



Chesapeake Catboat Association

Spring, 2023

Vol 32, Issue 2

All the catboat news that's fit to print.

Editor: tcligibel@vml.com

2023 Catboating on the Bay off to a great start!!

Thanks to Kate, Tim and Butch for hosting our first two events.

Record turnout, new winners, great fun. Details inside.



2023 CCBA Events

Oxford Parade August 5 - Phil Livingston

Long Cruise Sept 16 to 23; *Baltimore Bound* - Phil Livingston, Butch Miller, Fred Sherriff

Wild Goose Chase October 13 -14 - Frank Newton,

Cats/Downrigger Tall Ships BBQ Oct 28 - Fred Sherriff

Holiday Party Dec. 3 - Frank Newton

Sail along with *Pride*.

The **Sailing with Pride** series will start with a short cruise on Wed. July 5. Meet up will be at Crab Alley then out for dinner on Kent Island. The Leigh's on the Magothy for dogs and burgers is the stop on Thursday followed by either Fairlee Creek or Still Pond on Friday and finish up on Queenstown Creek on Saturday. Of course like all cruises, you can join in for the whole event or meet up at any point. We hope to see some of our West River brethren out there.

So far, *Pride*, *Lark*, *Patriot*, *Tigger*, *Leighway* and *Pip Squeak* have shown interest.

Please contact Fred if you are interested.

Hope to see you out there.

Commodore's Corner June 2023



The sailing season has had a better than usual start. At long last, we had a real spring with cool temperatures and few storms leading to and during our first two events.

West River had a fantastic turnout and some interesting sailing. The trips across and back were uneventful with exception of the porpoise escort out of the river. A favorite of Lenny's. Prospect Bay was held on a

day perfect for sailing or anything else for that matter. Team *Lark* had an epic day. Stories on both events are within.

The next official event is the Oxford Parade in August. Phil and Karen have rested up after the gap year and have another great outing planned for us. On the unofficial schedule, *Pride* swims again and the Lyon King now has some free time so the first of the **Sailing with Pride** series begins July 5 with a trip from Crab Alley to the Leigh's on the Magothy, then Worton Creek or Still Pond, finishing up at Queenstown. Hope to see many of you there.

On the membership front, we continue to pick up a few new members. Welcome to these new CCBA members.:**Peter Bell, Shadyside, MD, Catnis Marshall 18 Stephen Smith & Kathy Feigenbaum, Heathsville, VA, Belle Aerys Pond 14 Dick Lafferty, Gainesville, FL, Grizabelle Herman 17 Roger Uhar, Washington, DC, Mysticat Marshall 15**

We do have a few calendars left. Being half way thru the year, they are discounted to \$10 including shipping.

Steve, MB is on a mission to clean out his garage so the famous Bill Hoover gin pole used for shipping and unshipping many a mast is now under the care of Dan Shiplett and available for use by the members. Please contact Dan if you could use it.

That's about all I have except to wish everyone a great summer on the water. Get out and have some fun.

West River Regatta and Catboat Rendezvous 2023

Another successful opening event!

It was a race to the finish—just to get to the starting line for the 6th annual West River regatta and catboat rendezvous held in Galesville, MD at Hartge's Yacht Harbor. Catboat skippers on both sides of the Bay spent final days prepping boats for launch, some dodging the pattern of weekend rains that interfered with boat prep chores. All in all, 11 boats were prepped, launched and showed up at the starting line on Sunday. A crew of devoted members that were boatless this year provided extra hands and room was found on boats for anyone who wanted to sail.

The weekend got off to a grand start on Saturday with a gathering of folks arriving by sail from various points on both shores Bay. Jersey Frank (Tigger), Butch and Denise (Lark), and Phil (Patriot) reported a great sail across the bay from points east. Jim and Barb (Old School), Craig (Mystic Wind), Bruce and Jill, (Lura), and new members Dan Shiplett, Bill Nall (Kit Cat), Robert and Barbara Liotta (Mischief) and Peter Bell (Cath's Boat) arrived from points closer. Kate and Tim (Curlew), Bill and Joanne (Muriel) started at ground zero at their



home port at Hartge's, and Roy and Nancy (Liberty) switched allegiance this year from Liberty to their new classic motorboat (name?). Bruce and Jill graciously hosted the Saturday night gathering at their wonderful home on Chalk Point, where everyone enjoyed reconnecting and eating a full West River Pit BBQ meal. Flags were standing sentinel and all eyes were on the weather for the next day. True to prediction, winds began to diminish and by sunset we were blessed with the promise of a great racing day to follow.

Sunday morning got off to an early start with a

Regatta
highlight:
Jersey
Frank the
Omelette

Man making breakfast magic in his portable kitchen. The best omelettes on the planet were served up, complete with all the works. We enjoyed meeting a few roving slipholders from the marina and a visit by Hartge's own Dick Zimmerman, resident broker and historian. As is tradition, coffee and camaraderie were followed by sailing seminar(s). This year, Phil Livingston gave an informative presentation about solo sailing in heavy weather, focusing on strategies and equipment. We all came away much the wiser.



We were fortunate to have a super competent and thoroughly prepared race committee, thanks to Bruce and his friends Jack and Linda. They planned the course with wind prediction in mind, designing a triangle course incorporating navigation buoys and orange balls dropped for both windward and leeward marks. The wind moderated throughout the day but kept the sails full and the competition tight. The fleet, 11 strong, made for a great catboat sighting at the start and there was plenty of action throughout both races. Two races were held and yielded some very close results. After handicap considerations, top finisher was our new member, Peter Bell in his seafoam green Marshall 18. You might get a sighting of Peter around the Hartge's yard, where he works as a master wooden boat restoration yard employee. 2nd and 3rd places were very close, with Phil Livingston (Patriot) edging out Peter Liotta (Mischief) by just a hair, both Marshall 18s. Kudos to the top three and all finishers!

Our gathering on the Hartge's lawn followed - more food and drinks, and delicious Little Wicimico River Oyster Company oysters provided by Craig Ligibel. An awards ceremony followed, where not only trophies were given but also the Bill Hoover award given to the first place finisher, a new West River tradition in the making. The raffle was a big success, leaving many members going home with a catboat artifact of one kind or another, ranging from books to t-shirts, burgees, buckets and everything in between. Dinner followed, capped off with a West River Regatta cake and farewells until next year.

The few hardy souls who sailed over for the regatta awoke early on Monday, and were waved off as they sailed off to home ports.

We hope to see everyone return and also welcome newcomers next year. Don't hesitate to contact Kate with any suggestions for revisions or improvements to this kick-off annual





[Click for more pictures.](#)

Prospect Bay R&R 2023

By Butch Miller

June 10 was one of those days that a Catboat sailor lives for. The W to SW 8-12 knt, breeze, mellow seas, 72* and bright sun were a delight.

Five boats came out to vie for the Lyons Rum; *Patriot* (M-18, Phil Livingston), *Leighway* (Menger 19, Bob Leigh), *Tigger* (Menger 19, Jersey Frank and Linda Newton), *Pip Squeak* (Menger 19, Digger Vermont and Josie Smith) and *Lark* (Americat 22, Butch Miller and Fred Sherriff).

The course was the usual round the islands, Parson's and Bodkin. While Parson's remains many acres, over the last twenty years, Bodkin has worn from a half acre with two trees to a lump of bird crap to what is now a ring of metal sheeting just visible above the water thus hard to see from the over two-mile stretch from Parson's. The race is cross country style with only two rules; an upwind start and the requirement to go around both islands. A track of either clockwise or anti is captains' choice and a figure eight is ok. Skippers must take into account wind, current, depth and topography like any buoy race but more so. The start was placed between the islands to give no advantage to either clockers or anti-clockers.



After the gun *Patriot* and the Mengers headed left towards Bodkin, Team *Lark* went right toward Parson's planning to take a clockwise route and its perceived advantages. The group heading toward Bodkin split at the island with *Patriot* choosing a counter route and the Mengers sticking together in a race of their own chose clockwise. The strategy unfolded and resulted in the fleet being scattered miles apart in three differently named bodies of water. With three groups of boats being so scattered it was near impossible to figure the outcome until the final turns towards the finish. No figure eights were involved. Line honors went to Team *Lark* with *Patriot* next then the Menger fleet, *Leighway* followed by *Tigger* ahead of *Pip Squeak*. BUT what the handicap giveth, the handicap taketh. After it was applied the standings were *Lark*, *Leighway*, *Tigger*, *Pip Squeak* then *Patriot*.

Following the race, the crews met at Fisherman's Inn for lunch and the awards celebration. As Jersey Frank speaks fluent restaurant he offered and did arrange for a great corner table off to the side where we wouldn't be a disturbance owing to the round of Manhattans on Fred. Thanks guys. Albeit not the proper trophies of Lyon's Rum, trophies were presented. The engraver let me down and didn't get the job of changing the date on the bottles (left over from last year's no race blowout) from 2022 to 2023 so ribbons left over from Whitehall were altered and presented instead. Although disappointed the winners graciously accepted the recycled ribbons with expectations of the real thing in the near future.

One of the best days ever.

10 things to keep in mind when sailing in heavy weather.

-by Phil "Ironman" Livingston



1. **Check the weather.** Check wind direction, speed, the direction and speed around the area. It could be very different. Thunderstorms in the area? Did you look at the radar? If in doubt, don't go out.

2. **Limits.** Know or set your personal limits of when you'll go out. If it's 10 kts, then it's 10 kts. Personally, I don't sail after dark, winds above 30 kts., lightning/thunderstorms, thick fog. People have heard me say, "I will leave the dock with one reef, but, if I need two reefs, then I should have a talk with the guy in the mirror". Remember, motoring in 30kts is different than sailing in 30kts. I've been out in 30-40 kts, but, it wasn't planned.

3. **Have a sailing mindset.** Sailing in big wind/waves is a challenge. It breaks down into many areas, size of boat, age of equipment, age of skipper, physical and mental state of the skipper, experience, confidence in both the boat and yourself. If you don't feel comfortable, don't go. Nothing should force you to go..

4. **Practice, practice, practice.** I consistently go out in small craft warnings to practice my heavy weather sailing abilities. It makes me a better sailor. Work up to what you feel comfortable doing (see 2&3above). But, I do push myself, even in light air (<10kts) to sail as well as possible. I'm a professional at work and have yet to have a perfect day at work. There is always something I can improve on. The same goes for sailing. I can always improve my sailing abilities. Hence, I practice.

5. **Safety.** On this list it's #5, however, in reality, it's #1. I never compromise safety. Read 1-4 again, they are all about safety. Before I leave the dock I have on my inflatable life jacket, I also have an "industrial strength" life jacket. That one has a whistle, strobe light, signal mirror, VHF/GPS, PLB and reflective tape on all sides. When I go out in big wind I keep the cabin doors closed and a blue cover over the doors. This doesn't make them waterproof, however, it does prevent most of it from going into the cabin. Water entering the cabin, is a very bad thing. Second, I have two buckets and a gallon bleach bottle with the bottom cut off for bailing purposes. I've taken waves on the bow and on the beam that have covered the boat. Keep sailing. Never stop sailing. Just evaluate how much water was taken on and if you need to bail. You might consider bailing and sailing at the same time, I do. This keeps the boat moving so I can avoid bigger waves.

6. **Control.** Under all circumstances, maintain control of your boat. Never let conditions get out of control. Just because you have to stop to bail water doesn't mean you're not in control. Never give that up.

7. **Reefing.** I'm not going to tell you how to reef away from the dock for this has already been written. But, the first time you try reefing shouldn't be in the middle of the bay in 15+kts of wind. Go out on a calm day and try reefing. Put one in and take it out, then do it again. Remember, practice. I took a Sharpie and put a line around my halyards so I know how far to drop them. Also the foremost reef nettle up by the mast, forget about it. I sometimes leave this one untied. Reason, I don't to have to leave the cockpit to tie or untie it. Remember, safety.

8. **Maneuvering.** Tacking, jibing, sailing in general in big wind is just like sailing in light wind, almost. I usually tack in a lull. Waves also have lulls, they usually come in sets and have a calm spot at some point. This is when I come about. I bring the mainsheet in even more than the normal windward position. This helps prevent it from hanging up on cleats, motor, me. Jibing in big wind is simple, don't. Chicken jibe instead. Your experience and ability will determine when you chicken jibe and when you don't.

9. **Taking the sail down.** First I start my engine. Then I get all my sail stops neatly folded and put in my pockets. If it's really blowing, initially, I just want to get one sail stop on, preferably up by the cabin doors. I put the boom crutch in and be on a starboard tack. I then lower the sail, pull the sheet tight while allowing the halyards to run through my hand and pulling the sail down quickly. The quicker the better. All this seemingly at the same time. I then grab the sail, roll it once and put a stop around it and secure the halyards. This one stop prevents the sail from filling and you becoming out of control.

10. **Docking.** Continue to sail the boat all the way to the dock. When approaching the slip look around and see what the wind is doing. I look at the flags and wind indicators on other boats in the marina. Using everything that I can to determine my approach into the slip. After I'm secured in the slip I make my boat "ship shape and Bristol fashion". Don't laugh, it makes a difference. I even wash it down with fresh water to get the salt off.

Click to order great CCBA Gear!!!

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 Port Authority (PHL) 2019/20
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 Port Authority (PHL) 2019/20
 \$45.00

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 Port Authority (PHL) 2019/20
 \$45.00

[Click here to order!](#)

Get ready for the Oxford Catboat Parade. August 4-6

By Phil Livingston

It's that time again on the calendar when we all get together for another great weekend with our wonderful boats. This time it will be in the charming village of Oxford, MD for our semiannual Catboat Parade.

This event is not a race, but, rather an opportunity to showcase our special boats for all to see. So spiffy up your little yacht and sail or trailer her over to Oxford on Aug. 4.

Here's what we have planned:

Fri Aug 4 1900 hrs (7pm):

Dinner at "Doc's". We haven't been here before, but, it's a favorite of the locals. It's on the water, with a wonderful view. Then over to the Scottish Highland Creamery, for Maryland's best ice cream. They have a new location across from Town Park next to the Oxford market.

Sat Aug 5 0700 - 0900 (7-9am):

We will (my wonderful wife) be hosting a French toast buffet at the Boat Barn. Don't worry, you don't need to be at the barn that early if you don't want to. It just starts then.

0830 - 1100 (8:30-11:00am):

While not part of the parade, the Oxford Community Center (a 5min walk) will be hosting a, "cars and coffee" event.

1200 (noon):

Skippers meeting in the Boat Barn to answer any questions about the parade and to pair up anyone willing to take someone who needs a ride.

1330 (1:30 pm). Meet out at marker "Red 4" just out of Town Creek, slightly to the right for the beginning of the parade. This will keep us away from Town Creek traffic.

1800 (6pm):

BBQ at the Boat Barn. We will provide hot dogs, hamburgers, water and soda, BYOB. If you would like anything else, just bring it. Also, please bring a side dish to share. Ice, grill, dinnerware and utensils will be provided.

Sun Aug 6 0700 - till? (7am - till?): Coffee and donuts at the Boat Barn. Depart for your home port whenever you want, or just stay in Oxford. Again, 7am is just the start of the outbound breakfast, come whenever you roll out.





NOTES:

- The Boat Barn is in my backyard which backs up to Town Creek Marina, 410-226-0213, for reservations.
- The best place to dock is Town Creek Marina. Tell them you are with, The Livingston Catboat Group. Next is Jack's Point Marina, 410-226-5105 (owned by the same people) which is only three houses away from my house. Both are wonderful facilities. They are both walking distance to my house. If you trailer in just let me know, parking will not be a problem. A local couple have offered a few slips in their backyard for free. You would need a dinghy. They also offered a couple of guest rooms as well. Very nice of them. Call me for details.
- if you prefer to anchor, you may do so anywhere in Town Creek, just don't forget a dinghy.
- Car transportation will be available to/from Doc's and the

creamery for those sailing in.

- The speed limit coming into Oxford is 35, Barney is watching.
- I recommend that those from across the Bay to find out when everyone is leaving and sail together. It's more fun and a good time for pictures.
- The Boat Barn will be open 24/7 with coffee, tea, water, soda, ice and A/C. So come and do catboat stuff with catboat people. It's going to be a wonderful weekend.

- Please RSVP me at:

410-226-1129(H)

901-484-6320(C).

pL642@comcast.net

Phil Livingston, 104 3rd St, Oxford, MD 21654

So to recap the big 4 W's:

Who: All CCBA members

What: Oxford Catboat Parade

Where: 104 3rd St, Oxford, MD



Infamous Hoover Gin Pole moves on



Bill Hoover built his gin pole some 40+ years ago and used it to step and unstep his mast at his slip in the community dock in Whitehall. Many of us helped out as needed. After Bill passed away the gin pole went to David Bleil for a number of years until he moved to Delaware leaving the gin pole in the hands of Steve Flesner. I used it twice before aging out of catboats last year. I'm pleased to announce that we have a new CCBA Keeper of the Gin Pole... Daniel Shiplett! Dan wanted to replace his fixed mast on *Cheshire*, his Marshall 18 with a tabernacled mast but it has taken longer than expected to get it delivered from Marshall Marine. All is not lost, Dan spoke to Butch Miller and a telephone call sealed the deal after the West River event. Dan picked it up on the 17th and stepped his fixed mast on the 19th! He also offered to become the next Keeper of the Gin Pole and replace some of the aging lines and store it at his garage in Crownsville so, if anyone needs to step their mast, it's available....just bring rum!!



Catboaters help EWE Spirit Cup reach fundraising goals.

Team Mystic Wind led all fundraising teams in the race to raise money for the worthy causes the EWE Spirit Foundation supports. The Legnos 20 catboat started the real race in first place due to a generous PHRF rating...and eventually came in last place in the actual race. But her fundraising efforts, thanks in large part to CCBA Association member donations topped the leader board. Thanks to all who supported us .



SAILING

EWE Spirit Cup raises money in memory of late, great Annapolis sailor Ewenson

By Bill Wagner

Organizers of the Sailing Club of the Chesapeake Spring Race were seeing steady declining interest.

Drew Mutch, race committee chairman, was contemplating a revamped format in hopes of increasing participation. He found inspiration after learning that Mary Ewenson had established the EWE Spirit Foundation in memory of her late husband.

Geoff Ewenson was a highly successful and well-liked professional sailor who made friends worldwide through his passion for the sport, camaraderie with fellow competitors, determination

to mentor others and commitment to proper sportsmanship.

Ewenson died of a heart attack in October 2020 at the age of 50. His loss was a shock to the close-knit sailing communities of both his hometown of Newport and adopted hometown of Annapolis.

Mary Ewenson, publisher of SpinSheet Magazine, honors the legacy of her beloved husband through the EWE Spirit Foundation. Mutch wanted to support the cause and thought it made sense to dedicate a regatta in honor of Geoff Ewenson.

Mutch reached out to Mary Ewenson, who was very supportive of partnering with Sailing

Club of the Chesapeake to reinvent the Spring Race as the EWE Spirit Cup. It has proven beneficial for both sides as the regatta has grown each year since being founded in 2021, while becoming the top fundraising vehicle for the foundation.

A total of 49 boats in two classes competed in the third annual EWE Spirit Cup, which was held May 20 on the Chesapeake Bay and Severn River. Skipper Angelo Guarino steered the J/105 Crescendo to victory in the pursuit race, while Scholz/Sullivan syndicate took top honors on the River Course among

Turn to Ewenson, Page 2



Skipper Donald Santa sailed Santa's Reign Dear to fourth place in the EWE Spirit Cup pursuit race. TED MORGAN/SPINSHEET MAGAZINE

Ewenson

from Page 1

Harbor 20 one-designs.

There was competition off the water as well, as 19 individuals worked hard to see who could raise the most money. Amy Stryker of Team Mayhem was the top individual fundraiser, collecting \$3,850 in donations. She was presented with a pair of red Ewenson sneakers, which Geoff Ewenson wore all the time.

Craig Ligibel and Mystic Wind were the top fundraising team, bringing in \$4,427. Ligibel, who writes for SpinSheet Magazine and knew Geoff Ewenson well, tapped into a network of 20 donors, many of whom were quite generous even though none of them knew Geoff. They simply supported the foundation's mission of helping organizations and individuals in need.

Thanks largely to the zealous efforts of Ligibel and Stryker, the 2023 EWE Spirit Cup raised \$35,500, far exceeding last year's total of \$18,000.

EWE Spirit Cup results

Pursuit Race

1, Crescendo, J/105, Angelo Guarino, 7:02:26:28; 2, Breakaway, J/105, Richard Hinds, 7:02:32:32; 3, Santos Reign Dear, J/105 Donald Santa, 7:02:36:34; 4, Evil Hiss, Viper 640, Mary Ewenson, 7:02:37; 5, Weather Permitting, Viper 640, Robert & Becky Ranzenbach, 7:02:44:17.

Harbor 20

1, Yellow Jacket, Scholz/Sullivan, 1-1=2; 2, Sugar, Garth Hichens, 2-5=7; 3, New Tricks, Timothy Bloomfield, 10/DNS-2=12.

During the post-regatta party, the EWE Spirit Foundation presented \$10,000 grants to a pair of nonprofit organizations — the Center of Help and Light House of Annapolis. Center of Help has been serving the Anne Arundel County immigrant community since 1999, while Light House is a homeless prevention support center.

Addressing the crowd at the awards party, Mary Ewenson used a boating analogy to explain the mission of the EWE Spirit Foundation. "We have all had the feeling of reaching for the dock and being so close and you need a hand to make it to the other side. That is what

we are trying to do with the foundation. Close those gaps and help people get to the other side," she said.

Mary Ewenson said her husband would have enjoyed the unusual format of the EWE Spirit Cup as the pursuit race around a triangular course could be sailed clockwise or counter-clockwise. He would also have loved the focus on kids and having fun along with the fact Forward Brewing dedicated the EWE Spirit beer in his honor.

"Geoff would have loved how this sailing community is celebrating him," said Mary, who sailed her Viper 640 Evil Hiss to fourth place in the pursuit race. "For me,

it's a joy to be out on the water remembering Geoff and so special to see all the EWE Spirit hats, flags and stickers. Having friends tell me they thought of Geoff while they were out there means the world to me."

On the water, winds were light and variable — five to seven knots out of the northeast to start off and dropping to three knots at times. Mutch started the race off Horn Point with turning marks at R2 and Hackett's Point.

Guarino and the afterguard aboard Crescendo waited until the last possible moment to decide which way to sail the course and ultimately settled on clockwise because of the current, which was ebbing at two knots.

"We felt the winds might change, but the current was definitely going to be ripping, and with the winds predicted to stay under six knots the current would be a high percentage of our boat speed," Guarino said.

Guarino said the key to victory was repeatedly tack-



There were plenty of youngsters on boats during the EWE Spirit Cup, including these two aboard Wild Things, a J/88 owned by Ben and Briana Jatlou.

TED MORGAN/SPINSHEET MAGAZINE

ing between the red spider buoy to Hackett's Point in order to stay in shallow water and out of the adverse current. Two other J/105 sloops, Breakaway and Santa's Reign Dear, also took the clockwise route, but did not commit to tacking into the shoals.

After rounding the government mark off Hackett's Point, Crescendo hoisted the spinnaker and sailed a nice angle while also being propelled by the strong current. Crescendo wound up beating Breakaway by six

minutes, an absolute rout in a battle between identical one-designs.

To date, the EWE Spirit Foundation has issued \$320,000 worth of grants to organizations helping persons with urgent and immediate needs. Mary Ewenson was devastated to lose her husband so suddenly at such a young age and misses him terribly, but finds joy in knowing the foundation created to honor his memory does so much good work.