



# Chesapeake Catboat Association

**2019 Summer**

**Volume 28 Issue 3**

Editor: Craig Ligibel. [tcligibel@vml.com](mailto:tcligibel@vml.com).

*All the catboat news that's fit to print.*

## Mark your calendars for this Summer's CCBA events!



It's a star-spangled Summer of Catboats on the Bay.

Check out the details on Corsica River Event; the South River Sail-in/Drive-in BBQ and the Great Whitehall Bay Race & Regatta. Lots of fun out on the water awaits. Please be sure to contact the event host to let them know you're going to attend!

### 2019 CCBA Event Schedule:

- July 27-28 –Corsica River Yacht Club Race Weekend, Contact: Rich McLaughlin 302-932-3222 [rkmcl12@gmail.com](mailto:rkmcl12@gmail.com)
- August 3 –South River Sail-in and BBQ Contact: Craig Ligibel 443-949-7707 [craig.ligibel@vml.com](mailto:craig.ligibel@vml.com)
- September 7-8 (race 8th) - Great Whitehall Bay Race & Rendezvous, Annapolis, MD, Contact: David Morrow 410-757-1060 [david@maritimeins.com](mailto:david@maritimeins.com)
- September 15-21 – Mid Western Shore River Long Cruise, Contact: Marc Cruder 410-987-9616 [heavitree@comcast.net](mailto:heavitree@comcast.net)
- October 19-20 – Wye Wild Goose Chase, Contact: Butch Miller 410-271-2540 [anmiller03@aol.com](mailto:anmiller03@aol.com)

# West River Heritage Catboat Regatta and Rendezvous does not disappoint!

They came. They saw. They ate. They drank. And...oh yes...they sailed!

The West River Heritage Regatta and Catboat Rendezvous, held over The Memorial Day Weekend of May 25 – 27, 2019 at the Hartge’s Yacht Harbor in Galesville Maryland, was a BIG success thanks to the Great participation of and by Old and New Chesapeake Catboat Association Members. The Saturday Sail-In, accompanied by a mixed bag of Good and Challenging Weather, brought Catboat sailors from all points of the compass, some by Trailer, some by Trawler, some by ‘The Other Boat’ and many more by Catboat. Although our dinner reservation was for 12, Stan and Joe’s Riverside Cafe accommodated our 22 Catboaters for a very informal Dinner and Gam. The mood of our group was festive and enthusiastically ruckus as we commandeered a significant portion of the inside seating. The next morning all were greeted by ‘Jersey Frank’, The Omelet Man, preparing breakfast for all the Catboaters on the beautiful lawn of Hartge’s overlooking the West River. Way to go Frank, Thank You. Immediately after breakfast two Open Forums were held on Catboat Reefing, chaired by Marc Cruder and Introduction to Catboat Racing hosted by David Morrow. The forums were hugely attended and much information, opinions and options, on these two subjects, were exchanged. Skippers meeting and Weather forecast/ predictions followed at high Noon on the Lawn. Although the breeze came and went during the Two Classes of Racing the participants enthusiasm and focused efforts never wavered with Photo worthy finishes by all who started.



After the racing, Catboaters regathered on the lawn under the shade trees for libations and Good Company. The grills were Lit and the Oyster were shucked by the Master Shucker himself Craig Ligibel. A potluck dinner accompanied the Awards Presentation and recognition of our generous sponsors: Marshall Marine, Stan and Joe’s Riverside Café, Chesapeake Light Craft, West Marine, Annapolis, Hartge’s Yacht Harbor.

After the Ceremony many Catboaters gathered on the CCBA chartered Houseboat for a Floating Gam and Party continuation.

The next morning the weather cooperated to provide safe passage to home for all participants. Thank You CCBA it was a Lot of Fun. Planning has already begun for Next Year’s Event, so Mark your 2020 Calendars now for the Next West River Heritage Regatta and Catboat Rendezvous . May 23, 24 and 25 2020, Race on the 24<sup>th</sup>. See you All then and Safe Travels.

For more photos, click here:



Over 20-feet: Butch Miller, 1st



Rich McLaughlin, 2nd



Martin Gardner, 3rd



Under 20 feet: Mike Crawford -1st



Frank Newton– 2nd



Bruce Ogden– 3rd.

# Prospect Bay: The only the strong survived!!



The catboat gods got even with the Fleet as they dished up all the wind the five courageous skippers could handle in this year's edition of the "now we're becalmed...now it's blowing like stink" Prospect Bay race.

Organizer Butch Miller credits a) ballast b) attendance at Cruder's reefing seminar and c) dumb luck as factors contributing to a safe day on the water despite some breezes approaching 20 knots.

But like the man says, "weather is always nice in a bar" as the CCBA crowd found out while they quaffed dark and stormy's and feasted on crab cakes and seafood nachos at the after party and awards ceremony held at Kent Island's Jetty Restaurant.

For the record, here are the numbers and Butch's unedited comments:

**"Wild day. East, 10-15, gust 24. Long upwind leg."**

Boat	Elapsed time in min.	HC	Corrected	Place
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Bubbly	82	99	82	1
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Patriot	87	100	87	2
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Casco Cat	118	110	107	3
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Lark	119	104	114	4
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Slyph	DNS	15 min late		
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**"Reef without tying nettles is a drag, literally.**

**Bubbly didn't reef, but had 3 crew.**

**Patriot reefed, one crew, shook it out and regretted it.**

**Lark, one crew, sloppy reef, had to fall way off.**

**Casco Cat, reefed with crew, managed ok.**



**See you all next year!!"**



# Get your feed bag on! Saturday, August 3. Rain or Shine.

South River Sail-in/Drive-in BBQ promises plenty of good food and good times.



Chief oyster shucker and pit master Ligibel welcomes all for the third “All you can eat oyster and rib fest” to be held Saturday, Aug 3 at Ligibel’s South River BBQ joint, 2702 Wild Holly Rd., Annapolis.

Two ways to get there:

\*You can sail up the South River and either tie up to the Community Dock pictured below which is on Little Aberdeen Creek or anchor out at nearby Crab, Aberdeen or Harness Creek. All provide deep water and good protection.

\*Or you can arrive by land yacht and park in Ligibel’s yard.

Either way, let him know you are coming and how many CCBAers you are bringing. He will provide water taxi service from your anchorage to his house. No need to bring anything except your appetite. Food and adult beverages provided courtesy of CCBA.

Please contact Ligibel at: [tligibel@vml.com](mailto:tligibel@vml.com) or call 443-949-7707.

The festivities start whenever you arrive. Dinner will be served at 7 pm.



Turn right at South River red marker # 12.



Community Dock at Little Aberdeen Creek.



## Great Whitehall Bay event is NOW slated for AFTER Labor Day!



This year we will be gathering at Whitehall September 7 & 8. This is the weekend AFTER Labor Day. you can sail in either Friday afternoon/evening or Saturday morning. We will have a Skippers meeting at the crack of noon on the community docks with the race(s) starting at 1:30. After race celebration will commence at the Whitehall Community Club House immediately following the race. Sailors can then depart for home Sunday morning. Be sure to let host David Morrow know if you will coming to race...to crew...to just eat and drink. All CCBA members and guests welcome.

### *Spots worth a stop...*

## Picking crabs at Linton's Seafood in Crisfield is a lower Bay tradition.



Your loyal reporter took one for the team recently by spending two days in Crisfield...eating crabs, crabs and more crabs. In addition to the crab pretzel served up with a mound of fresh picked crustacean at Bubby's Wing Shack on Main Street and a session in the kitchen with classically-trained chef Brian Julian at his Waterman's Inn Restaurant, the highlight of the trip was an "all you can eat for \$39.95 crab overdose at the roadside eatery Linton's Seafood.

There, Harvey Linton has been serving up advice and seafood for over 30 years.

His crabs are smothered in Old Bay. His corn is fresh. The atmosphere is down home.

"You just can't get it any fresher, " says Linton. "We buy locally so we know where everything comes from. Our regulars stand in line for our specials. Visitors are welcome, too. Just bring your appetite."

I caught up with the ladies pictured above on the deck. They were well on their way to their second dozen...each! "We come here to pick crabs and catch up with each other," they told me. Somebody pass the Old Bay! You can order on-line and Harvey promises to have your crabs at your front door in good condition. Check it out at:

[www.lintonseafood.com](http://www.lintonseafood.com).



## Over the Bar...

CCBA member Don Dunn passed away April 1. He will be remembered by all who knew him. Here is Rich McLaughlin's recollection of Don.

*"I am grateful to have had a final farewell visit with Don 2 weeks prior. We shared catboat stories, and Don's feelings for the camaraderie experienced over the years with the CCBA. Don told me about a catboat built by Ralph Wiley in an Oxford, MD shipyard, now Cutts and Case. The RHYC adopted the 'Scrappy Cat" as their one-design for their sailing program in the late 1930's. Evidently, the faster Hampton one-design put the Scrappy Cat into obsolescence. The story is told in a book called, The Preacher's Son. Don directed my attention to a copy in his bookshelf.*

*Like many of us, I experienced challenges with Capt. Don and Granmary on the regatta course. Barging, indeed.*

*But, Don was also always willing to share a story, or a navigational shortcut, or a tow, when needed. After selling Granmary, Don graciously offered use of his dock to Shoveller & Tenacity. The cost, one bottle of single-malt scotch per year. Don enjoyed viewing catboats at his dock, and sharing his place on the creek with fellow catboaters.*

*Don's life in the retirement home after Mary's passing was lonely and solitary. He asked that his remains be scattered amongst the wind and waves of the Chester River at the mouth of his beloved Gray's Inn Creek, by catboat. His last wish will be honored. And, we will remember, as a gentle wind fills our sail and we slip unhindered across the fluid, no coming, no going, only the present moment."*

Steve Flesner adds the following:

Don's memorial service was held at the Rock Hall YC. Dave Park, David Bleil, Jim Ohlmacher, Phil Livingston, Rich McLaughlin, Mike Crawford, Marc and Debbie Cruder and the Commodore represented CCBA. It seemed like old home week as we were all familiar with the RHYC where we held our annual meetings over the years and where Don and Mary were very active members. After some remembrances from Don's son, Cruise Commander Cruder told those gathered about Don's sailing episodes. I should have known what we were in for when Marc tucked his cap in his belt behind his back. It was entertaining and brought back a lot of memories. Finally, Debbie tapped him on the shoulder and reminded him the food was getting cold and there was a guy standing over there with a boat hook! Guess you had to be there and glad we were.



## Commodore's Corner:

By Steve Flesner



Here I am in mid June and I still don't have *Scotty* in the water....ouch! Not exactly the example for the CD to set! She is ready, I just need to bend the sail and move her towards the water soon! For those of you who missed the West River event, it was great and there were 13 catboats...which is a pretty good turn out. There were even enough catboats for 2 separate classes which is a first in my memory. I think Paul and the fleet also entertained all the restaurant patrons as they raced by the window tables! Prospect Bay has also come and gone, a smaller turnout and a few drops of rain. Denise ran off with some biker while Butch was organizing the troops...something about 2 mojitos, and an invasion of Harley guys at the bar, guess you had to be there!!!

There was a major turnover in Oxford right after the West River event. Martin Gardner reluctantly decided that living on the left coast in la la land and flying to the right coast (the Twilight Zone) a couple of times a year to go sailing with our motely crew was maybe a bit much. That, and the fact that he was known around town as the benefactor of Cutts and Case, well, let's cut to the chase, he sold PLANET to Paul "I have a fleet" Cammaroto so at least she stays on the Bay and went to a good home...why didn't anyone think of my good home?!!!!

And now for a little recognition...please, some applause!!!! If you haven't checked out our website lately, you should! Butler made some changes, new color and layout. He upgraded the Cats for Sale page which now holds more photos so check it out and tell us what you think. OK, so he got the idea from eBay!!! He recently posted a Marshall 18 for sale in NC and the seller sent me a note saying he got 3 inquiries before the ink was even dry! And yes, that is PATIENCE, the "legendary catboat" listed for sale. She is looking for a good home on the Bay and the legend comes with her!!

See you on the water or at our next event!

*(Win a free drink at the South River Sail-in. Identify the famous Commodore pictured above!! Send entries to: [tcligibel@vml.com](mailto:tcligibel@vml.com).)*

*Pete McCrary's Chessie...*

## Down...but not out !!!!

With a nice weather forecast I launched *Chessie* on Thursday (June 13) from Leesylvania State Park for a two-day cruise. Then, when anchored at Pohick Bay getting ready to prepare dinner, a fisherman came by and warned me of bad weather expected. I checked my smartphone and the outlook was very different from what I expected. This was about 5pm and the sky looked nice and we were 10nm from the launch ramp. I decided to abandon the cruise and head for the ramp expecting to arrive by about 7pm.

However, at about 1/3 the way rain and wind set in. Fortunately we were close to the middle of the Potomac where it is almost 2nm wide. Quickly the wind picked up and the heavy rain reduced visibility to the point I couldn't see either shore. In fact I couldn't read the compass or see any details on the GPS -- even the bow of the boat was hard to see.



Upon launch I had already topped the ballast tank. Thank goodness! The worst of the wind was easily 40 knots, probably gusting to 50! The Honda 4 (long-shaft) was wide open and making better than 5 knots (when wind was 15 - 20 knots). But it wasn't enough to keep *Chessie* into the wind. The sails had been furled & sheeted midship and all made ready for the worst. But when we were blown sideways to the wind, *Chessie* was on her port beam and I was at the helm (starboard side) trying to hold on (OBM also on starboard). My guess is that she was (in the worst gusts) almost 80 degrees over. When the gusts eased a bit, she would come up a little and off her beam slightly. The mainsail became mostly unfurled! I thought then that she would go-over! But the mainsail didn't get into the water and the cockpit coaming never shipped any. However, the footwell scuppers couldn't keep up with the rain and water was about an inch or so deep in the footwell. It was all very frightening. I had never experienced anything like it. I felt very helpless -- all I could do was "hold on" and stay at the helm and try to bring her up into the wind. When she was sideways to the wind and heeled way over, she was beyond any control.

As things began to lighten up and visibility returned, I could see the lee shore in sunshine. It was much closer than when it all started. It all lasted about 20 minutes (probably less) until the wind reduced to 15 to 20 knots and the rain reduced so that I could see all shores. Curiously, there was no lightning. But all over the area the cloud formations were strange and ominous. Into the 15 to 20 knot wind and chop, *Chessie* would make a little over 5 knots at full throttle (4,700 rpm). The tide was probably helping a bit. When the mainsail became unfurled, I thought that the sail ties had been blown off. But when finally on shore I found that they were all (4 or 5 of them) bunched up at the clew. That didn't happen to the mizzen.

Home by 9pm. Inspection this morning shows NO DAMAGE and the cabin and everything that was stowed DRY! I wouldn't want to experience it again, but *Chessie* (and her designers) deserve an A+ !!

Pete McCrary

PS -- Annie is thankful that "I'm home safe" and grades *Chessie* with an AA+.

*Ed note: Glad Pete and Chessie made it home safe and sound!*

## ***Last year's Catboat Association featured several "Catboat Legends." Here is a profile of the 1898 catboat, *Patience*.*** -by Robert Jones

*Patience* was built by Herbert F. Crosby, in 1898. We bought her sight unseen in 2005.

Upon arrival on the Bohemia River on the Chesapeake Bay, we were joined by our third partner Guy Beckley, a retired Navy Chief.

Over the next 6 years, the partners enjoyed sailing *Patience* on the Chesapeake Bay waters, including the Bohemia and Elk Rivers.

Guy also participated in the Chesapeake Bay Catboat Association regattas.

In 2012, after several years of thought and planning, we undertook the circumnavigation of the Delmarva Peninsula in *Patience*.

The morning of September 21, 2012 before first light (0430), we all met at the Marina for some coffee and a farewell.

Quite a crowd showed for the sendoff, all weathered the early morning to watch *Patience* depart.

My wife Biz, Janet Cookerly and I departed promptly at 0600 on a beautiful morning and motored from Bo Bay Marina through the Bohemia River heading clockwise out of the Chesapeake Bay. We left on a mid-flood tide to get a push through the C&D Canal and down the Delaware Bay with Ports of Call at Leipsic, then Lewes, DE where we transited the Lewes and Rehoboth Canal to Indian River Bay.

From there, because of the no longer navigable Assawoman Canal, we exited Indian River Inlet into the Atlantic Ocean, returning back inside at Ocean City, MD.

We were able to make Chincoteague, VA inside, but then due to shoaling, were forced back outside, making our next stop at Sand Shoal Inlet in Virginia where we were able to transit back inside and around the southern tip of the DelMarVa peninsula back into the Chesapeake Bay and North to Cape Charles, VA. We then went on to Onancock, VA before returning to Maryland at Crisfield. Continuing North, we stopped at Fishing Creek off Hooper's Island and then onto St. Michaels off the Miles River and finally to Chestertown.

We covered 487 NM in 14 days of travel on our trip.

Circumnavigating the DelMarVa in the 114 year old catboat *Patience* was such a fantastic trip and a real triumph .

It's taken 3 years of hard work to prepare for the trip with two different craftsmen to help with the bulk of the work and not to mention hundreds of man hours.

On October 8, 2012 at 1600, we were greeted at the dock in Chestertown by 2 members of the Chesapeake Catboat Association, Marc Cruder and Steve Flesner. Marc took a moment to congratulate us and the crew with some very nice words and a sip of rum to mark the occasion while Biz popped a bottle of champagne for the celebration.



## Mystic Wind participates in Take Someone Sailing Day in Annapolis

Take Someone Sailing Day is a new initiative held in conjunction with the nationwide Summer Sailstice Celebration in which local skippers were asked to “take someone who hasn’t been sailing before” out for a day on the water.

Eight sailboats ranging from little *Mystic Wind* to the iconic sandbaggers *Bear* and *Bull* participated in the event held at the Annapolis Waterfront and Sailing Center on City Dock.

Annapolis Mayor Gavin Buckley and Anne Arundel County Executive Stuart Pittman were on hand for the event.



The Annapolis Waterfront and Sailing Center is a new organization that is picking up some of the outreach programming formerly conducted under the auspices of the National Sailing Hall of Fame which is moving to Newport.

Said Mayor Buckley, “Sailing is important to me. I came to Annapolis on a sailboat. I want to do all I can to get people out on the water.”

Mystic Wind skipper Craig Ligibel hosted four newbie sailors on his Mystic 20.

The guests did it all...even helping your erstwhile CCBA member execute a flawless accidental jibe!

“This was a really neat experience for my daughter and her friends,” says Annapolis Hispanic Community Services specialist Adriana Lee who came along for the ride. “None of us had ever sailed. We all want to do it again.”



# Herreshoff boat plans, images now available on-line.

By Craig Ligibel (reprinted from SpinSheet.com)

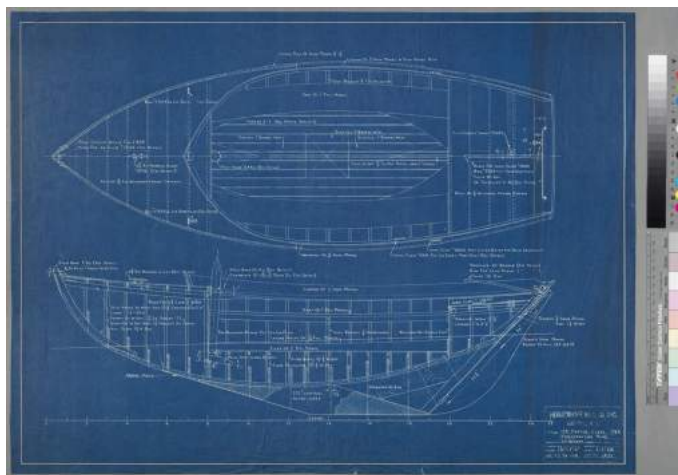
*Five-year program to digitize more than 25,000 documents culminates in an easy-to-use, searchable data base that is sure to excite lovers of nautical engineering and casual sailors alike.*

It's only fitting that the newest repository of the evidence of the genius of Captain Nat Herreshoff's nautical designs is at the very institution where Captain Nat got his start: in the hallowed halls of MIT, the institution where the young Herreshoff studied engineering as a member of the class of 1870.

Kurt Hasselbalch, director of MIT's Hart Nautical Collection, tells *SpinSheet* the cataloguing of important nautical documents has been "going on for a couple of decades. But we only got into high gear recently with the development of a sophisticated digital library that includes over 25,000 object records, including 17,000 plans from the Herreshoff collection. We hope to double that amount of data available to serious researchers by the middle of the Summer. There is a lot here that would be of interest to Chesapeake Bay sailors."

Assembling and cataloguing the materials has not been without its travails. "We just completed shooting and 'stitching together' a set of plans that measured 80 inches in length. We've spent thousands of hours on the project and will be continually updating and adding as we go forward. We'll never get it all...but it is a worthy goal," says Hasselbalch.

Anyone wishing to access the data base can do so by going to : <https://collections.mitmuseum.org/collection/haffenreffer-herreshoff/>. Searching the data base takes a little effort, but once you get the hang of it, the rewards justify the time spent. (Hint: It helps to know what you are looking for. i.e. searching by vessel name returns a plethora of material.)



Dubbed the Wizard of Bristol, Captain Nat is widely recognized as the most important nautical designer of the past two centuries. His most legendary accomplishment was the construction of eight consecutive successful defenders of the America's Cup from 1893 to 1934. Captain Nat himself was at the helm of the successful defender *Vigilant* in 1893.

In total Captain Nat and his blind boat-building older brother John Brown ("JB"), turned out plans for over 2500 different kinds of boats. Everything ranging from steam powered torpedo boats to the 144-foot America's Cup *Reliance*, with a sail area of 16,000 square feet. In 1876, Captain Nat received a U.S. patent for a sailing catamaran, the *Amaryllis* ...with a design so revolutionary that the outspoken nautical reporter and Sandbagger sailor Captain Coffin, wrote "*Amaryllis* could justly claim to be the fastest thing of her inches under canvas that floats, and it is doubtful if there are any steamers of her size that could out-speed her in a straight reach with the wind abeam."

Often, Captain Nat would carve a hull in the morning, and deliver a set of plans to the engineers in the loft by the end of the day.

It was this method of designing via half hull models along with building all but the largest boats upside down with a mold for each frame, that was the key differentiating factor in the construction of Herreshoff boats.

When the business was in its heyday, the average yacht in the Herreshoff yard was built in a little under four months.

Now, all that painstaking detail of the yachts themselves and the half hulls that bred them, can be explored at your leisure courtesy of Hasselbalch and his cohorts.