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to print.

All the catboat news that's fit

2021 Catboating on the Chesapeake Season starts with a bang! West River Heritage Regatta featured Wind, Rain, Omelettes, Oysters, Seminars...but no sailing!



Chesapeake Catboat Association Events Schedule 2021

June 12 - Prospect Bay Race, Contact: Butch Miller 410-271-2540
anmiller03@aol.com

July 24-25—Corsica River Yacht Club Race Weekend, Contact: Rich McLaughlin 302-932-3222 rkmc12@gmail.com

August 6-8 (Parade 7th) Oxford Parade, Contact: Phil Livingston, 901-484-6320,
pl642@comcast.net

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

Long Cruise - September 19-25 Contact: Butch Miller 410-271-2540
anmiller03@aol.com

2021 West River Heritage Regatta and "Rendezvous"

Neither rain, nor snow nor dark of night will deter these catboaters from gathering and having a great time!

By Kate Grinberg

As anticipation built after a long and protracted winter, plans were laid for the inauguration of the season at the West River Heritage Regatta held at Hartge's Yacht Harbor in Galesville, MD. As the snow came and went, plans were put in motion to have a long-awaited gathering from points near and far. The best laid plans, however, were put on hold while pandemic regulations evolved and big gatherings uncertain. Nail biting ensued, and eventually the catboat



rendezvous was officially welcomed once again for its (??) year. Once the green light was given, all hands were on deck to organize a weekend to celebrate a new season, some new boats, and a return to some semblance of normalcy after a year of pandemic isolation. There was no doubt that folks were eager to get together, sail, and socialize.

After two weeks of unbroken high pressure, sunshine and perfect

winds, the Memorial Day weekend forecast spelled change. Not to be daunted, we thought a little rain would not possibly interfere with plans for a race and overnight rendezvous for boats coming from across the Bay. As the forecast drew closer, it became clear that activities might need to pivot to a more sheltered location and that sailors might arrive Saturday wet and tired. Again, nothing could stop us. Boats were packed, food prepared, and plans put in motion.



Kate woke at dawn on Saturday to read the marine forecast - rain, winds N/NE 15-20 with 30 knot gusts, seas 3 ft...Would anybody choose to do battle with this weather and motor, much less sail, across the Bay? After a bit of nail biting, Kate pondered, Should we postpone? Cancel? Absolutely not. Wondering if the brave skippers actually set out, the phone rang. Fred S, who had sailed PRIDE over to the Magothy to meet Jim and OLD SCHOOL, reported conditions and a decision to abort after setting out.



Relieved, now we wondered about Butch M in LARK who had joined Jersey Frank in his new Menger 19, TIGGER. Phil L, intending to sail PATRIOT solo from Oxford, boat packed and slicker on, made a last minute decision to abort due to a medical issue, -not because of weather! After a fair bit of nailbiting, we learned one by one that each boat had encountered enough adversity to make the decision to turn back. Relief all around as we learned that everyone would make their way over to the West River -not by boat but by car, where 3' waves would be replaced by Memorial Day weekend traffic. A few who gathered at Hartge's earlier in the day enjoyed checking out the historical artifacts in the personal collection of the Hartge family in the HYH museum. A fabulous evening followed, hosted by Bruce and Jill in their fabulous Chalk Point home overlooking the West River.



Many post-Covid reunion hugs and handshakes and a pit barbecue supper made for a great evening as we watched whitecaps and waves lapping on shore from the comfort of Bruce and Jill's living room. Thank you, Bruce and Jill. Kate and Tim, the only sailors that night who returned to sleep on a boat, were kept awake by howling winds in the rigging at Hartge's from the comfort of their secure home port slip. Definitely not a great night to be on the hook! Sunday dawned quiet and cloudy with diminishing winds. The forecast, however, called for omelettes and a welcome gathering on the porch of the old house at Hartge's. Jersey Frank served up a wonderful omelette feast, complemented by pastries and coffee to keep us all warm. CURLEW,



LIBERTY and MURIEL stayed in their slips at Hartge's for the day, SEABISCUIT was on a trailer, LURA across the river, and all the other boats were in other Bay locations. The decision to cancel the race was obvious, and we all turned our attention to enjoying some quality social time, swapping stories (and advice). Lots of excitement ensued when Paul C showed up with Dominic and friend Jeanne -- Paul has recently relocated Downeast and made a special trip so as not to miss his own WRHR. The topic of the sailing seminars were more than apropos. Marc Cruder discussed tricks and lessons for sailing in heavy weather, and David Morrow followed with tricks for reefing and rigging.

The duo presented a lot of useful and entertaining information, answered lots of questions from the porch audience. We hope they will give a follow-up after we've all had a chance to utilize their tips! The morning breezed by and evolved into lunch and early afternoon festivities, after making the decision to move things up and eliminate dinner, giving folks a chance to drive back home on the early side.



The afternoon kicked off with the unexpected and welcome surprise of raw and baked Rappahannock oysters, brought and shucked by newsletter editor Ligibel recently back from New Zealand and Australia. An impromptu lunch of leftovers from Saturday night was supplemented by cake and a few pot-luck contributions. How can there be awards if there was no regatta? This being the year of the "pivot", we turned the trophies into awards unique to this 2021 experience. All the skippers who started out to encounter the wrath of the weather and attempt a Bay crossing received an award and a little 'something' to accompany the trophy. Preparations for the raffle followed, with assistance by Dominic as usual. Thanks to Marshall

Marine, Beetle Cat, Inc, and Edgewater West Marine who helped make this part of our event such a success! You will no doubt see more catboaters sporting t-shirts and caps donated by these generous sponsors. We hope that the boathook, won by new members Digger and Josie, is an omen for the addition of a new boat to our fleet.



The highlight of the day was the presentation of the John Brown Award to Dominic Cammaroto by Marc Cruder and Phil Livingston. The trick was on Dominic, who shared a look of complete surprise when he learned that he was the well-deserved recipient of the award! Smiles all around, especially on the face of his Dad, Paul. The Award is given annually to the CCBA member who best exemplifies the qualities John Brown instilled in all who knew him: an insatiable love of all things catboating and a desire to have a great time on the water surrounded by his catboating buddies.



Finally, Butch shared information about the upcoming Prospect Bay race, slated for June 12.



We hope to have a rendezvous that includes boats, next time!! In spite of a sail-less regatta and adverse weather, there is no doubt that a good time was had by all. We are especially appreciative of our hosts, Hartge's Yacht Harbor, without whose generosity and flexibility this event would not have happened. Until next year!

Many thanks to Kate Grinberg and Tim Kallman for their tireless work to make this Regatta a success!

John Brown Award winner Dominic Cammaroto, 19, has been the un-official "mascot" of the CCBA for the past 10 years. In addition to helping his father, Paul, sail their 18-foot Marshall, Bubbly, Dominic has helped with race committee chores, raffle ticket giveaways and generally brought laughter and smiles to all he comes into contact with. At a recent Catboat Association meeting, Dominic shook up the crowd by saying "There is no question the age of catboaters is of concern.



Look to your left...and look to your right. Both people on either side of you probably will be over 65. That's got to change if we are going to keep our organization viable!"

Dominic will be packing his bags and headed to SUNY Maritime College this Fall.

Next up...Prospect Bay Race & Rendezvous 2021, June 12

By Butch Miller

This year's event will be held on June 12 and will be a round the islands course; Bodkin and Parson's. The slot between Parson's and Kent Island will be in play again this year but more consideration in course layout will be given to the wind direction. Although it made for some sporty sailing, no more dead down wind through that narrow passage.

The start will be at 11:00 AM with the exact location to be determined by weather. The earlier start will give us time to do the longer course and get us ashore in time for dinner.

Frank Newton has graciously made reservations for dinner at Fisherman's Inn at Kent Narrows for 4:00 PM. Their food is fantastic. There is docking available at the Crab Deck next door for those who wish to sail in. Of course all are welcome to join us for dinner.

Again, I extend an invitation to anyone who's not into our very casual version of racing to come out for a day of sailing and/or to join those sailing-in for a rendezvous up one of the nearby creeks. The area is a



great place for day sailing and the raftups are great fun. There are three very nearby ramps for those trailering over. You will need a permit but I'll be glad to pick them up.

The Dark and Stormy trophies are at the

engravers being prepped for presentation to the victors. So come out and take a spin for one.

Please contact me if you will be joining us and/or for further information. Call or text - 410-271-2540 or email at anmiller03@aol.com Looking forward to a great turnout.

New Members. Welcome Aboard!!

- Robert & Dianne Cimba, Centerville, MD
- William Collier, Bethesda, MD Catnip Marshall 18
- Garry Cosnett & Kristin Keckheisen, Severna Park, MD Tacatta Wittholz 17
- Bob & Ginette Corney, Chestertown, MD Trip Marshall 15
- Bill & Tina Pringle, Deltaville, MD Prowler Bill Boyd Family Cat 23
- Jeff & Kate Fones, St. Michaels, MD Mouette Marshall 18
- Digger Vernon & Josie Smith, Philadelphia, PA
- Dick Lafferty, Gainesville, FL Grizabella Herman 17
- Robert England & Rita Choi, Felton, DE
- Mark & Ann Haverland, Delmar, MD Costal Cat Herreshoff HA 18
- Jeremy & Marsha St. Pierre, Latrobe, PA Red Squirrel Marshall 22



Commodore's Column

By Steve Flesner



Looks like we made it and no boats sunk!!!!
The cats broke out of the bag last week but if you know cats, they hate getting a bath much less getting soaked in pouring wind driven rain...but hey, if that's how we got started for 2021, so be it! Kate and Tim did a terrific job hosting the West River Heritage

Regatta...more on that in the Newsletter. Unfortunately, we were unable to hold our annual meeting but all is not lost, emails and the gathering at the Hartge YH got us back up to speed. Prospect Bay is next on June 12 so the bottom paint and varnish better be dry by then! Paul Commaroto fled north...all the way to Brooklin, Maine! He and Dominic were at West River and both said Maine agrees with them...it will be more agreeable when they sail their boat up there!! See you on the water!!

Jerry Smith, crossed the bar on April 24th. Jerry sailed *Growler*, a Marshall 18, with our motely crew for many years and it was always a fun time on the cruises with him and his friend Tony Mineo. His boom box blasting "the Ride of the Valkyries" announcing him as they entered an anchorage. Marc Cruder recalls the time Jerry and Tony gassed each other out of the cabin with citronella candles...they said it was the mosquitoes...guess you had to be there!! Jerry was a US Naval Academy graduate in the Class of 1963, he was a jet jockey during Viet Nam. He and Bill Hoover were always comparing notes. Marc said he was also an artist, something few of us knew, and he has a nice pen and ink that Jerry did of us anchored in Church Creek off the Little Choptank. Farewell friend, you leave us with many good memories and a smile. RIP.



Mark your calendar for the event of the Summer...

The Oxford Catboat Parade, August 6-8

Once again, Phil "Ironman" Livingston has put together a fun-filled weekend in Oxford. Check out the details below and plan to attend!!



Friday Aug 6

Dinner at Capsize restaurant followed by ice cream at Scottish Highland Creamery (just around the corner). Individual checks.

Sat Aug 7

Breakfast at the "boat barn".

Cars and coffee at the Oxford Community Center

Skippers Meeting at 11:00

Parade starts at 12:00

Dinner at the "boat barn" at 6 :00 (1800)

The "boat barn" will be open all night for dark and stormy and war stories.

Sun Aug 8

Coffee and donuts will be available for all starting at 6:00 (0600)

Depart from Oxford whenever you want, or stay. We decided to stay here forever.

Slips are available. Best location is at Town Creek Marina (my backyard).

Then Jack's Point Marina, just three houses up the street. Trailer space and parking will be available. Or, you can anchor in Town Creek. For those who want to drive, or spend the night, Oxford has some small hotels and B&B's. You can't go wrong.

It's very important that you RSVP to Phil Livingston at pl642@comcast.net or 410-226-1129 or 901-484-6320.

More details forthcoming. We hope everyone shows up for a great Catboat weekend.

start Sailing now

Falling in Love with Sailing Aboard the Schooner *Woodwind*

Meet Matthew Cruder

As told to Beth Crabtree



Matt Cruder's father and grandfather instilled in him at a young age a love of sailing catboats. Although Matt went on to have many experiences sailing on a wide variety of boats, his time as a crewmember on the Schooner *Woodwind*, sailing out of Annapolis, stands out as the experience that really hooked him on sailing.

A family affair

My grandfather and father introduced me to sailing. My grandfather had a variety of boats, including catboats, which he sailed out of Barnegat Bay, NJ. After my father moved to Maryland, he bought *Sylph*, a Hermann 17, and sailed it down from New Jersey to the Chesapeake Bay and the Rhode River. When I was just a small boy, my father and grandfather would take me sailing and tie me to the halyard cleat so that I wouldn't fall overboard while I ate my peanut butter sandwiches!

A fantastic sail aboard the *Woodwind*

Sailing took on a new meaning for me when I was about five years old. My father and grandfather took me with them to the Annapolis Sailboat Show, where they met up with their friends the Kaye family, owners of the Schooner *Woodwind*, which was docked at the show for day sails. Somehow, it was agreed that I would go sailing on the *Woodwind* while my dad and grandfather walked the show. Jen Kaye, who is now Captain Jen Kaye, was a crewmember at the time, and she took me under her wing. After that day, sailing was never the same for me. The boat was so fantastic. I just fell in love with it.

When I began to sail on my own, it was on a dinghy off a beach. As a high school student, I spent two years sailing 420s with the Severna Park High

School sailing team. When I turned 15, I dreamed of working on the *Woodwind*, but I didn't have a ride to get to the boat. However, the next year, when I had my driver's license, I applied for and got a job as a crewmember.

What an opportunity! Working aboard the *Woodwind* I got to meet people from all over the world, which I loved. Some guests were very excited, and others were a bit intimidated. But once you explained the physics of sailing and offered them a chance to help hoist a sail or steer the boat, they came to love it too.

The *Woodwind* is iconic in Annapolis, and the warmth of the Kaye family is incredible. They rightly have a real following that is wonderful and well deserved. I remember going to a party celebrating the 25th anniversary of the business; staffers from all different years came back, and we all meshed so well. It was a great event.

From my job on the *Woodwind*, I received the first Maryland Tourism educational scholarship, which I used to study Tourism Management at Old Dominion University. After graduation I worked on cruise ships for four years, and now I work with cargo ships in downtown Baltimore.

There's always a way to go sailing

I was also fortunate to have had some additional types of sailing experiences when I lived in Charleston, SC, for a

couple years. There I did harbor racing and some offshore racing on a Tartan 37, including sailing from Charleston to Savannah.

Along with my father, I've been an active member of the Chesapeake Catboat Association since I was young, and even after I purchased the my dad's Hermann, I continue to be a part of that fantastic group of sailors. Although in past years I've enjoyed taking out friends and teaching them to sail, this season *Sylph* is on the hard while I am tied up with work commitments in Baltimore. However, I am still out sailing! Recently I met a former *Woodwind* crewmember who works at the Downtown Sailing Center and who encouraged me to try it. I did and found that they have a lot of great programs, and it's convenient after work.

What would you tell someone who is interested in learning to sail?

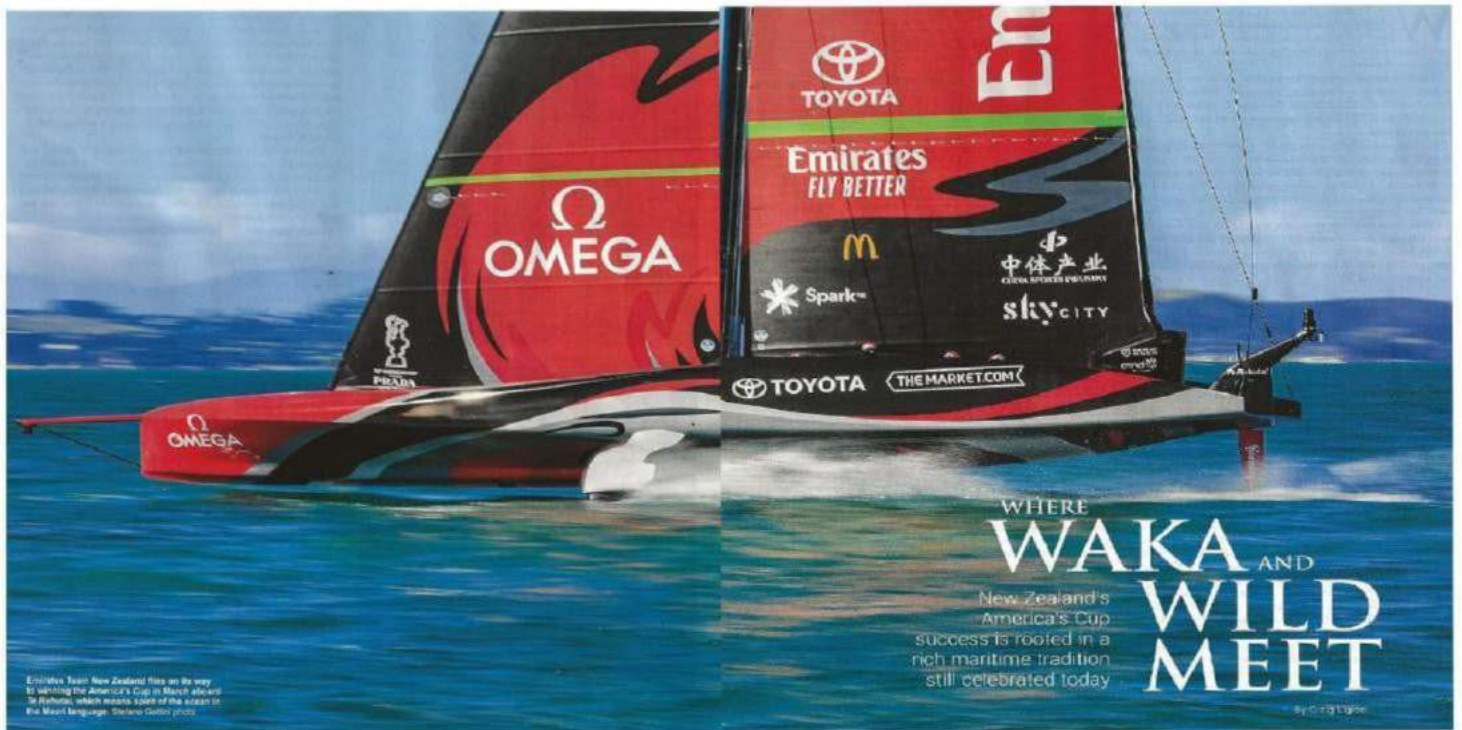
There are so many ways to learn. It can be from friends and family, taking lessons, or buying a ticket for an excursion on a boat like the *Woodwind*. There are also lots of online forums where boat owners around the Bay are looking for crew (SpinSheet's Crew Finder is one). There are so many opportunities for sailing. There is always a way to sail.

Hold your phone's camera over this code to watch a video of Matt sharing more about his sailing and memories of the Schooner *Woodwind*.



Reprinted from Sailing Magazine, June, 2021

I know, I know...this isn't a catboat. In fact, many people don't think it's even a sailboat! But your roving newsletter editor spent a month in New Zealand covering the America's Cup. He and his wife were the only US journalists in attendance. Thought you might enjoy this story. Ligibel

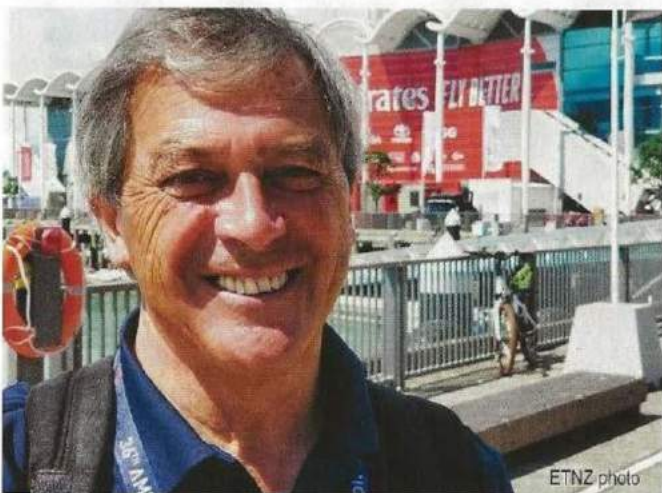


When Emirates Team New Zealand flew across the finish line in March, successfully defending the America's Cup, it came as no surprise to New Zealand artist John Ioane, who has a unique perspective about his country's prowess on the water.

"I believe that all of us in New Zealand share the same cultural roots about sailing and voyaging," Ioane said. "When I see that Team New Zealand boat fly over the water, I can feel the power of my grandfather's 50-man war canoe transferred into those young men on the boat."

To reconnect with his roots, the 58-year-old nationally acclaimed artist took a three-year sabbatical to learn the ancient art of waka (canoe) carving. To celebrate the completion of his waka, he undertook a 4-mile voyage across Auckland's Tamaki Strait to the offshore island of Waiheke. It was during this journey that Ioane had an epiphany.

"Here I was paddling an ancient waka in the same waters that early voyagers first appeared centuries ago and then this 21st century boat goes flying past me," he said. "I believe that both boats exist simultaneously in the same space and time. The Moana (the sea) connects us all."



ETNZ photo

Perhaps no seafaring nation has as rich a culture of maritime innovation and excellence as the tiny island nation of New Zealand. One need look no further than Emirates Team Zealand's successful defense of the Auld Mug in March when it went down in the history books as the first time a non-U.S. team has successfully defended the Cup twice. From its innovative design of the twin-hulled America's Cup flying catamarans to the sleek space-ship inspired swoops of the current Cup's aerodynamic 75-foot-long foiling monohulls, New Zealand designers have been at the leading edge of high-tech sailboat design for the past quarter century. But the heritage of on-water excellence goes back much further than that.

"New Zealand is a nation of seagoing voyagers. Our ancestors were more than sailors," said Ian Taylor, who developed Mātauranga, an online classroom that teaches New Zealand's maritime history. "They had to be astronomers, scientists, astrolo-



Peter Rees photo

John Ioane arrives by waka on Waiheke Island, above. Ian Taylor, who developed an online classroom that teaches New Zealand traditional maritime history, visits the America's Cup village in Auckland, below.

gers, engineers and mathematicians to make the voyage from Tahiti and islands north to our land of Aotearoa (New Zealand) and then to return to their home port with accurate mapping tools that allowed subsequent generations to make the voyage time and time again."

When he was as a boy, Taylor learned about the country's maritime history through the stories of Capt. Cook and other European navigators.

"My education was lacking the obvious role my Polynesian forefathers had played in the discovery and settlement of New Zealand," he said.

In recent years New Zealand has begun to celebrate its Polynesian seafaring roots. In partnership with Emirates Team New Zealand, Taylor's high-tech company, Animation Research Limited, is playing a leading role in educating the country's youth to this important part of its culture through the development of a series of video lessons tracing the migration of Polynesian wayfarers from Tahiti south to New Zealand more than 500 years ago.

"The migration was the greatest in human history," said Taylor, who is part Maori and part Scottish. "Our ancestors set out 3,000 years ago on a voyage of discovery and the last place they settled was Aotearoa."

Today, the Colorado-sized island nation has a population of 5 million, of which 25% are of Maori or Polynesian descent. Maori influence is everywhere, from art to athletics to language. Greetings are multi-cultural ("Kia ora" is the traditional Maori greeting). And most signage in the America's Cup Village was bilingual as well. Race relations aren't perfect, but there is a sense of unity that binds the island nation's inhabitants.

"We are a nation of voyagers, and it's an important part of our history," Taylor said. "My colleagues and I are doing all we can to introduce the concept of science, technology, engineering and math into our school curriculum. Science is what brought our ancestors here in the first place. They didn't just bump into this island."

"Our ancestors employed a number of high-tech tools to navigate here," he said. "Learning about these tools can be the pathway to the future for the next generation of New Zealand sailors."

Taylor created the multimillion-dollar project that is used in classrooms across the country.

"My hope is to inspire Maori and Pasifika kids to build a pathway to the future using the modern-day equivalents of the science and skills that brought their ancestors here."



Haunui, a replica of a Waka hourua, was built by Salthouse Boatbuilders in Auckland in 2009 using a combination of natural and modern materials.



Celestial navigator Moeata Glenon, right, and skipper India Tabellini sail a traditional voyaging waka from Tahiti to New Zealand. Photo ARL.

That rich maritime heritage carried over into the country's America's Cup effort, with more than 100,000 hours of design and construction going into the development and testing of its foiling 75-foot monohull *Te Rebutai*, the boat's Maori name. Maori spokesman Taiha Hawke said the team was presented with a number of alternative names.

"They selected *Te Rebutai*, which means "where the ocean invigorates and energizes our strength" as the best name for the boat," Hawke said.

The boat's graphics are also a homage to the Maori god of the sea. "Innovation is in our DNA. Just like our predecessors, we started out trying to do something no one else had done before by creating a boat that barely touches the water and flies over the surface like an airplane," said 25-year-old Team New Zealand designer Elise Beavis.


New Zealand helmsman and skipper Peter Burling has a unique perspective on the importance of his country's seafaring heritage.

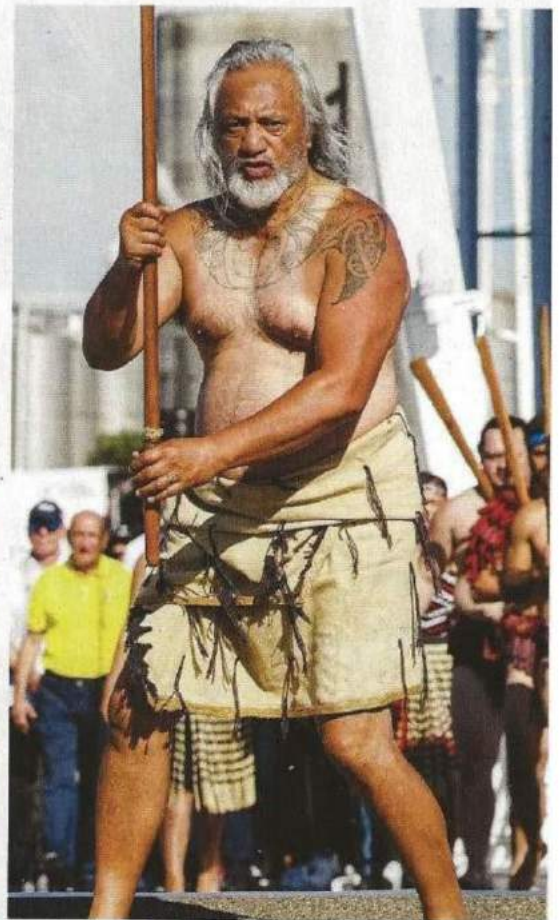
"As a kid growing up, I maybe didn't have a complete understanding of New Zealand's maritime heritage. Now, I have a great appreciation for the skills these early voyagers possessed to allow them to sail thousands of miles guided by the stars, sealift and traditional wayfaring knowledge, what they did was incredible and it's part of all of our identities," he said.

The country of New Zealand invested more than \$150 million in the America's Cup, and Prime Minister Jacinda Ardern vowed to "make the America's Cup the people's cup."

The Maori word *mana* sums up the country's pride in its maritime heritage. The word has many interpretations but in this context it can be translated as "One people working together for a common goal."

Waka skipper India Tabellini sailed a replica voyaging waka from Tahiti to New Zealand in 2018.

"We are all connected. We are one nation. The waka in our culture provides a bridge to the past and stepping stones to the future," she said. "One waka. One country. One world." 



The America's Cup Village in Auckland was opened last year with a Powhiri, a traditional Maori welcome celebration led by the Ngāti Whātua Ōrākei tribe. Emirates Team New Zealand skipper receives a Hongi, the traditional Maori greeting in New Zealand, top. ETNZ photos