mine" slung low in a thin keel was on this boat to keep her on her feet (although *Iris* did have 2 tons of ballast). Her stability was due solely to breadth and a delicate touch on the helm...*

Professor George Owens, one of the fathers of the Universal Measurement Rule was moved to reflect: "Yet with all her defects the typical racing 'cat' possessed a certain grandeur, and noble were many traditions connected with her career. Her memory will long outlive many of her successors."



*Excerpts from *Steamers, Schooners, Cutters and Sloops; Marine Photography of N.L. Stebbins*; annotated by W.H. Bunting...that speak to all CCBA cat boat diehards – assembled by Marc Cruder

Prospect Bay 2025, 21 June

Hot and still was the theme of the day for the run around the islands. Fortunately, Bruce and Jill volunteered for committee duties and as Lark was still the hard Denise and I had a fantastic day in the shade aboard *Avalon* watching the cats go round.

The course was around Parson's and Bodkin Islands with no rules regarding how you sail it. Just make it around both. The start was set between the islands give either direction an even chance, mileage wise.

Wind and current are the deciding factors. The start was slow but good with all making it through the line moving forward. Most chose the counterclockwise route with the exception of *Tigger* who chose start in that direction then, to the observer, took a puzzling (but planned) turn to the South to head clockwise around. At that point the wind died all together.

The close race was between *Patriot* and *Mysticat*. As they appeared from behind the far side of Parson's only see sails could be seen about a boat length apart. Who was ahead?.

Neck and neck at the entrance to the narrow pass between the island and the mainland it was *Patriot* who made it through first using his hard-earned past experience of the cut.

With a mile or so to the finish for the leaders the wind piped up to 10Knt or so for a great sail across the line. Check the website for *Wanderer* charging through across the finish "Look Ma, no hands"

Corrected placements were:

Patriot, Mysticat, Ducky II, Tenacity, Pip Squeak, Tigger (DNF, becalmed), *Wanderer* (DNF due to powering away from "permanently running aground").

The awards dinner was held again at Fisherman's Inn where Frank managed to get us into the Oyster room again. An overflow crowd of 32 or so enjoyed the great food and loud comradery.. Unfortunately, Fred announced that he had decided to end his twenty-year adventure with *Pride* and let us know how much he enjoyed being a part of the group. The fact is that Fred has given much more to us than he could ever receive. He still has the fifteen so he's not going anywhere. He'd better not.—Butch



Go to link below for Marty's Bag works merchandise

<https://stores.inksoft.com/ChesapeakeCatboatAssn/shop/home>

