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All the catboat news that's fit to print.

## Plans underway for a return to CCBA events in 2021.

Your CCBA Executive Committee (and the editor uses this term advisedly!!) has proposed a nearly-normal 2021 event schedule...depending on Covid-19 restrictions, social distancing Rules and Regs and the phases of the Moon! The schedule below is written in Jell-0. That is to say...it might wiggle a little bit here and there...but we aim to make most of it happen !

Be sure to check your inbox for updates as the 2021 Year unfolds. Happy Holidays to all.

### Chesapeake Catboat Association Events Schedule 2021

CCBA Annual Meeting **TBD**, Kentmorr Restaurant and Crab House, Kent Island, MD, Contact: Steve Flesner 410-586-8179 [flesner00@comcast.net](mailto:flesner00@comcast.net)

May 29-30 West River Heritage Regatta & Catboat Rendezvous, Contact: Kate Grinberg & Tim Kallman 301-908-6966 [kathryngrinberg@gmail.com](mailto:kathryngrinberg@gmail.com)

June 12 - Prospect Bay Race, Contact: Butch Miller 410-271-2540 [anmiller03@aol.com](mailto:anmiller03@aol.com)

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

August 6-7 (Parade 7<sup>th</sup>) Oxford Parade, Contact: Phil Livingston, 901-484-6320, [pl642@comcast.net](mailto:pl642@comcast.net)

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

Long Cruise - September **TBD** Contact: Marc Cruder 410-987-9616 [mccruder2020@gmail.com](mailto:mccruder2020@gmail.com)

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

## Thomas Point Shoal Lighthouse survives 1877 ‘Big Freeze’.



The winter of 1877 was one for the record books. It got so cold that the Bay froze over. Then, in mid-January, all that ice started to thaw. Thomas Point Shoal Lighthouse keeper Eugene Burchenal, Assistant keeper Charles Miller and his wife son fought a losing battle against the unrelenting flows. The moving ice shook the screwpile lighthouse day and night, threatening to send it and its occupants into the Bay. The movement was so severe that it pushed the 500 lb. Fresnel lens off its base.

Fearing for his safety, Burchenal and crew fled to the safety of Thomas Point on the mainland, where they rigged a light in the abandoned old stone lighthouse tower situated at the mouth of the South River. You can read more about the winter of 1877 and other Thomas Point Lighthouse tales in Dave Gendell’s new book, *Thomas Point Shoal Lighthouse*, available at [www.spinsheet.com](http://www.spinsheet.com).

## Gingerbread Thomas Point Lighthouse a cool respite from quarantining and social distancing for newsletter editor.



“When you watch as many cooking shows as I do, the challenge of building a gingerbread house rendition of the Thomas Point Lighthouse could not go unanswered. Easier said than done...first I built a model out of wood and cardboard. Then, I baked and cut the gingerbread and glued the gingerbread to the form (note to self: construction adhesive does not adhere to the gingerbread surface); then, used frosting to decorate with about 10 pounds of candy. Added a boat and some buoys...and there she sits ready to fend off errant vessels in my living room. Paul Hollywood of the Great British Baking Show would not be impressed...but it was a fun project prior to the arrival of St. Nick! Enjoy. C.



## Commodore's Corner

By Steve Flesner



Season's Greetings from the poop deck...yeah, it was that kind of year!! We were able to hold two events, Long Cruise and Wild Goose Chase so all was not lost. Unfortunately, the Commodore Door was unable to attend either! I went out on Butch Garren's Nonsuch 30 once and Bob and Caroline Ferber sailed by in their new to them, just brought up from Ft. Myers, FL, Menger 23. I almost jumped off my dock to catch a ride!!! They live just up the Patuxent from me so I'll be looking for that second catboat out there which means it must certainly be a "race"!!!! I took my Whaler out every chance I got, while *Scotty* spent the year sleeping in the garage...like I said, it was that kinda year! So, let's make up for the lost 2020 and do something with 2021!! In October, the Catboat Association cancelled their 2021 Annual Meeting held in Groton, CT in

Jan. We are tentatively planning our Annual Meeting on Kent Island in the Spring but for now will wait to see where we are covid wise before we select a date...I'm looking at some time later in April or after the dust settles and it's safe, with safety being the primary consideration. The operative word for 2021 is "be flexible"!

Paul Cammaroto is relocating and has turned over the Treasurer and Secretary duties to Ironman....Phil Livingston. Phil stepped up and is now the CCBA Treasurer and Secretary. He knows what the Treasurer does but has some questions about being the Secretary, "do I need to learn shorthand?"!!! Our website will have been updated reflecting the change by the time you read this. Your 2021 dues check (\$20) will be made out to Philip Livingston, not Paul and mailed to Phil at 104 3<sup>rd</sup> St., Oxford, MD 21654.

We are working on the 2021 event schedule and will have it posted on the website in a week or so. Kate Grinberg and Tim Kallman have offered to host the West River Heritage Regatta & Catboat Rendezvous over the Memorial Day weekend. Like last year, a final decision will be made holding the event as planned or rescheduled until later in the sailing season...for obvious reasons. We are also looking for a co-host for the Great Whitehall Bay Race & Rendezvous held September 11-13. David Morrow will be up in New England the month of September but he has offered to lay the groundwork for the event before heading north. Do I hear a volunteer out there....?!!! You won't be doing all of the work, we intend to spread it out between those planning to attend...ie, trophies, race committee, etc so it's not a one man/woman show.

Well crew, if we made it this far, we damn sure can make it the rest of the way. Have a safe New Years...stay home, drink as much rum as you want, there is no place to go anyway!!!

# Wild Goose Chase 2020

Butch Miller

This year's event included the usual goose chase on the Wye River with another attempt at an exploration to find the antebellum Galloway House that had been moved by barge from Easton last year.

The weekend began with a day-early rendezvous on Friday October 16th at St Michaels with *Pride*, Fred

Sherriff; *Old School*, Jim Palmer; *Casco Cat*, Frank Newton and *Lark*, Butch and Denise Miller with new canine crew Lenny. *Pride* came down from Chestertown and *Old School* from the Magothy to meet up on Queenstown Creek on the Thursday before finishing up the passage on Friday under power in blinding rain with 35+ gusts. *Casco Cat* and *Lark* breezed in from Kent Island later on Friday in a lighter rain with 15+ on the quarter making the thirteen mile trip in two hours. Being too late in the season for water taxi service and the desire for full bathroom facilities, all took a slip with the exception of *Old School* and her dink. The skippers enjoyed a nice dinner at the Crab and Steak after a warm-up round on Fred, thanks Fred. Despite Jersey Frank's attempt to convince the server that we had reservations there was a wait for a table despite the nearly empty restaurant due to plague restrictions. A great night's rest was had by all after a full day and a full tummy.



Saturday brought clear skies and perfect temps for the run over to the Wye and up to Grapevine Cove. After the traditional breakfast at Carpenter Street Saloon, *Old School* and *Pride* (Advance Scouts) got away shortly thereafter under power. *Casco Cat* and *Lark* lounged a while which allowed for a single reef, on the nose breeze to build for a great sail up into the Wye. *Lark* paused for lunch at the split to watch the steep chop challenged *Casco Cat* go past under sail all the way to the anchorage. On arrival we found that the Advance Scouts had determined Grapevine uninviting and had opted for a larger seemingly more protected cove across the River. *Lark* swung through the anchorage to check in then motored further up-stream to the Little Red Store for refreshments and a pit stop for the pooch.

Later in the day *Curlew*, Kate Grinberg and Tim Kallman came in from the West River and Bob Leigh in his new to him Menger 19, *leighway* came across from the Magothy to join in for libations and nibbles at an early evening raft-up. It was a quiet anchorage until I woke from a five am panic call from Denise, “Lenny’s in the water!!”. She’d let him out into the cockpit for a wee and somehow he’d managed to leap over the side, probably figuring that the food and attention was still alongside. It was an easy retrieval with no additional crew in the water. We now know he can swim and that a little wet shivering dog in the cabin is for the birds.

The Advance Scouts got underway at dawn on Sunday morning with the rest of us taking our leisure. Bob decided to spend an additional day or two taking in the River. For *Lark* and *Casco Cat*, it was a pleasant sail home right up to the pier. Assuming that no news is good news, *Curlew* should have had a pleasant sail home as well.



In all, it was another fun fall weekend on the Wye for the second and final event of the season. I’ve given up on the group quest to discover the Galloway House. Due to lack of interest it was a bust as were the geese. Only a few had arrived and as of this writing three weeks hence, they’re still not here in numbers. Flying with a mask must be slow going. It’s been a weird year all around but like Scarlett said...

Stop the presses!! Pete McCrary is building another boat.

So what else is new??



“I’m building a Spindrift 10 designed by Graham Byrnes of B & B Yacht Designs, Bayboro, NC. She’s almost finished and I hope to launch her [named Seabiscuit] on a “maiden” shakedown cruise a week from Friday at B & B’s dock in North Carolina. Seabiscuit is my 11th boat building project and might (at age 87) be my last. But I said



that while building Chessie!”

# CCBA COVID-19 CRUISE 2020 – North to Delaware City via the C&D

Marc Cruder

After an easy tour of anchorages on the major rivers in and around Annapolis, we set our sights north to break out of the Chesapeake Bay via the C&D Canal into the Delaware River to discover eclectic Delaware City by staying on the original Delaware City Branch Canal. With 2 lay days planned, we visited local history at Hagley Museum and Fort Delaware on Pea Patch Island. Despite Covid-19 restrictions, our cruise featured natural social distancing, custom CCBA cruise face masks and gifted Goslings 151. The boat count was down for various reasons including personal health choices, family emergencies and specific engine components that just would not function reliably at the last minute. Despite the challenges, 6 boats completed the trip; those with equipment issues and others still joined us in Delaware City and the itinerary was unaltered except for a group decision to omit the last planned stop to avoid weather. There was a breakdown, but all made it home safe and pulled off the first CCBA 2020 event. Here's our story and we're sticking to it....



(For the blow-by-blow account of the Long Cruise, go to: <http://www.chesapeakecatboats.org/long-cruises.html>.

## Returning Cruisers who made it

- Marc **"Google play cards"** Cruder sailing *Sylph*: Hermann 17 - Gaff
- Butch **"I have Wanderer wherever I go"** Miller sailing *Lark*: Americat 22
- Phil **"Checked with everyone else first, instead of calling you"** Livingston sailing *Patriot*: Marshall 18
- Fred **"I just want to learn"** Sherriff with Mike **"I'll show you Hagley's, but I still need some marine air"** Crawford sailing *Pride*: Marshall 22
- Frank **"Didn't you get the email?"** Newton sailing *Casco Cat*: Hermann 17 – Marconi

Jim **"I go thru the canal anytime, but watch out for those dredge pipes"** Palmer sailing *Old School*: Marshall 22

## Cruisers who wanted to

- Jack **"I can't make it but I'm sending the Goslings 151"** Smith
- Mike **"If only I had a carburetor that would make this engine run"** Crawford
- Rich **"I had a carburetor that worked, until Mike touched it"** McLaughlin
- Steve **"I was needed elsewhere"** Flesner
- Craig **"I was needed elsewhere too"** Ligibel
- Paul **"Everyone should have an Uber account; I do, but I can't make it"** Cammaroto

## Shoreside Cameo Appearances

- Tristen **"I'm out of the tunnel and you need me now"** Crawford in his project Mazda Miata
- Debbie **"Bring me your best back fin crab cake"** Cruder
- Denise **"The fried oysters look better to me"** Miller
- Noelle **"Don't need to go back to Delaware City after this"** Cruder



**Raft-Up at Veazy Cove.**



**Out of the C&D at Reedy Point Bridge.**



**Goslings 151 on the deck at Delaware City Marina.**



**'Tis the season for New Members!!  
Welcome aboard!**

Ian Woollett, Norfolk, VA, *Arey's Pond Lynx* 16

Robert & Caroline Ferber, Ruxton, MD,  
*Capucine Menger* 23

Ted Cooper, Parkville, MD, *Sea Yarn Herman*  
17

Robert & Elaine Leigh, Pasadena, MD, *Leigh-*  
*way Menger* 19

John & Martha Sawyer, Hyannis, MA, *Jelli-*  
*cle22Cat* Atlantic City 21

Brian Hall, Marshall, VA, *Otter Marshall* 22



2021 CCBA Catboat  
Calendars...

Calling all catboat  
photographers!

You don't want to see  
the Commodore in  
his Speed-o as the  
centerfold!!

Send your best pix to: [tcligibel@vml.com](mailto:tcligibel@vml.com).

Calendars will publish in time for the Annual Meeting. Cost  
will be about \$15.00. Stay tuned and send in those photos!!!!

## Captain's Log: SYLPH Shakedown

Star Date: 09 August 2020



SYLPH finally launched, Matt asked for some help with a few things that needed fixing. The easy one was the port running light...a few renewed push/pull connectors, and there was red light once again...but the broken wind indicator....

Over the winter, we tried a ladder routine I had used on the 25 when I first bought it and it was on the hard. We found the 17 too small and unstable on the hard for that technique...so failed at-tempt.

Not appreciating the simple failure, I was driving the Riva Road Bridge over the South River one day and thinking back on the sage advice learned on last year's cruise from the CCBA Protocol Of-ficer....and it came to me....bridge clearance 23 feet; mast height 25 feet....TLAR!

So we took off mid day on Sunday to a good southeast wind and had a great sail out of the Rhode and up the South. Thought we were going to do this on the Mike's side of the river, but too many eyes watching...and Matt likes to roll with expired registra-tion stickers, so Marine Police were an issue too.

Anyway, we moved over to the north side of the bridge, didn't really count on all the river traffic and wake, so almost gave up. Then decided to do a practice approach...I dropped Matt on the land abut-ment and he stormed the bridge via the pedestrian lane, I nosed SYLPH up to the bridge's Jersey Barriers a few caisson widths away from the center span....Matt was able to grab and control the mast, so said it would work. Took him back aboard and practiced with the spare Davis indicator and the right tools....should we just change the arrow? Do we have 1/4 inch box wrench? (we did -

Mario's period ignition tools...remember distributors?) Let's leave those "sloop Jibe indicators off, because catboats sail by the lee; how many turns can you take on that set screw without dropping it out? Get a screwdriver that fits exact-ly....

After we were satisfied, Matt took what he needed (including some PT Blaster) and got in position. Easiest thing was to work only a set screw and change the whole unit out (otherwise the 1/4 inch box wrench would have been history). A few discrete minutes nosed up to but not touching the bridge working the outboard and Matt, sporting his COVID-19 werewolf look, had the deed done!



**2021 Dues Due NOW!!!! 2021 dues are now \$20. Please mail your checks to Phil Livingston at 104 3rd St, Oxford, MD 21654. Make checks payable to Phil. Where else can you have so much fun for so little \$\$\$'s.**

## 12 days of Catboat Christmas.

(Go ahead..sing along. A rum drink will help!!)

**On the first day of Christmas  
the commodore gave to me...**

A catboat in a following sea...

**On the second day of Christmas  
the commodore gave to me...**

Two dark and stormies...

And a catboat in a following sea.

**On the third day of Christmas  
the commodore gave to me...**

Three mast hoops

Two dark and stormies...

And a catboat in a following sea.

**On the fourth day of Christmas  
the commodore gave to me...**

Four races scratched

Three mast hoops

Two dark and stormies...

And a catboat in a following sea.

**On the fifth day of Christmas  
the commodore gave to me...**

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea.

**On the sixth day of Christmas  
the commodore gave to me...**

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea.

**On the seventh day of Christmas  
the commodore gave to me...**

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea

**On the eighth day of Christmas  
The commodore gave to me...**

Eight crabs a steaming

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea

**On the ninth day of Christmas  
the commodore gave to me...**

[Nine boats a'rafting](#)

Eight crabs a steaming

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea

**On the 10 day of Christmas  
the commodore gave to me...**

10 perfect starts

Nine boats a'rafting

Eight crabs a steaming

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea



Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea

**On the 11<sup>th</sup> day of Christmas  
the commodore gave to me...**

11 boats a dragging

10 perfect starts

Nine boats a'rafting

Eight crabs a steaming

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea

**On the 12<sup>th</sup> day of Christmas  
the commodore gave to me...**

12 cats a sailing

11 boats a dragging

10 perfect starts

Nine boats a rafting

Eight crabs a steaming

Seven oysters roasting

Six sails a flapping

Five wooden masts

Four races scratched

Three mast hoops

Two dark and stormies

And a catboat in a following sea...

# A Long Weekend on the South River

▲ Story and photos by Craig Ligibel

The South River can't claim a Captain John Smith visit like the Magothy to the north. Its entrance isn't majestically guarded by the U.S. Naval Academy's fleet of YPs like its big sister the Severn. And it's not as pristine and secluded as the two smaller Chesapeake tributaries, the West and the Rhode that lie immediately to the south.

But you can take it from a sailor who has lived within a stone's throw of the South River for almost a decade: this 10 mile, close-to-Annapolis river has more than its share of history, majesty, seclusion, and fun to make for a delightful long weekend spent exploring its many creeks, marshes, and eateries.

Jesse Iloff, the South River's Riverkeeper, sums it up this way: "The river's health is coming back. There are more grasses in Selby Bay than we've seen in a long time. The water quality is improving. Crabbing, not only at the mouth of the river but also along some of the shorelines in the north side of the river, is improving. And the ospreys and eagles put on an exciting aerial show

when they are out foraging for food or building materials."

Formerly called the South River Federation, the newly formed Arundel Rivers Federation, encompassing the South, West, and Rhode Rivers, is charged with monitoring and improving the health of this important watershed.

The South River has played a significant role in the history of Annapolis... and of the United States. For the majority of the 17th century, the port of London Town, sitting at the confluence of eight major colonial roads on the south side of the river, was the busiest commercial port in the area. Hundreds of tons of tobacco and other agricultural products were carried across the river by oar-powered, open barges to what is now the community of Wild Rose Shores, which sits at the end of the aptly named Ferry Point Road. From there, goods found their way to Annapolis and points north.

Goods weren't the only thing those early ferrymen transported. Passengers were also a big part of the revenue



■ Fall sailing on the South River.

stream of the ferry companies that plied the narrow stretch of river.

Famous personages such as George Washington, Thomas Jefferson, and Francis Scott Key were among the many notables availing themselves of the passage. The ferryman's logbook notes that Key paid "two heifers" to transport his wagon packed with cider and melons. The ferry once capsized under the weight of 25 passengers who were en route to Annapolis for the horse races that the colonial city had instituted. All aboard survived, and the party eventually made its way to the races albeit in clothes that were a bit soggy.

The first bridge to cross the South River was built in the 1880s, effectively closing the ferry for good.

Visitors to the South River can learn more about the London Town settlement by taking a tour of the grounds. Dockage is available at the site, which is immediately east of the Route 2 Bridge (be sure to check the website for special events and hours of operation: [histori-clondontown.org](http://histori-clondontown.org)).

The river is widest at its mouth and relatively narrow as it makes its way west. Two bridges cross the river. The Route 2 bridge shows 53 feet of



■ The author's wife, Colleen, on Church Creek at sunset.



## See the Bay

Friends of Arundel Rivers Federation explore a marshy creek.



Fall colors in Aberdeen Creek.



clearance, while the Riva Road bridge only carries 23 feet. The center channel is wide and deep with most depths near the shore averaging six to eight feet. Be on the lookout for the remnants of several duck blinds as several poke out on either side of the channel.

As a river that runs east-west without many obstructions, good sailing can be had on almost any day the wind blows. Be advised that at times powerboat traffic can create some good-sized wakes that can wreak havoc with a leisurely sail under light breeze.

A myriad of long and deep creeks beckon. On the river's north side, Harness Creek, which borders Quiet Waters Park, has become a favorite for raftups and overnights. There's even a hidey hole just as you enter the creek on the east side. Depths going in are around five or six feet. It's best to explore via dink or kayak before you venture in! Kayaks and other water toys

can be rented seasonally at the Quiet Waters Park dock.

A short hop west leads you to Aberdeen Creek. Again, sailors will find deep water almost to the shoreline and great dink exploring all the way to the end.

As you work your way from Harness to Aberdeen Creek, look to your starboard. Immediately to the left of a modern house that looks like a ship's prow there is a copse of trees partially concealing one of the area's oldest houses, the circa 1690 Federalist-style house known as Lydia's Retreat. Now in a state of disrepair, the residence in the past has been the sight of several paranormal explorations which have left investigators scratching their heads about the rumors that the place is haunted.

Just around the bend from a white colonial house that sits on what would have been the London Town Ferry's northern landing spot is the narrow entrance to one of the South River's hidden jewels:

Crab Creek. Honor the markers as you enter and drop your hook anywhere you like. The creek carries eight to 10 feet in the center with good, muddy holding. Although this creek is within sight of my house, I regularly overnight here when I am in the mood for peace and quiet and a solitary dark 'n stormy.

The next creek working west is Church Creek. Wide and deep, this is another great place to overnight. Be sure to take your dink or kayak to its headwaters. Sailors may observe plenty of wildlife along the banks and in the marshes.

If a meal off the boat is in your plans, you can't go wrong at either the recently renamed The Pier Oyster Bar (formerly Coconut Joe's) or the venerable Mike's Crab House. Both offer ample dockage and great water views. Try the fried pickles at the Pier; and a plate of Mike's local oysters, a fried cod sandwich, and a dozen fat crabs can certainly fill you up in no time. The white tablecloth restaurant

Wild Rose Shores residents Bill Snell and David Moxton at The Pier Oyster House.



South River Riverkeeper Jesse Iliff.



Yellowfin is just off Gingerville Creek. There's limited dockage after hours, but it's an easy dinghy ride from any of the anchorages discussed above. They make a mean martini, and their cioppino fish soup is worth the calories.

Past the Riva Bridge is the wide and deep Broad Creek, which is worth exploring, but too busy for an overnight.

If you can get under the Riva Bridge, there are a couple of fun kayak-only backwaters that will transport you into no-man's land. Look for the first of these just before you come abreast of the Harbor Hills docks to your port. The other byway is about half a mile past the Harbor Hills Pavilion again on your port. Look for the entrance just as you pass a modern, two-story boathouse.

There are two small bays on the south side of the river worth a stop: Glebe Bay, just down from London Town, offers a nice anchorage if you follow the shoreline around on the east side. The shallow anchorage adjacent to the wetlands of Selby Bay provides a nice jumping off point for a kayak or land-based hike.



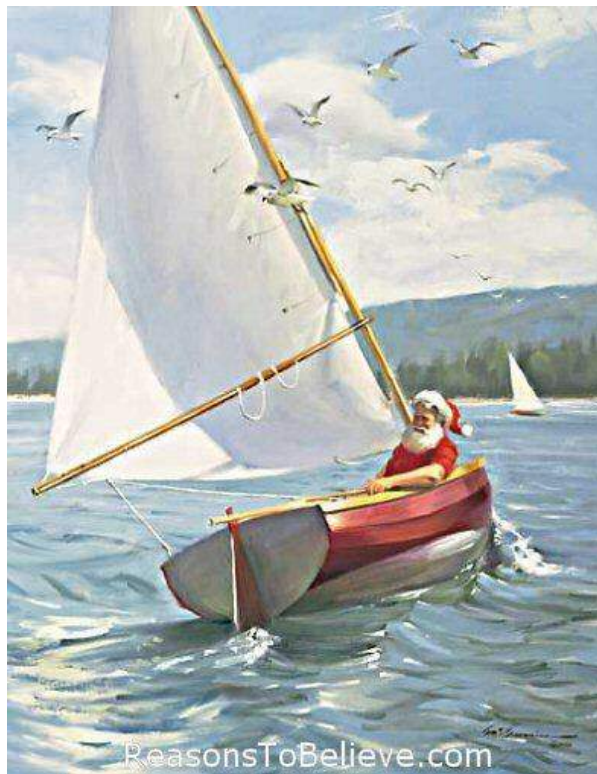
■ Paul Cammaroto and son Dominic pilot *Mystic Wind* on the South River.

If you're in need of fuel or marine services, there are several marinas that can fill the bill. Selby Bay Marina and Holiday Point Marina are just past the entrance in Selby Bay, while Liberty Marina and Pier Seven Marina are at the Route 2 Bridge.

I've sailed my 20-foot catboat *Mystic Wind* all over the Bay. And I've outrun

my share of summer storms where the black clouds threaten to swallow the horizon. Whenever I make the turn west past Thomas Point, I know safe haven is within reach. The South River welcomes the wayward mariner with open arms... and plenty of secure spots to spend the night. ■

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ReasonsToBelieve.com