

Chesapeake Catboat News

Vol. 21

Spring Jan. 2013

David Bleil, Editor

No. 1

Due to a failure of the editor of the newsletter to get his brain engaged, this report of the 2012 race and rendezvous was omitted from the Winter issue.

The Great Whitehall Bay Catboat Race & Rendezvous – 2012 – by Butch Miller

The twenty-second annual Great Whitehall Bay Catboat Race & Rendezvous was held Sunday September 2, 2012 at the Providence Yacht Club in Annapolis Md. Begun by the late Capt. Bill Hoover on his home waters in Annapolis MD, this event is traditionally the CCBA's most popular of the season. Carolyn, Bill's first mate has strived to continue the tradition by graciously hosting the event since his passing in 2005.

Paul Cammaroto and Andrea sailing **Bubbly** made their first appearance this year. Returning after a few years off to raise the kids were Dave Morrow and first mate Kim with **Anna**. Rounding out the fleet were Craig Ligibel and his Florida ringers on **Mystic Wind**, Dave Park in **Sarah K**, Butch Miller with crew, Wavy Davy Adamusko sailing **Dusty**, Richard Rogers and ringer daughter Jessica aboard **Paws**, Arey's Pond 14; and Marc Cruder with seaman John Brown in **Wanderer**. Unfortunately, **Caerulean III** and **Gull** dropped out on short notice with reasonable excuses but there are suspicions that the impending thunderstorms predicted for the sail home may have had an influence. As it turns out, predictions were on target and **Dusty** and **Sarah K** were stirred but not shaken en-route.

The weather on race day was nowhere to be found. After a short delay, the drifter was started. All but **Dusty** and **Wanderer** managed to cross the line crawl for a hundred yards or so before the real drift began. For nearly an hour all attempted in vain to move forward but managed only to slow their progress backward toward the starting line. After fifty-eight minutes, **Dusty** crossed the starting line and **Anna** was well past the first mark with a few others in loose pursuit. And so it went. With an average speed of about a knot and a half over the short course, **Anna** crossed the line after lapping every contender in the

fleet at least once and once again we needed the glasses to read her stern. However, the handicap took its toll and much to **Anna's** dismay and everyone's surprise, little **Paws** won the day with **Anna** taking second and **Bubbly** third.

Overheard: Around the start line,
From the committee boat, "Did you put the date on the trophies?" Reply, "Yup. The wind will come".

The sound of a pop top then "It's noon, Dark and Stormy anyone?"

To a sullen, over focused skipper, "Can we talk now?"

"Damn, the beer's gone and we haven't crossed the line"

"I'm done"

"Pull up the board, we're aground"

On the cell from shore side,
"What &*\$ are you guys doing out there? The food's getting cold"

Carolyn's Mars and Tonic Bar was opened following the race setting the mood for the award ceremony where the Capt. Bill Hoover Perpetual Trophy, a mounted Mystic 20 half-hull donated by Peter Legnos was presented to Richard Rogers and crew Jessica for first place. Cups were presented to the **Anna's** Dave Morrow and first mate Kim for second place and to the **Bubbly's**, Paul Cammaroto and Andrea for third. Many thanks to Carolyn Hoover putting the event together once again and for the dedication and hard work she has put forth to continue the tradition of this special event. Also, thanks to the Millers for co-hosting and special thanks to Roger and Jill Compton for their fine work and never ending patience manning the committee boat.

The Results:

Place	Skipper	Boat	Design
1 st 14	Richard Rodgers	Paws	Arey's Pond
2 nd	Dave Morrow	Anna	Marshall 18
3 rd	Paul Cammoroto	Bubbly	Marshall 22
4 th	Craig Ligibel	Mystic Wind	Mystic 20
5 th	Butch Miller	Dusty	Marshall 18
6 th	Marc Cruder	Wanderer	Wittholz 25
DNS	Dave Park	Sarah K	Herreshoff 18
-----	Butch Miller		

“Note from the Commodore – CCBA fiscal cliff”

In keeping with the political situation in Washington, the CCBA via our steering committee had its own “catboat fiscal cliff” prompted in large part by the cost of hosting our website. Faced with fiscal ruin or shutting down the website, our Webmaster Butler Smythe, hosted the steering committee for a review of the situation. Luckily, due to his research, initiative and I.T. savvy, we have transitioned to another provider which first and foremost costs less and if you have seen the website recently...looks great. Butler will be sharing more about the website, including who has been coming to it, its capabilities and plans for the future at the 2013 Spring Planning Meeting at Rock Hall Yacht Club on March 9th.

Having mitigated the website situation for the short term, it forced the steering committee to review the annual budget. Many of the club procedures have largely been passed down by tribal knowledge known



Steve Flesner winner of the Golden Tubes award for generating the most copy for this years CBA Bulletin

to only a few. Because we actually took the time to review the situation, I'd like to share a few reminders with the membership as a result our review for transparency and expectation management. So here goes:

1. We have a limited membership of less than 100 whose dues finance the whole operation. All club officers and event leaders are volunteers.
2. Dues are \$15/calendar year with a payment deadline by the March Spring Planning Meeting. so please pay promptly each year.
3. While there are no immediate plans to raise dues, there are things everyone should keep in mind that collectively work to keep the strain off the treasury and the CCBA running lights burning brightly:
 - Mailing hard copies of the newsletter is costly – Receipt electronically or via the website is preferred; advise Steve Flesner of your preference.
 - Events are voluntarily hosted or coordinated by CCBA members. Costs are only supplemented by the treasury based on the dues taken in/divided by the number of events; so stipends will vary year to year.
 - The supplement is intended to cover the cost of trophies or other rental fees/donations primarily.
 - CCBA events are “pot lucks” so all attendees are expected to bring something that can be shared.
 - CCBA events are BYOB. There is no expectation that hosts provide libation or use the CCBA stipend for that purpose.
4. Listing your catboat for sale with CCBA is free for the membership, but as of 2013, will cost non-members \$10 an ad/per calendar year.

So that’s the view from the helm. See you at Rock Hall. The meeting will start at Noon. The once a year meeting is your chance to volunteer for a club function, volunteer to host an event and of course – pay your dues. In the interim, stay the course, prepare for the season and let’s get

sailing. (See article on Pg 4 for further details)

mcc

Chesapeake Catboat Association Annual Meeting, Mystic, CT February 1-3

CCBA Members were prominent at this year's Annual Meeting. Rover Steve Flesner continued as the chief member of the Awards Committee (now in his fourth year), and is now the Cruising editor of the Bulletin. Steve won the first perpetual award for Bulletin staff



Dave Park sells used hardware at the Catboat Association Resources show.

who have solicited the most copy for one year's worth of bulletins. Not your Golden Globes but the "Golden Tubes", a barometer and ships clock.

Dave Park manned the CCBA Chandler's table selling

all manner of nautical hardware, new and used for dual benefit; the clearing out of storage and contributions to the CCBA treasury. He did not manage to sell everything he brought so he has been invited to set up shop again next February. If you have anything in your storage lockers which you are not

Peter Legnos presents the history of Legnos Boat Industries



likely to need, but someone else might, plan to have Dave add it to the items for sale next year. This includes bronze and stainless hardware, cleats, blocks and other items a Catboat sailor might need.

Peter Legnos presented a seminar on the history of boats designed and built by Legnos Boat Industries [LBI] including some recent designs of Arctic Ice and Hurricane monitoring buoys, oceanographic data collection gliders and some photographs of recent deployments of LBI instrumentation in the Arctic Ocean. He also touched on a few of the Navy mine clearing technologies for use by Navy Seals and Dolphins. Near the end of his presentation he produced some teasers of a potential project - the **Wild Bill**, an ultra modern high tech racing Catboat. The **Wild Bill**, named for our former Commodore, will feature modern fiber construction, including carbon fiber mast and spars, an easily trailerable open boat with a target weight of less than one thousand pounds. Several design features have yet to be worked out and actual production is likely to be dependent on the state of the future national economy. David Morrow was observed in the audience looking decidedly interested in this potential competition.

Other useful seminar topics included a review of some of the many applications now available for tablets and smart phones which utilize the built in GPS and wireless connectivity capabilities of these devices to provide current localized weather, current, tide and navigation information. One demonstrated application

even locates and identifies large commercial traffic in your area giving size, course and speed of each. The information relies on a volunteer network to keep track of the electronic beacons broadcasting from each commercial vessel underway. The availability of the information is therefore has less than universal coverage but shows great potential particularly for coast-wise navigation safety. The local weather was rather benign

for early February. The featured speaker, Doris Johnson ex-owner of Mom Cat and now sailing a restored historic open Cat gave an illustrated history of the Catboat builder George Shiverick, who built the boat she is currently sailing. Shiverick studied under C.C. Hanley the undisputed leader in designing fast racing Catboats – including the current Kathlene

Capt. Guy Beckley

The morning of 21 September 2012 before first light (0430), we all met at the Marina for some coffee and a farewell, quite a crowd showed for the sendoff. Bob and Debbie Jones, Mike Troioni, Fred Pearson all weathered the early morning to watch us depart.

Next Event.

The Annual Meeting of the Chesapeake Catboat Association March 9, Noon at the Rock Hall Yacht Club – 22759 Mckinleyville Road, Rock Hall, MD, 21661

A set lunch and beverages including alcohol will be available for purchase from the Yacht Club. Please RSVP to host Richard McLaughlin (phone 610-268-3780) or email richardmcl@comcast.net so that the Yacht Club will know how many to set up for. Commodore Marc Cruder will present the business of the CCBA in a very short meeting. The schedule of events for the rest of the year will be developed, discussed and approved. See Marc's comments earlier in this newsletter. If you have ideas for new events or changes to our classic calendar please bring them. The Association is an all volunteer organization and needs the active participation of all members. We do as much or as little as members are willing to support. We will have a graphic presentation of the newly improved website by our webmaster Butler Smythe. Dues will be accepted from those who have not yet paid, \$15.00. Please make all checks payable to David Bleil, treasurer. Checks made out otherwise cannot be accepted. The Rock Hall Yacht Club is located in a scenic location on the Eastern Shore.

News of Members and New Members

New Member – Steve Zutter of Manassan, VA sailing *Manatee* a 14' Peep Hen.

DelMarVa Circumnavigation 2012S/V Patience – 1898



Patience waiting patiently to cruise.

Steve Isaccson arrived in his boat to escort us to Chesapeake city. 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 mid-flood tide to get a push through the C&D Canal. We covered 487 NM and 14 days of travel on our trip. Ports of call included Leipsic De., Lewes De. Indian River Inlet, Ocean city Md., Chincoteague Va., Cape Charles Va., Crisfield Md., Hooper's Island Md., St Michaels Md. and finally Chestertown Md. I was accompanied by several mates, my wife Elizabeth, my brother Lance Beckley, Dan Marquis of Connecticut and finally Robert Jones of Chesapeake City.

Patience has been a constant in my life for many years. She was built in 1898 in Osterville Mass. by Herbert Crosby. I'm extremely honored to be her latest steward. She captivates all who step aboard her. I have done my best to share a tale of a sailor first trip around the Delmarva, exploring the Chesapeake Bay and the most beautiful wilderness on the East Coast, the Virginia Coast Preserve. The balance of the information is compiled in extensive story which I've titled "Inside" which is a work in progress. The writing

of this has been a labor of love, summarizing all we have learned in the circumnavigations, and all we have learned of this trip from locals and other sailors alike. It's amazing to me how few taste the inner passage or many small harbors along the way. I grant you, the prospect and the reality of piloting changeable inlets in anything but calm conditions is intimidating, but with suitable caution and flexibility in planning, there are many fascinating possibilities. "Inside" describes both the conventional paths, and the more adventurous and rewarding alternatives. All of the required navigation information is available on-line for free, and we have cataloged the specific URLs needed to access this world of Coast Guard and NOAA material. By downloading required charts, tide information, and Coast Pilot® chapters just prior to departure and inserting these in this convenient binder, you are assured of having the most current and complete information at your fingertips. The Delmarva coast is a very changeable area, and we have found charts even a few months old are generally out-of-date. Shoal draft, I mean less than 5 feet. More than that is certainly plausible, and I've seen



45-footers in Chincoteague, but there are other places that are off-limits or where you will watch the tide. With a draft of less than 3 feet, a whole world opens up. With a mast height of less than 35 feet, the entire inside passage opens before you. We went the places big boats fear and brought back the details of a world known only to watermen and local sailors. I hope I have brought real life this tale; I know how deeply I enjoyed the time spent with my family and friends. Circumnavigating the DelMarVa in the 114 year old Catboat Patience was such a fantastic trip and a real triumph for me. 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 8th 2012 at 1600 we were greeted at the dock in Chestertown by 2 members of the Chesapeake Bay Catboat Association,

Commodore Marc Cruder and Rover Steve Flesner. Mark took a moment to congratulate me and the crew with some very nice words a sip of Rum to mark the occasion.

I've heard it said that sailors are where they want to be when they get to their boat whereas power boaters always want to get to a destination. Our crew enjoyed each other's company and the camaraderie that followed from facing adverse conditions together. The best part of the trip for me was spending time with the people I love in some very beautiful surroundings. We laughed a great deal, had plenty of good food and drink, and constantly enjoyed our surroundings. The Chesapeake region is indeed a beautiful area; one that could take a lifetime to explore. The adverse conditions brought us together and made us a crew. Sure there were some tense moments; two people on a 20-foot boat doesn't leave you a lot of room or

privacy. However, it is testimony to their personalities and good nature that the voyage was a success. I give many thanks to all who made this a reality for me. Without your love and understanding

this would not have been possible.

"Focus on the journey, not the destination. Joy is found not in finishing an activity but in doing it."

A Winter Sail on the Patuxent

Last Saturday, January 12, Butch Garren and I ventured out onto the Patuxent in **Kit Kat** for a mid-winter sail. The forecast was for thick fog lifting around noon. After cranking my motor for about 60 seconds to get it started, we ate lunch in the cockpit and hoped for the sun to brighten and the fog to lighten.

As the motor warmed and gave us assurance that she would purr in January just as she had in June, I cranked my new stereo system to see if Butch would be impressed. Always the gentleman, Butch raved

about the sound ranging from the classical strains of the London Symphonic Orchestra to the visceral rock of Leslie West and Mountain pounding out the verses of "Mississippi Queen." With my subwoofer pulsating, we back out of my slip into the fairway and then into the Narrows in Solomons Island. Literally no one else was on the water as the fog lifted and the wind freshened. Sailing close-hauled, we pinched above the daymark at Sandy Point and then settled into a fast reach toward the St. Mary's County shoreline. With the wind whisking over our starboard bow, we sat back, enjoyed the brisk fresh air, and wondered who was watching us from their cars onshore. Sheryl Crowe provided the musical backdrop as we scudded across the Patuxent River lifted by an increasingly favorable breeze. Since the wind was coming at us from the right direction, we headed north under the Thomas Johnson Bridge and sailed into the mouth of Mill Creek where I wanted to scout out a potential future anchorage near Clark's Landing Restaurant. Our brief venture into Mill Creek was gorgeous as we sighted pelicans and a bald eagle.

Heading back out into the Patuxent, we found ourselves tacking upwind in a fairly light breeze. I fired up the motor and shot out into the river in search of a little more wind which we found in short time.

As we relaxed and sailed in the direction of home, Butch noticed a thick fogbank re-forming up ahead. We dropped the sail, put on our running lights, and decided to try to outrun the fog at full throttle, intermittently sounding our horn. Visibility decreased quickly until we were unable to sight the daymark indicating the shoal at the point off Solomons Island. Suddenly it came into view so we quickly veered toward it and away from the shallows where we had been headed. Rounding the daymark, we took a compass reading on an approximate bearing parallel

to the shore and headed



back into the harbor narrowly avoiding the long dock belonging to the Chesapeake Biological Laboratory. At this point, a Fire/Rescue boat came zooming up at high speed on our starboard side and saluted us with two beeps of their horn. We both thought they were moving ridiculously fast given the limited visibility.

We then followed the wake of the Fire/Rescue boat into the harbor and toward the Solomons Yachting Center where I keep **Kit Kat**. By now, the fog was lifting a bit inside the harbor so we drifted

slowly into the slip and put the boat away satisfied that our winter sail had been worthwhile.

As it turned out, the fog thickened again when we came ashore. We had found the only relatively fogless window of time for a winter sail the whole weekend and took pleasure in the experience with a promise to do it again soon.

Does your winter project involve construction or repair with Fiberglass, Carbon Fiber or Kevlar?

Excellent customer service, technical advice, tools and materials are available from Legnos Boat Industries (LBI). Order online at www.lbifiberglass.com or call toll free 800-231-6537. Request a comprehensive catalog of their resins, fabric, sheets and tools. The catalog also includes General Technical Information on selection of the proper resins, gelcoats and the proper preparation for safely working with these chemicals. The catalog includes a several page guide to vacuum bagging, vacuum resin infusion and basic mold construction. Request a catalog before you start your winter projects.