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All the catboat news that's fit to print.

## Covid-19 protocols force cancellation of March CCBA Annual Meeting.

Just like a lot of things thus far this year, the Corona virus has put its imprint on our annual gathering. Too bad...inasmuch as our attendance would have been an all-time record.

Hard to eat those delicious crab cakes virtually...and reading Commodore Flesner's notes isn't nearly as much fun as staring him in the face and forcing him to buy you a Dark and Stormy!

But we're sailors, after all...and we go with the flow. Take a look at the 2020 CCBA event schedule below. We hope to be able to pull off most of these events, being mindful of social distancing rules and regulations. Governor Hogan's "stay at home" orders do not specifically address sailboats. Check the Maryland Department of Natural Resources webpage for the latest details. ( <https://dnr.maryland.gov/Pages/default.aspx> ) Here's hoping we can all get together sometime on the water. C. Ligibel

### 2020 Chesapeake Catboat Association Events

**May 23-25 (race 24<sup>h</sup>)** – West River Heritage Regatta & Catboat Rendezvous, Contact: Paul Cammaroto 301-252-5686 [pac4seas@verizon.net](mailto:pac4seas@verizon.net)

**June 6** - Prospect Bay Race, Contact: Butch Miller 410-271-2540 [anmiller03@aol.com](mailto:anmiller03@aol.com)

**July 25-26** –Corsica River Yacht Club Race Weekend, Contact: Rich McLaughlin 302-932-3222 [rkmcl12@gmail.com](mailto:rkmcl12@gmail.com)

**July 31-August 1** Oxford Parade, Contact: Phil Livingston, 901-484-6320, [pl642@comcast.net](mailto:pl642@comcast.net)

**September 11-13 (race 12th)** - Great Whitehall Bay Race & Rendezvous, Annapolis, MD, Contact: David Morrow 410-757-1060 [david@maritimeins.com](mailto:david@maritimeins.com)

**September 20-30** – Delaware Canal Long Cruise to DE City and Hagley Museum, Contact: Marc Cruder 410-987-9616 [heavitree@comcast.net](mailto:heavitree@comcast.net)

**October 16-18** – Wye Wild Goose Chase, Contact: Butch Miller 410-271-2540 [anmiller03@aol.com](mailto:anmiller03@aol.com)

## Chesapeake Bay Catboaters enjoy CBA hospitality, events.

By Steve Flesner

In January, CCBA members invaded CT to attend the CBA 58<sup>th</sup> Annual Meeting at the Mystic Marriott Hotel & Spa which is actually in Groton (!), where they struck it rich...more on that from Phil Livingston!!! Twenty five of us arrived on a bright sunny day and guess what....no snow!! Friday afternoon there was a tour of the Coast Guard Museum followed by the ice breaker welcoming reception where we got "warmed up" before going over to the Legnos party at Peter and Cherie's house in Groton long Point. Plenty of food, drink and oh man, a chocolate cappuccino cake that had strange marks on it as if someone was sampling the cake...no one admitted to it though!



Saturday, the all Catboat Vendor and Resource show kicked off early and there was something for everyone, including some really cool wooden folding cockpit tables made by our own Paul Cammaroto. What the hell, if he can build a wooden boat, he can build wooden tables!!! Anyone interested in one, might want to send him an email at [pac4seas@verizon.net](mailto:pac4seas@verizon.net). Remember, he is sending Dominic to college this year!!! After the Business Meeting...all of 5 minutes, the awards ceremony took place...hey, don't we know some of those folks going up on stage?!!!



The main presentation was The Catboats of Herreshoff made by Halsey Herreshoff, naval architect, America's Cup sailor and scion of this incredible nautical family. He also is in

charge of the Herreshoff Museum in Bristol, RI and showed some really interesting photos of the earlier boats along with enough "war stories" to keep us spell-bound for two hours! After a sociability event, snacks and comparing catboat stories, everyone headed for the restaurants in Mystic.



Sunday morning there was a seminar on the Connecticut River Museum, but by then, the CCBA contingent was on the road headed south! If you didn't make it, you missed a really fun weekend. Like I said, there was something for everyone and it's always a treat sharing catboat information over a dark and stormy with folks who envy the heck out of us because we are on the Chesapeake Bay!! If you missed it, there's always next year!!

# CCBA cleans-up at CBA Awards Event

By Phil Livingston aka Ironman!

This was a banner year for the CCBA. We took three out of four awards. The fourth award was from Vermont, an up and coming catboat stronghold. This sets a record for the most awards given out for members in the Chesapeake area.

So, here are the breakdowns

**The Dolphin Award:** This award was intended to recognize a person's outstanding contribution to the CBA. Butler Smythe serves as the Sailing Techniques & Seamanship associate editor contributing numerous articles to each CBA Bulletin. Butler has also served as the lead editor of the Bulletin and has been on the Awards Committee. He's been a longtime member of CCBA and continues to make contributions to both organizations. Butler also maintains the CCBA website. Well deserved Butler.

**The John Killam Murphy Award:** This award is for exceptional service to CBA. This year's recipient was our very own Steve Flesner. Steve (and Lois!) had been the host for many years of the Patuxent River Shootout until it was retired in 2017. Not only is he the Commodore of the CCBA, he also is the associate editor for the Cruising section and Race and Rendezvous section for the CBA Bulletin. Additionally, he sits on the Steering Committee for the CBA. In his spare time, he collects stray cats from as far away as West Virginia, brings them back to the Bay and drowns them in varnish. Steve was an obvious standout for this year's JKM Award. Congratulations Steve.

**The Plummer Award:** This award is bestowed to a skipper and/or crew who complete a voyage of note or to commemorate a significant act of seamanship. This year's recipients are Kate Grinnberg and Tim Kallman. When they took delivery of *Curlew*, a Marshall 22, at Marshall Marine in South Dartmouth, they decided to sail her back to Galesville, MD. As if that wasn't enough, they sailed her back to Cape Cod for their son's wedding and then back to Galesville. All three voyages involved offshore transits, the ICW, NYC harbor and multiple sounds and bays. You can read about their trip in the CBA Bulletins 180 and 181. For these three outstanding voyages, Kate and Tim are this year's Plummer Award winners. Congratulations to the two of them.

**Broad Axe Award:** This award is given to someone who has either built or saved a catboat from the landfill. This year's recipient is Bob Horne from Vermont. Bob built from scratch, a 15' catboat designed by Frederick W. Goeller, Jr. for the 1910 Rudder magazine. Most of the lumber came from trees on his own land. Bob even built his mast from a tree he cut down himself. Bob is the only winner who is not a CCBA member, however, congratulations on a job well done. You can read all about it in the Fall 2019, CBA Bulletin #180.



Flesner, Kate and Tim, Phil, Butler



## Commodore's Corner

By Steve Flesner

OK, so we had to switch to Plan B and here we are. It was one of those instances where Bill Hoover's saying...Live to sail another day just summed it up.

CCBA Race & Rendezvous Schedule is posted on our website so check it out and make plans for high drama, mortal combat on the high seas and maybe a Coast Guard boarding...!!

CCBA Administrative Business, Paul Cammaroto reports the Treasury is stable, better then the Stock Market and we have \$1,800 in the bank (And Paul better not show up with a new sail any-time soon!!!). The Newsletter is manned by Craig Ligibel and Steve Flesner...who appreciate any articles you would like to submit, I mean really, do you think the Washington Post only has one Reporter?!! Flesner also maintains the Members Directory and will send an updated version once we squeeze the 2020 Dues out of everyone! Ligibel is the contact with Spinsheet and you may have noticed catboats have been in there multiple times this past year....nice work Craig! Flesner is also the liaison for race results and articles to CBA for the Bulletin...please take a moment, get creative and think about what you would to write about for the CBA folks to enjoy...and that includes us too!! The 2020 Handicap numbers are posted on the website. There were three changes that are highlighted in yellow, *Bubbly*, *Lark* and *Sylph*...do we all agree, YES...that's what I thought!!

Normally we give a vote of confidence for the current CCBA Conscripts/Volunteers who hold us all together...did I hear a resounding YEA!!! So be it, they are indentured for another year!! Along with that, CD would like to thank the ROTC...Rotten to the Core group who provide sound guidance for CCBA...much appreciated!

Least you think we forgot, we intend to give out the CCBA Awards at the West River event so be there if for no other reason than to see who gets the Clueless!!!

Sorry for the abbreviated written planning meeting but sometimes one does what one must. And this is better than reading something in Morse Code or flags!!

***2020 Dues Due NOW!!!!*** *2020 dues are now \$20. Please mail your checks to* Paul Cammaroto at 10505 Unity Lane, Potomac, MD 20854. Make checks payable to Paul. We will also be charging a \$15 entry fee to cover the cost of each event. Where else can you have so much fun for so little \$\$\$'s.

### **New Members** popping up like Spring flowers!

Bill Stratton & JoAnn King, Silver Spring, Marshall 22

Robbin Roddewig, Leesburg, VA, Marshall 22

Tom Lump, Ft. Myers, FL, Menger 23

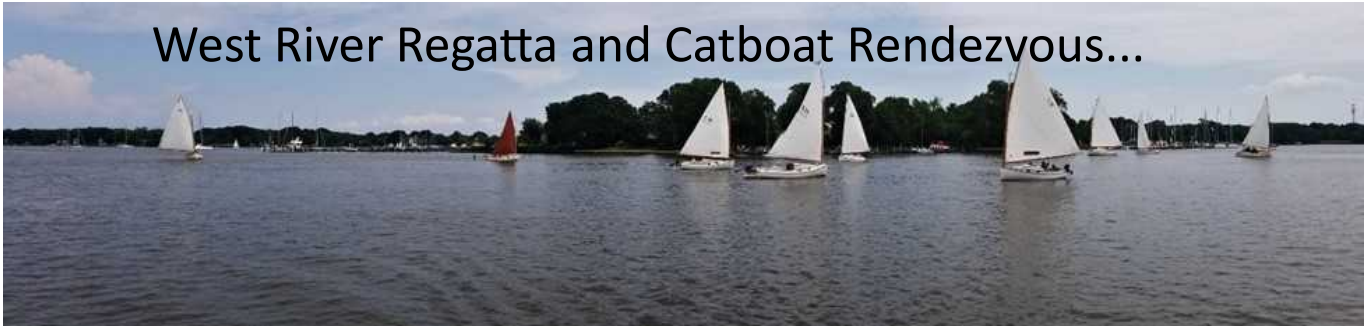
David Cassidy, Gaithersburg, Herreshoff 18

Meade Fowlkes Smithfield, VA, Herreshoff America

James Stevenson, Chestertown, Marshall 22

George Hardy, Rock Hall, SturDee Cat 14

# West River Regatta and Catboat Rendezvous...



May 23, 24 and 25, 2020

Kicking Off the 2020 Chesapeake Catboat Association Sailing Event Season, in grand style, is the West River Catboat Rendezvous.

This is the third running of this annual event at this spectacular location and convenient Marina. Come and Join the Friendly Folks of the Chesapeake Catboat Association, at Hartge's Yacht Harbor, for a celebration of our shared Sailing Enthusiasm and Catboat Rendezvous with Regatta.

This event keeps getting better, thanks to the great turn-out and spirit that everyone brings with them. There is a \$15 regatta entry fee, payable to Paul at the event. Here's the Plan:

## **Saturday 5/23/2020**

Sail In and join an informal gathering at The waterfront home of Bruce and Jill Ogden on Caulk Point, across the channel from Hartge's Yacht Harbor

## **Sunday 5/24/2020**

Omelets on The Lawn, prepared by our own Omelet Man, 'Jersey Frank' Newton 0700-0830

Catboat Cruising Seminar and Forum hosted by Kate Grinberg and Tim Kallman 0930-1015

Catboat Essential Safety Skills Forum hosted by 'unknown' 1015-1100

Skippers Meeting on the Lawn 1200

Catboat Regatta on the scenic West River 1400-

BBQ (grills available) and Pot Luck Dinner on the Lawn 1800-

Awards Ceremony and Quality Time with Fellow Sailors

## **Monday 5/25/2020**

Breakfast Gathering (Un-organized)

Sail Out

***Please contact Paul Cammaroto if you are planning to attend this Great Event (Name, email, phone, Boat Name and size, what days you will attend and do you need me to reserve a slip at HYH)***

***[Pac4seas@verizon.net](mailto:Pac4seas@verizon.net) or 301-252-5686; Hartge Yacht Harbor 443-607-6306.***

***A Lovely quite anchorage is also available, adjacent to HYH.***

***If the participating number of Boats warrant, two classes can be raced with different starts, an 18 foot or thereabouts Class and a 22 foot or thereabouts Class, each with its own Awards.***

***Bring your Main Dish to Grill and a side to share (bring serving utensils, if needed)***

***Hot Grills and Iced Coolers will be available***

**Note: Please check your email in case the Corona virus forces us to change our plans.**

## A Catboat Kid Surfaces!!!

Steve Flesner

Bernie Huddlestun Jr has surfaced...he was one of the original Catboat Kids. His dad, Bernie Sr was one of the founding members of CCBA way back when and was also the builder of *Pandora*, a 20' stretched out Marshall 18 that he designed and is now up at Ayer's Boat Yard on Cape Cod with a long history of winning races in New England. *Pandora* was also selected as the winner of the Mystic Wooden Boat Show 3-4 years ago. Bernie Sr passed away when Bernie was 13 and Lois and I kept him sailing with our Sandpiper back in the late 90's. He gravitated out to the Left Coast and after giving up on Hollywood, got a job with Uber...hey buddy, need a ride?! Worked his way up thru the company and took over Uber Eats (OK, I had to look it up so you can too!) and now is in charge of Uber Eats HQs in Amsterdam overseeing the operations in Europe, Middle East, Far East and Africa, so that means he is on the road 20% of the time going to major cities in all of these locations. Wow, talk about a cool job!!! But it also means no time for catboats, although he has spent some off time in Spain sailing Lightings in 30-40 knot breezes...did I really say breezes?!!! Living in Amsterdam, he doesn't need a car and rides a bike everywhere. Lois and I met him for lunch at Davis's Pub in Annapolis to catch up on what he has been up to. He reminded me I don't have to set him up anymore since he's 37, I tried being "matchmaker" years ago with Ally Legnos, Peter's, daughter...didn't work, there was no flame!!! For the past 25+ years we have been storing a beautiful dingy and two-piece Sun Fish that his dad built for him. He has finally reached the age that they are now family treasures and has promised to put them in his storage facility next time he is in the states, didn't I hear that 10 years ago?!!



At press time, Maryland Governor Larry Hogan has issued a "stay at home" edit that will keep many boats off the water until further notice. It appears that sailboats will fall under the new restrictions re: "staying at home." Here is some additional clarification from the Maryland Department of Natural Resources:

<https://news.maryland.gov/dnr/2020/03/31/frequently-asked-questions-about-governor-hogans-stay-at-home-order/>



## 10 reasons why sailors can survive the Corona virus

*By Craig Ligibel*

1. Self-quarantine In a 3000 sq. foot house with hot water, cable TV and a real toilet vs. hunkering down in a 6x8-foot cabin with lukewarm water, scratchy Captain Ron and White Squall DVD's and a head that has a mind of its own. Duh.
2. Know how to "process food" to get rid of germs. (Just like disinfecting veggies you picked up in a Guatemala street market!)
3. Practice in provisioning for long periods of time. (Eat those fresh fruits first; stock up on spuds, cabbage and hard cheese.)
4. Experience in toilet paper management. (See # 1 above)
5. Used to a daily routine to keep sane. (four on and four off watches keep you on your toes.)
6. Daily check-ins with the fleet. (Reach out and touch someone...via sat phone.)
7. Can go days without listening to Fox News or CNN. Nothing is more depressing than a constant stream of bad news. Tune into Barometer Bob or Chris Parker.
8. Self-sufficient on-board medical knowhow. There's aren't many ER's 400 miles out to sea.
9. Resourceful MacGyver instincts. ( Make your own sanitizer out of 151 proof Goslings Black Seal rum.)
10. The virus is named after a beer for Pete's sake. Just stick a lime in it.



Click this link for latest updates on marina closures around the Bay.

Click here: <https://www.waterwayguide.com/covid-19-reports>

## Down on dee Bay Hon

Steve Flesner

Boating season wrapped up for the Bay sailors in early November soon after oyster season opened! Of course, as soon as you tucked your catboat away we got a string of 55-60 degree days in November, December and in January 2 days in the 70's, ok, so timing is everything. Of course, had we left them in, there would be skim ice soon thereafter!! This keeps up it will be time to starting applying varnish!

Our loss is your gain so to speak. Martin Gardner's *Planet*, a Story built Wittholz 25 has found a new owner. Martin commuted from Venice, CA to Oxford for the CCBA week-long cruises and also teaches at the Wooden Boat School in the Fall. While on the Bay she was maintained by Cutts and Case for a number of years and Martin often referred to himself as a "benefactor" for the town of Oxford! Paul Cammaroto took care of her this past summer but decided he had one to many boats and found her a good home. *Planet's* new owner is Eric Peterson, no stranger to wooden boats! While we will miss her on the Bay, she will fit right in with the fleet of wooden catboats in Cape Cod. So long *Planet*!



So long to an old friend...David Bleil found a buyer for *Gull* and she is now on a lake outside of Little Rock, Arkansas where there just happens to be another Mystic 20...small world sometimes. *Gull* was originally owned by Capt. Bill Hoover and he and Peter Jenkins sailed her down from CT to Annapolis in the late 80's. Many of us shared some memorable times in her cockpit drinking dark and stormys and trying to keep our feet dry, but that's another story!!



Bette Gruben recently sold *Auggie*

*Hay*, another Mystic 20, to a fellow on the Northern Neck of VA so at least she will remain on the Bay.



# Long Cruise promises to be an adventure to remember!

By Marc Cruder

After an easy mileage cruise on the mid-western shore, at the request of the cruising membership, we will break out of the Chesapeake this year to the Delaware River. The destination is Delaware City Marina on the Delaware City Branch Channel. We will stage from there to travel by land to the Hagley Museum in Wilmington, DE. CCBA cruiser and Hagley Museum employee Mike Crawford will arrange a tour for us. The club has experience on the C&D canal, but needless to say with known tides and currents: VHF radios, engines and anchors all need to be in

good order. A boat count will be needed for the Delaware City Marina, where all visitors are moored bow to stern and LOA dictates docking fees. More details to follow on the familiar anchorages, but here's the abbreviated itinerary for preliminary planning...

**Sunday 9/20: Destination – Swan Creek above Rock Hall (39-08 N; 76-15.75 W)**

**Monday 9/21: Destination – Veazy Cove on the Bohemia River: 29 mi (39-28.3 N; 75-55 W)**

**Tuesday 9/22: Destination – Delaware City Marina; Delaware City Branch Canal North of the Bridge: 23 mi (39-34.75N; 76-35.1W)**

**Plan:** This is the C&D Canal transit. The canal floods easterly. Leave the anchorage at Veazy Cove OOA 0800. Key information:

Flood starts @ 0911 at Old Town Point Wharf

Flood east at Chesapeake City until 1510 (Max Flood is +1.84 knots at 1130)

Flood east at Delaware City Branch Channel Bridge until 1555

**\*\*\*Boat Count Needed Soonest with best estimate of your LOA including appendages\*\*\***

**Wednesday 9/23: Delaware City Marina – Lay Day for Hagley Museum**

**Plan:** Transportation by land and return will be arranged for the group

**Plan:** All on their own to head home as individual voyage plans dictate.



### Thursday 9/24: Delaware City Marina – Lay Day for Pea Patch Island

**Plan:** Walk into town and take ferry service to historic Fort Delaware on Pea Patch Island. This facility was a Union prison for Confederate soldiers during the Civil War and is run by the Parks Department. Upon return, dinner at Crabby Dick's. Deb and I tried during our recon trip a few weeks ago... absolutely worth the stop; a CCBA cruiser's stop that John Brown would approve.



### Friday 9/25 Destination – Still Pond below the Sassafras River: 35 mi (39-20.2N; 76-08.2W)

**Plan:** This is the return C&D Canal transit. The canal ebbs westerly. Leave Delaware City Marina OOA 0700. Key information:

Ebb starts @ 0635 at Delaware City Branch Channel Bridge

Ebbs west at Chesapeake City until 1154 (Max Ebb is -1.02 knots at 0848)

Ebbs west at Old Town Point Wharf until 1236

### Saturday 9/26: Destination: Bodkin Creek – off the Patapsco: 20 mi. (39-08N; 76-26.3W)

### Sunday 9/27: Destination – Homeward Bound

General Cruise Notes:

1. Working with the tide schedule thru the canal, it worked out to be 8 days with a Sunday to Sunday itinerary. **CRUISERS: Mileage coming back thru the canal to Still Pond is more than we usually like to do in a day, but with fair canal tide, doable. I would like to hear from those making the trip. I am open to coming back to Veazy Cove, then adding a night so that there are 2 more stops instead of just one. Let me know your suggestions.**
2. In my opinion, dinghies will not be necessary with this itinerary, particularly in light of mooring where there is current. They will only be a bother.

Trailer sailors, for access locations in Anne Arundel County: See: <https://dnr.maryland.gov/Boating/Pages/water-access/boatramps.aspx>

Anchorage locations are the key to finding the group. Channel 72 will be monitored at noon and 1700 daily. Alternate is my cell at 202-680-3803.



# The Cult of Catboats

Centuries-old design binds sailors young and old

▲ Story and photos by Craig Ligibel

SHIP'S LOG: *Mystic Wind*,  
20-foot *Mystic 20*  
catboat

DATE: *Sept 8, 2014*

CONDITIONS: *Partly cloudy,*  
*wind out of the NE*  
*eight-10, slight chop*

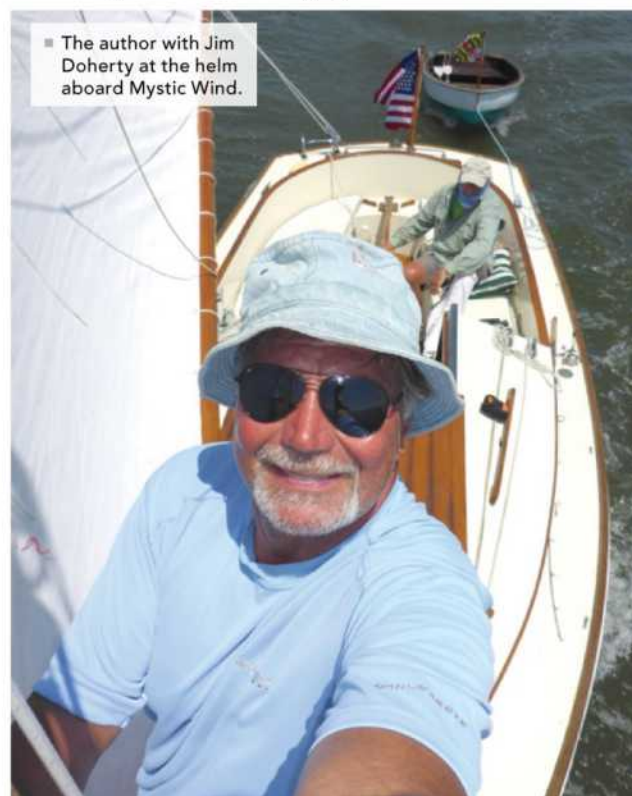
*A perfect day for sailing. Started out with 99-year-old Thurston Green aboard handling the tiller. He recalled sailing a catboat in the 1930s. Then, after lunch, took out my two-year-old granddaughter Emmy. She liked playing in the cabin. At sunset, loaded the family into MW for a sunset cruise. It just can't get much better than this!*

Catboats have been around since the mid 1850s. They are, catboat lovers like to say, a boat for all ages. Their big cockpits make them perfect for a day of gunkholing with the family, and their sail plan makes them perfect to race either for fun or hardware.

Their time-honored design of a gaff-rigged sail set well forward, a boom that overhangs the transom, and a wide, spacious cockpit has changed little since the first cats plied the waters of Rhode Island's Narraganset Bay, Cape Cod, and Long Island Sound long before the modern era of sloop-rigged sailboats began to dominate the sailing scene.

"They're pretty simple boats to sail," says Chesapeake Catboat Association (CCBA) Commodore Steve Flesner, who has owned and sailed a variety of catboats over the years. "A mainsheet. One sail. A centerboard that doubles as a depth-finder. When you see one under sail with 200, 300, 400 square feet of canvas catching the wind, it's a sight that turns a lot of heads... especially here on the Bay."

Back in the early 1900s, catboats were ubiquitous up and down the East Coast. Because of their shallow drafts and wide cockpits, many early catboats were pressed into service as workhorses providing a vital link between mainland and disparate harbors clinging to the Eastern



# The Cult of Catboats

(CONTINUED)

Shore. Others were used as fishing boats, scallop and lobster boats, and even swordfish platforms. There was hardly a body of water on the East Coast that didn't harbor a fleet of the squat, utilitarian vessels.

The name "catboat" is of dubious origin. Some say its etymology comes from the stray cats that sailors often saw gnawing on fish scraps on the boat's decks. Others say pioneer boat designer Herbert Crosby dubbed them catboats after seeing them sail "quick as a cat" in his home waters off Cape Cod's Osterville.

Flesner is quick to point out that a catboat is not a catamaran. "Most people think catamaran when they hear catboat. That couldn't be further from the truth. Our boats have one hull and one sail. Pretty different performance characteristics, too."

Whatever the name's origin, the modern fiberglass catboat of the 21st century owes much to the nautical engineers of long ago. Names such as Herreshoff, Crosby, Beetle, Menger, Com-Pac, Herman, Marshall, and Arey's Pond account for more than 75 percent of the approximately 5000 catboats on the water today. Many 40- and 50-year old wooden catboats survive and proudly take their places among catboat fleets from Florida to Maine.

Marshall Marine founder Breck Marshall is credited with the rebirth of the American catboat after the popularity of the boats declined in the mid-20th century. In 1963, he developed and built his

first fiberglass 18-foot Sanderling cat in a New Hampshire dairy barn. Sailing to the first scheduled Catboat Association race-rendezvous at Osterville, MA, in August of 1963, Marshall unofficially raced *Antidote* against a dozen wooden cats, and left the fleet well astern. He had made his point quickly and succinctly.

Marshall's son Geoff took over the business in 2006. He tells SpinSheet his shop has produced around 1800 boats since inception. "Most of these boats are still in service," Marshall says.

New Marshall cats start at around \$24,000 for the 15-foot Sandpiper to upwards of six figures for a fully tricked out 22-foot cruiser. There is a lively used market for catboats of all shapes and sizes. A used fiberglass boat in reasonable shape can be found for under \$5000.

There are about 50 catboats ranging from a 14-foot Handy Cat to an 1898 Herbert Crosby 20-footer in the CCBA fleet. CCBA members get together once a month during the season for racing, cruising, or storytelling.

Retired airline pilot Phil Livingston of Oxford has been sailing his Marshall 18 *Patriot* for almost 20 years. Prior to the catboat, Phil sailed all kinds of boats from Lasers to Morgans.



■ Catboat groupies watch cats on parade.



■ Kim and David Morrow aboard Anna.

He says, "My catboat is the best boat I have ever owned. It does everything I want it to. My other boats were fast; they would even get up on a plane. But nothing can compare to gunkholing around the Bay. I would not have owned it for the last 17 years, if she didn't do everything I ask her to do. I hope to keep her another 17 years."

Livingston says there's an intrinsic bond between catboaters that's hard to define. "Our affinity for each other starts with the boats themselves. They aren't fast. The basic design dates to the 1800s.

■ Kate Grinberg at the helm crossing the Chesapeake Bay.



## Ode to a Catboat

One gaff-rigged sail of ample size  
One mighty mast stepped in the eyes  
A cockpit blessed with room galore  
A rudder like the old barn door  
A draft that's shoal  
A beam that's fat  
She's got to be a pure-bred cat.

~Author Unknown

We are a group of people that have gotten off the beltway and are taking the scenic route. Most of us have been on bigger, faster, and more expensive boats. There comes a time in one's life where the trip is more important than the place you finish across the line. We don't compete against each other, rather we sail as a group from one place to another. I have never had as rewarding an experience as when I'm sailing with my catboat buddies. It seems as if everyone's egos were left someplace else."

Seventy-something-year-old catboat sailor Dave Park doesn't own a catboat at the present, but he's owned and sailed plenty of them going back to when he was a kid. "They're a great boat to mess around in. I've owned six of them of various sizes. My kids even sunk a Marshall 15 once, although Geoff Marshall didn't believe me. It's all good fun on the water."

Annapolitan David Morrow is one of the Chesapeake Bay's premier catboat racers. His fully restored *Anna* generally leads the fleet around the marks anytime a course is set. He has trailered and sailed *Anna* in over 10 states in the past 20 years.

"It's a beautiful boat to see on the water. She even has therapeutic powers. I have had the privilege of taking terminally ill sailors out for a sail on her. I think she knows the joy she brings into their lives."

In addition to sailing his Marshall 18, Morrow also has served as the winning helmsman aboard one of the country's most famous catboats, the 33-foot B-cat *Silent Maid*. Built by wooden boat aficionado Peter Kellogg, *Silent Maid* combines high-tech design and space-age materials with old school good looks.

"She's a bear to sail when the wind is up," Morrow says with a smile. "There's something about that 1400-square foot sail strung out on that 38-foot boom when you're running downwind in 20 knots that keeps you on your toes."

While some spouses sail with their husbands, there are only a handful of female catboat captains on the Bay. Kate Grinberg is one. She is an unabashed catboat fanatic.

"Two years ago, I fell in love, in love with a 22-foot catboat, a big sister to the small Beetle Cat I grew up sailing as a kid on Cape Cod," Kate says.

After sailing that 22-footer to Galesville from Marshall's yard in South Dartmouth, MA, Kate and her husband Tim Kallman made plans to make the reverse voyage this year. We caught up with Kate not long after she and Tim returned from the almost 1000-mile roundtrip voyage from Hartge Yacht Harbor in Galesville to Bass River, MA.

"It was an adventure of a lifetime," the sunburned Grinberg reports. "The boat performed beautifully. There's something about sailing past the skyscrapers of New York City in our 22-foot Marshall *Curlew* that I'll never forget.

Kate credits her sailing "moxie" to "growing up with two older brothers who taught me a



■ CCBA members chill out aboard Wanderer.

lot about sailing! I don't know why there aren't more women catboaters. Driving these boats is more about feel and touch than brute strength. I recommend it to anyone... male or female."

While still a very small minority, there are a few younger catboaters among the Chesapeake Bay fleet. Matt Cruder, son of long time CCBA commodore and current long cruise coordinator, Marc Cruder, is starting a nice collection of racing hardware as he pilots his 17-foot Herman catboat *Sylph* to win after win in the fleet's competitive racing events.

Seventeen-year-old Dominic Cammaroto is the fleet's youngest member... and defacto "mascot." The son of marine engineer and avid sailor Paul Cammaroto, Dominic has been a fixture at CCBA events for the past nine years.

"Being a kid on a catboat has changed my perspective on the beauty of nature and how much fun sailing a catboat really is" he says. "Also, it has taught me to get off my phone once and a while. Finally, sailing a catboat really brings people together even when there is a 40-year age difference."

In a presentation Dominic made to the National Catboat Association several years ago, however, he struck this note of warning: "I want everybody to look to your left and to your right. If the person on either side of you is over the age of 50 (which I suspect is the case), we have some serious work to do to attract young people to this sport. It's too great an experience not to share with people of all ages." ■



■ Paul and Dominic Cammaroto row dink to a raftup.

To find out more about catboating on the Bay, go to: [chesapeakecatboats.org](http://chesapeakecatboats.org). Just like the Marines, Commodore Flesner is looking for a "few good men... or women" to fill his ranks.