



# Chesapeake Catboat Association

**2019 Fall**

**Volume 28 Issue 4**

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

## CCBA Annual Meeting Set For March 21 at Kentmorr Restaurant, Kent Island MD.

Mark your calendars for 11:30-3:30 on March 21. This is one meeting you won't want to miss! Commodore Flesner and his band of thugs will present the 2020 CBA Sailing Schedule. Lots of old favorites...and a few new twists! Cost for the luncheon is \$25 .Please click the link below to make your reservations. We need to hear from you by March 13 to make plans for the meeting. Last year's gathering at the Kentmorr was one of the highlights of the year. Good food. Good friends. Good times. Please let us know ASAP. The restaurant is located at: 910 Kentmorr Rd, Stevensville, MD 21666 .

***2020 Dues Due at the Meeting.*** See Commodore's Column for our new dues structure. Checks for your 2020 dues will be collected at the meeting or send to Paul Cammaroto at 10505 Unity Lane, Potomac, MD 20854. Make checks payable to Paul.

**Register for Annual Meeting here: [Click here to register and select your menu items.](#) [Click here to register.](#)**

## Wanted: Beautiful photos of CCBA catboats/catboaters for 2020 calendar.

Are your photos good enough to grace the pages of our classic CCBA calendar? If you think you have some winners, email them to : [tcligibel@vml.com](mailto:tcligibel@vml.com).

The March-March calendars will be available at our March, 2020 meeting. Cost will be around \$10. Shipping is extra.

Thanks for sending your photos to Craig. Remember: if we don't get enough pictures, there's always the possibility of a Commodore Flesner centerfold!!!!

[Click here to order you calendar!!](#)





# Commodore's Corner

By Steve Flesner

Fall is a great time to go sailing especially if you went on the Wye Goose Chase and returned on Sunday in gale conditions! Everyone got home safely if not soaked to their undies and agreed it was a rather interesting way to wind up the sailing season...man pitted against the sea and nature!! Mid-November and the boat yards are busy hauling boats...Hartge's has a slew of catboats covered up on the hard. *Scotty* has been residing in my garage for the past month and by the time you read this, yours will be out too!!

Upcoming events....The Catboat Association's annual meeting will be held Jan 24-27 at the Marriott Hotel and Spa in Groton, CT. Look for more information on their website [www.catboats.org](http://www.catboats.org). It's a great winter get-away and yes ladies, I did mention SPA!!!! Plus, you are surrounded by all things catboat as well as good camaraderie, great dining and a few dark and stormy's. The CCBA contingent grows every year so put it on your calendar. Take Amtrak if you don't want to drive, it's a great trip and very relaxing, plus the hotel has a shuttle that will pick you up and drop you off at the train station in New London, how easy that. This is also Phil Livingston's last year as Awards Chairman and he has promised to do a two-step after his hip replacement in December!! The CCBA annual meeting is scheduled for March 21 at the Kentmorr Crab House on Kent Island. Details will be in the next Newsletter. It's a good time to meet new members, talk about the 2020 sailing season events and of course, imbibe in good food and did I say a dark and stormy! One would think all we do is drink, not true...or is it?!!

Rotten to the Core aka RTTC...CCBA steering group...ok, who are they and what do they do? There are ten of us who meet annually or in someone's cockpit, to plan the coming events and set the course for CCBA. The Commodore, Paul Cammaroto, Phil Livingston (Ironman I), Craig Ligibel, David Morrow, David Bleil, Dave Park, Marc Cruder, Matt Cruder (Ironman II), Fred Sherriff and Frank Newton. We recently met at Pirate's Cove for lunch and swapping lies about the return trip after the Wye Goose Chase! Finances were on the agenda. For those of you who haven't noticed, Cokes don't cost 15 cents and gas is well over a dollar so after a discussion with our Treasurer, Paul Cammaroto aka "Money Bags" and a cost analysis by Fred, we have decided that we must increase our annual dues from \$15 to \$20 a year. This is the first increase that I can remember since I have been in CCBA. There will also be a \$15 entry fee for boats that race which will help offset the cost of the trophies that you hope to win! All of us enjoy the various events that we put on during the year and the catboat camaraderie, but we have reached a point financially where we are spending more than we take in in dues, and only the Federal Government can do that, thus the need for an increase. CCBA expenses at our events cover such things as club house, houseboat rental/clean up, trophies, the main course (i.e.. chicken, oysters, ribs) water, soda and ice and misc. The rest is up to those who attend...that's us! Pot luck dishes, appetizers, deserts, wine and beer, basically BYOB, etc. Our four main events have grown along with expenses. We have approximately 60 members...60 @ \$15=\$900, 60 @ \$20= \$1200. Our expenses this past year ran close to \$1500 so the math is simple and we don't have a line of credit!

If you are planning on attending the CBA Annual Meeting, please notify me so we have a headcount.

*News just in....Planet has found a new home. Eric Peterson on Cape Cod and past president of CBA is the new owner. I told him we would miss her but she definitely went to the right home. Eric and his son have a lot of experience with wooden cats along with a number of other CBA members up in that area. They seem to converge in the Cape Cod waters so she will definitely be in good company!!*

**Be the first to identify the Famous Commodore pictured above and win a 2020 CCBA calendar. Last issue's winner was Jack Smith who correctly identified Admiral David Farragut. Jack, Pickup your calendar at the 2020 Annual Meeting!!! Submit entries to: [tcligibel@vml.com](mailto:tcligibel@vml.com).**

## The 2019 Wild Goose Chase

Butch Miller

This year's event was a mixed bag of weather that had a few of the eight skippers and their boats stirred but not shaken.

We added Friday to the agenda again this year for stop in St. Michael's to enjoy a bit of food and drink. Five boats joined up after a rousing romp in a two reef blow out of the west. *Patriot* came around from Oxford (30 miles by water, 6.5 as the crow flies), *Pride* flew down the bay from Chestertown in record time, *Old School* came across the bay from the upper Magothy and, *Lark* and *Casco Cat* made a short one tack hop over from Crab Alley creek. It was post season in St. Michaels so we had the run of the place and found our double reservation at the Steak and Crab unnecessary. The highlight of the evening for the *Larks* was the wobbly ride back to the boat in *Old School's* dory.

Saturday morning found the crew opening the doors at Carpenter Street Inn for breakfast, then off for the Wye to scout out the geese. It was sails-up in light winds for all but *Lark* who was too lazy to shake out the reefs in light of the forecasted blow the next day. *Casco Cat* headed back to home port feeling poorly from a nasty cold and to be home on time for his anniversary, a wise man. Although the attraction for the day was to find the Galloway house, an ante-bellum brick mansion just moved 40 miles by barge from Easton, all but *Lark* chose an exploration up the Wye East branch of the river and on to the anchorage on Lloyd creek. *Lark* motored on to explore the Wye proper to its end making a bucket list pit stop at the Bennett Point store for beer and vinegar chips for the mate. Unfortunately, she had to hang with the boat at the "No Parking" landing due to a mushy bottom, while the skipper made the ¼ mile walk to fetch the goodies.

The Galloway house being discovered, *Lark* powered down river to the anchorage to find *Patriot*, *Pride* and *Old School* quietly rafted up. *Gull*, *Sylph* and *Curlew* made their way across from the West river sailing on and off in light air. *Gull* looked particularly sweet tacking into the anchorage with a low sun behind her.

*Pride* was a generous host to nine in the cockpit until well after dark, thanks Fred. It was a rare occasion that two ladies joined in. My mate Denise, tired of being one of the guys, finally had some female company, Kate. With the forecast turning ugly we parted to our own anchors for the night. No mistaking *Curlew* with her red anchor light.

Sunday morning brought the rain, but the wind was holding off till later. Those with far to go planned to leave around seven but most were wisely off before dawn. The ride home was where the "stirred but not shaken" comes in. *Lark* made it home quickly under power, reefs tied, in a soft rain. Due to another broken starter rope *Patriot* towed *Sylph* the ten miles down to the Chesapeake where Matt, Ironman II, sailed the Herman across the bay and the 3-4' seas. *Curlew* followed not far behind with *Gull* way behind after sleeping in, undaunted by the forecast. *Old School* and *Pride* passed through Kent Narrows and out in the bay together. *Old School* headed across the bay for a rocky ride in the ditch and across the shoal at the mouth of the Magothy. *Pride* turned up the bay and into the seas for a thorough bashing cat-boat style.

So, it truly was a mixed bag, cool nights, warm days, big wind, no wind, big wind, sun, rain, calm seas and some of the roughest the bay has to offer. But that's how we like it, isn't it?! We had a fantastic time, and the geese were there to serenade us! It just don't get no betta Hon!

**Editor's Note: One crew reported waves over the bow and gusts close to 50...I guess you have to cut a little slack when they are over 70 and soaked right down to their skivvies!!!!**



# The Great Whitehall Bay Gathering 2019

By David Morrow

This year's event marked a change from past regattas. It was held the Saturday after Labor Day with the idea being that participants would be more eager to gather on a non-holiday weekend.

The numbers were up with a total of 8 boats sailing in Saturday morning in time for the noon-ish skippers meeting and race at 13:30. We had 3 Marshall 22's, 2 Marshall 18's, an Americat 22, a Herman 17 and a Core Sound Cat-Ketch participate in the race.

Conditions at the start were an ideal 5-7 knots. With the extreme high tide left over from Dorian we were able to utilize the government marks as is the tradition for this race and sailed a twice around triangle with a windward-leeward leg. Unfortunately, as the race progressed, the wind died out and the powerboat waves increased adding to the headaches for the skippers.

First time race committee Dominic Cammaroto did an outstanding job herding cats at the start and patiently waited for all sailors to finish.

We then gathered after the race at the Providence Community clubhouse for a pot luck supper and libations. A Beetle Cat sailor from up Mill Creek stopped by and visited in the midst of the festivities. A wooden Beetle Cat was a great addition to the docked fleet.

The top three finishers were:

1. *Bubbly* Marshall 18' Paul Cammaroto
2. *Patriot* Marshall 18' Phil Livingston
3. *Sylph* Herman 17' Matt Cruder

We are all looking forward to next year's event!



Carolyn Hoover, Cammaroto, Morrow.



Livingston and Morrow.



Cruder and Morrow.

## Long Cruise hits all the high spots along the Middle-Western Shore of the Bay.

Long cruise coordinator Marc Cruder promised a cruise to remember.

For the CCBA participants (with or without boats!) he did not disappoint.

The cats prowled the South, West., Rhode, Severn and Magothy Rivers...with some members of the fleet showing off their craft by docking in Annapolis' famed Ego Alley. In total, 10 boats participated in some aspect of the cruise. Herewith some photos. Marc promises a full report soon.



# South River Sail-in Drive-in

A mouthwatering success!!

More than 20 catboaters and catboaters wanna-bees journeyed by catboat, land yacht and classic Lyman powerboat to attend the third biennial South River Sail-in Drive-in BBQ hosted by Catboat chef and CCBA Newsletter editor Craig Ligibel.

Guests were treated to freshly-shucked Chesapeake Bay Oysters; Annapolis Smokehouse chicken wings and Ligibel's famous twice-smoked Kansas City-style ribs. Yum.

Guests brought sides...and tall tales of catboat adventures far and wide.



"It's good to know that Ligibel cooks better than he sails," quipped CCBA Commodore Steve Flesner. "Everything was first rate...especially the Dark and Stormys."

Several voyaging catboaters took advantage of the Safe Harbor of near-by Aberdeen Creek for an overnight anchorage.

Ligibel's wife Colleen reported all catboaters were well-behaved...perhaps because many were accompanied by spouses who kept the sailors on a short leash.

Neither Craig nor Colleen delivered donuts to the cruising catboaters the following morning.

"Most of those guys took off before I could get over there," said Ligibel.

"Maybe next time I'll offer-up Beignets and chicory coffee as an inducement to stay a little longer and enjoy more South River hospitality."



# Corsica: A Day-by-Day recap by Butch Miller.

## Friday,

Me in Lark with dink, Phil in Patriot and Frank and Dave Park in Casco Cat met at the Narrows and caught the 12:30 bridge opening and landed at RHYC. Rich met us at the dock. Later Pete M. who put in at Rolphs Warf showed up. Gull with Dave and Jim arrived during dinner. Had a nice table by the window. Patriot, Lark, Casco Cat, Pete and maybe Gull went across to CRYC after dinner to avoid the usual morning rush to get checked in. Warm but nice breeze on anchor, good sleeping.

## Sat,

The catboaters were at the pavilion first wondering where every one was. 0 wind so no wonder the others were in no rush. Coffee and donuts arrived in time for a delayed skippers meeting but we were on the water around 10:30??. Due to the light winds all fleets stayed in the Corsica with the catboats and catamarans on a separate course. We got in three races in light wind and were overcome by wakes often. Patriot and Gull were head to head all day with the exception of a unreal upwind run by Gull in the first race to snatch first place. Casco Cat hung in there and Lark succumbed to her usual poor starts and an #\$\$ charter boat who drove between Lark and leaders Patriot and Gull who were feet apart just rounding a mark. P&G were pushed around the mark and into each other nearly colliding. Lark, ten yards behind, was stopped in her tracks in the light wind and dragged below the mark by the current. Took her nearly ten minutes to make it back around.



The turnout for racing and dinner was fairly light over all. The beer and chicken were great but the bluegrass band was replaced by a piano playing popular piano tunes. An added attraction was a sing-along of fun bar ditties lead by Jersey Frank.

## Sun,

Pete M, Gull and Casco Cat headed for the barn in the morning. Patriot and Lark stayed for the morning races, dinner left overs and awards. Winds were light and failing so we only finished one race. Lark vowed to at least follow Patriot this time but the grass was greener..., again and got caught in a lull at the first mark nearly doubling Patriot's time.

## scoring,

Prior to the weekend, on Friday evening and at the races there was talk about the issue of some only wanting or able to race on Saturday and whether to restrict the event to a one day race. Pooh say the two day sailors. Thought was given to possibly a separate CCBA award for the Saturday sailors. Phil floated the idea with the CRYC folks of including the Sat. sailors as DNS on Sunday. Due to only a single race on Sunday it worked and Gull took home a cup. Further discussion is needed.

So, the standings are Patriot in first place winning three out of four races, Gull second and Lark third.

Patriot and Lark began the slog home under engine but found wind on the nose at the Queenstown bend in the river. Patriot was finally able to get in a proper sail on the home leg in the Choptank on Monday after a night at Lowes Wharf near Poplar Island.

In all, it was another great weekend on the water with a tolerable temps and little wind but no storms. The folks at RHYC and CRYC were fantastic hosts and special thanks to CRYC for welcoming us for another year.

See you next year.

Butch

## **Curlew completes 945-mile voyage from Galesville to Bass River, MA.**

Two years ago, we fell in love. In love with a catboat, a big sister to the small Beetle Cat I grew up sailing as a kid on Cape Cod. Curlew, our new to us Marshall22, sat on stands in Padanarum at the Marshall yard. Her new destiny on the West River required a bold move—What to do but sail her south!? Our inauguration to catboat cruising took place on this first trip, 2 weeks from New England waters to the Chesapeake Bay. We cut our cruising teeth on this first trip, and were hungry for more. When our son announced he would be married the following summer on the Cape we decided to bring Curlew back to her natal waters. On June 20, after long weather delays and tried patience, we departed from Hartge’s Yacht Harbor to sail to Kate’s childhood home in Bass River, MA. Our odyssey included myriad unexpected challenges and joys, from pitching downwind runs in the Delaware Bay, forced sails in the Atlantic Ocean, wildlife sightings, to impossibly beautiful New England sunrises and surprises. Our trip was chronicled in a narrative based on Kate’s blog, here:<https://kgrin2.blogspot.com/>  
We hope you will enjoy reading about our travels and be in touch!  
-Kate and Tim, Curlew 2019.



# Cat-tails...

*Miscellaneous catboat stuff too good not to print...*



***Mystic Wind*, piloted by former FBI operative Bub Small...looking pretty sharp as the 1879 gaff-rigged schooner ELF sails by in the 9th Annual Elf Regatta for classic yachts. Captain Ligibel and crew won two awards: Best dressed and third in class.**

**Next year, 10th anniversary of the Elf.**

**Come one, come all for good time.**



A perfect Maine Day sailing...for this original 1937 catboat built by Charles Anderson.

What a beauty!!!!



CCBA member David Morrow aboard *Silent Maid* in this year's Camden (Maine) Classic Regatta. *Silent Maid* took first in class...and first in the regatta. Congrats, David!!



Newest catboat kid...Aussie sailor-to-be Charlie Lewis. (grandson of your humble editor).

# Just another lazy day on the Bay...

A real-life catboat adventure starring Phil "Ironman" Livingston...



I went out sailing on Friday, the wind was out of the N at 15 gusts to 29. Yes, I had a reef in, one. Saw 6.9 kts., should have been over 7, however, I had my outboard dragging in the water, just in case I jibed my mainsheet would be less likely to rip it off the mount. With seas running around 3' I decided to stay in the "protective" confines of the Choptank. With a 30 mile fetch out in the open Bay, I'm sure it would have brought even larger waves. Spent 3 1/2 hours out getting wet, from taking wave after wave over the bow. Had a great time.

Having such a wonderful time on Friday, I decided to go out again on Saturday. It turned out to be much calmer, 12 gusts to 19. Yes, I left the reef in. This time I stayed out longer, mainly because I wasn't taking so many waves.

When I returned I saw Paul and his sloop at anchor, so I stopped by. He was in his dinghy and said he saw me going out that morning. He tried to wave at me but could see I was too busy checking the winds on my hand held wind gage to notice him. He was correct. He said he came over on Friday and said it was rough. He said he saw 30 kts. I told him I saw 29 kts. His reply was, "You were out in that?" I replied, "Yes, it was a great day to go." I think he now knows I have a screw loose.

I was going to go out on Sunday with the winds again forecast to be in the 14 gusts to 24 kts range, however, my wife all of a sudden had these "must be done today, honey do's". So, I told her I would stay home and work on "the list". By the time I got home from church, "the list" had somehow become unimportant. So, I sat on my back porch with my dog and a cup of coffee looking out over Town Creek and thinking of all that great wind no being used.

Sorry I don't have any pictures, but, I was kinda busy.

Phil.



## Welcome New Members:

Bill Stratton & Joanne King, Silver Spring, MD, Muriel Marshall 22

Robbin Roddewig, Leesburg, VA, Otter Marshall 22...just joined and keeps his 22 in Deale

# Made in Dartmouth: Marshall Marine catboats

By Kate Robinson (Reprinted from Dartmouth Week)

If you asked him thirty years ago, Geoff Marshall never thought he'd take over the family business.

Marshall's father Breck started Marshall Marine Corporation in 1962 with the first fiberglass catboat model — an 18-foot boat called Antidote — built out of a barn in New Hampshire.

“He sailed very actively up and down the coast, and loved this area,” said Geoff of his father, who moved his boatbuilding operation to Dartmouth almost immediately. “He probably moved here because of the harbor.”

Marshall Marine is located on Shipyard Lane in Padanaram, which seems to be a good place to build boats.

“This facility has been a boatyard for, oh, a couple hundred years,” said the younger Marshall.



Before his father turned it into Marshall Marine, he said, it was called Picket's boatyard — and before that, it might have been part of the booming whaling industry in the area.



“I heard stories that small whaleships were built up here back when there was enough water,” Marshall said, before adding with a shrug “Maybe it's urban legend.”

After the causeway went in, silt carried by the river started to build up, making the boat launch shallower and shallower.

“We have very little water out here. At low tide we can't haul or launch any boats,” he said.

But Geoff and his brothers grew up in Dartmouth, and he can't imagine being anywhere else. “We like it, we like our neighbors. They walk their dogs through here quite often, which is great.”

They store 80-90 boats per year through the winter, as well as hauling and launching boats, washing bottoms, and providing full services — including painting, waxing, and repair and maintenance work — for their catboats.

The facility — which employs 9 people — makes three different catboat models: 15' Sandpipers, 18' Sanderlings, and 22' boats called Marshall 22s.

Catboats have been around for 160 years, according to Geoff. They were traditionally working boats off Cape Cod and Nantucket, built so one fisherman could sail on his own with enough room to haul his catch.

Breck Marshall was a fiberglass boatbuilder in Narragansett Bay and loved catboats. So when the opportunity came up to build a fiberglass catboat, he seized it.

“He took an older wooden cat, or parts of it, and sort of recreated and refined it, changed the whole shape of it,” Geoff explained. “He was quite a successful racer, so he built them for performance.”

Fiberglass boats are lighter and faster than wooden ones, with less maintenance required.

The [Chesapeake Catboat Association credits Breck](#) with the “rebirth of the catboat” after the success of his first lightweight fiberglass design.

After his father passed away, Geoff’s mother Sarah owned and operated the business for years.

In the mid-1980s, after he graduated college, she asked him if he wanted to take over the business.

Geoff said he responded “God no. No interest at all.”

So she ended up selling the business to family friend named John Garfield, who had worked with Breck for decades.

Meanwhile Geoff ended up getting into boat building on his own.

He became a ship’s captain, went back to school for naval architecture and eventually worked for Concordia – another Dartmouth boat company – before coming to work for Garfield at the old family business.

Fourteen years ago, he bought it back, and said he has no regrets.

“Honestly, if I’d jumped into it right after college, it probably wouldn’t have worked,” he said.

“Any business has its ups and downs,” he added. “Some years are better than others. All in all, it’s pretty good.”

Each boat is made to order, and takes anything from two weeks to four months to build, depending on the size of the boat and the options requested.

“All told now, we’ve built close to 1900 of them,” said Geoff.

Marshall boats are sold all over the world, and can be found as far away as New Zealand, South America, Europe, and Canada – although New England is the catboat’s home and most are still in the area.

“One guy sailed his all the way to Greenland, although I wouldn’t recommend it,” Geoff said with a wry smile.

Marshall Marine also builds Sakonnet 23 boats with a mold bought from Mattapoisett boatbuilders Edey & Duff, which closed down in 2010.

As for the future of the company, Geoff isn’t sure if anyone will follow in his footsteps. He says his son and daughter are too young to know if they want to join the family business just yet.

“They’re not even thinking about it,” he said. “I know at that age I wasn’t thinking about it either.”

