

# Chesapeake Catboat News

Vol. 20 (2012)

Winter wrap-up edition

David Bleil, Editor

Issue 4

## Next Events–

### CBA Annual Meeting

The Catboat Association Annual Meeting will be held in Mystic, CT. on February 2nd & 3rd. Members of that organization will be receiving sign-up information in the mail soon.

### CCBA Spring Meeting –

The Spring Meeting is our one annual business meeting where we collect dues, elect officers, set the schedule for the year and generally have a good time swapping yarns and looking at photos. The meeting will be held at Rock Hall Yacht Club on Saturday March 9, 2013. The RHYC address is 22759 McKinleyville Rd, Rock Hall MD; Phone there is (410) 639-2182. The coordinator of this event is Richard McLaughlin (phone 610-268-3780). The CCBA met there last year and all enjoyed the venue and the food. More details should be available in the Spring Newsletter. As always check the website [Chesapeakecatboats.org](http://Chesapeakecatboats.org) beforehand for any late breaking changes to events.

## Past Events–

### The Prospect Bay Catboat Race

was held on Saturday September 15 at the head of Eastern Bay. The event had been moved back a week from previous years scheduling in hopes of better wind and better attendance. We got both. Start time of 1:00 PM presented the fleet with the unusual prospect of more wind than was needed out of the NNW. While skippers individually decided on their reefing strategy, a short delay was called to allow Paul Cammaroto and crew to reach the start line in

**Bubbly**. Six boats then started around the triangular course laid out by Roger Compton and helper Paul Cojeen. We were able to sail the twice around, then up and back course with no need to shorten the race. **Gull** started too conservatively reefed and was soon well back in the fleet. **Sarah K** had serious sail adjustment problems which could not be corrected single handed.

The final standings on corrected time which closely correlated the actual order of finish.

- 1<sup>st</sup> **Bubbly** – Marshall Sanderling 18' – Paul Cammaroto
- 2<sup>nd</sup> **Wanderer** – Whittoltz 25' – Marc Cruder
- 3<sup>rd</sup> **Pussy Foot'N** – Mystic 20 – Jim Ohlmacher
- 4<sup>th</sup> **Dusty** – Marshall Sanderling 18' – Butch Miller
- 5<sup>th</sup> **Gull** – Mystic 20+ – David Bleil
- DNF **Sarah K** Herreshoff 18 mod – Dave Park



Ahh! Radio Control day at the Park !

David Park's evocation of Catboating in Central Park during Sandy.

After the race the fleet assembled at the Compton's dock in Greenwood Shoals Creek for the awards presentations and sumptuous pot luck. Other members joined us on the Compton's deck for the presentation of first, second and third place trophies as well as the calculation and presentation of the W.I. Tuttle Memorial Trophy for the season's best performance. The Tuttle award is designed to encourage participation. To compete for the Tuttle

Trophy one must compete in as many sanctioned events as possible during the year and place as high as possible in each event. There were four sanctioned events this year and this year's award again went to **Wanderer** and Skipper Marc Cruder.

## St. Michaels Rendezvous on Saturday October 6 –

No one sailed in due to the forecast of quite unpleasant weather but many CCBA members did arrive by land at the Mid-Atlantic Small Craft Festival and dinner at David & Maryanne Bevan's townhouse at Perry Cabin. One unexpected guest was Peter Legnos who took some time out from the Annapolis Boat Show to check out the Small Craft Festival. There he met with an owner of a Mystic River Cat from Florida who was surprised and delighted to meet the designer and builder of his boat. Pete fantasized once again about designing a new Catboat, the **Wild Bill** which would be trailerable by newer fuel efficient cars and possibly available in kit form for the home builder to complete. At the Bevan's, the multitude assembled first in their spacious living/dining room and eventually spilled out onto the deck as the weather became more hospitable. We enjoyed the view of St. Michaels harbor and the arrival of several spectacular sailing yachts. The **Salina** also graced the occasion with several round trips of the anchorage under power.

## News of members and New Members

### Steve Flesner solicits nominations for Catboat Association Awards.

Our Roving Ambassador, Steve Flesner has graciously extended his service on the Catboat Association Awards Committee in order to allow a new member to recover from an illness. This means that Steve is once again soliciting nominations for the annual John Killam Murphy Award for achievement on the principles and perpetuation of sail, the Dolphin Award for exceptional service to Catboating and the Broad Ax Award for construction or restoration of a Catboat. Also awarded, although not necessarily annually, for voyages of note or significant acts of seamanship in the spirit of Henry Plummer – The Henry Plummer Award. If you know of someone you suspect would qualify for one of these awards and who is a member of the Catboat Association please write Steve with the particulars of the nomination.



The awards table at the Catboat Association dominated by the Broad Ax Award. Also shown are the half hull models for the other awards. Several CCBA members have won these in the past. Steve Flesner wants your nominations for the future.

## Marshall Marine's 50th by David Morrow

This Spring, while working on the second restoration of **Anna**, my 1964 Sanderling, I spoke with Geoff Marshall and he mentioned that the Marshall Marine Padanaram Regatta would be a little different from past events. This year it would be a celebration of Marshall's 50th anniversary and he encouraged me



A first place for father and son.  
No real surprise here.

to bring **Anna** up and enjoy the festivities. The weekend, while warm for a Massachusetts summer, was much cooler than what July offers on the Chesapeake AND there was breeze. Spencer and I set up and launched **Anna** at the Padanaram public ramp and motored to Marshall Marine where dock space was provided. Grills and a large tent were set up by Geoff and his crew. Sailors trickled in all afternoon and evening. I enjoyed meeting and putting faces to the names of the many catboat sailors I had read about for years in the Association quarterly newsletter.

Saturday morning, after the skipper's meeting ashore, we paraded under the drawbridge, 37 catboats total, several were older wooden boats, but mostly Marshall 22's and 18's. It really was quite a sight. Geoff started the boats in 4 classes, three out in Narragansett Bay and the 4th class, made up of Marshall Sandpipers, sailed inside the bridge in calmer waters. The winds started light, but filled in nicely towards the end of the race. It was a great course with a long windward leg, then reaches and a run down to the finish line. The line of catboats seemed to stretch for miles. That evening Geoff, Kristen and their children hosted a fabulous party. Prizes were given out for a myriad of reasons such as oldest Marshall in attendance, most kids on a boat, last and first across the starting line, last in class, worst foul of the race and many others. Fellow CCBA member Paul Cammaroto and I were awarded Chapman Log Books for traveling the farthest distance to the party. Spencer and I also won the Marshall Marine Trophy for finishing 1st overall in the race. Dinner was a BYOF and BYOB event followed by a terrific band and stories galore. Geoff and Kristen did a tremendous job and deserve all the credit for pulling off a wonderful event.

### **One last Project – by Marc Cruder**

My first introduction to catboats was a 14 ft Cape Dory Handy Cat brought home to the family in the early 1980's. I raced in the First Annual Cat Boat Race sponsored by the "Barnegat Bay Catboaters" as reported by the Long Beach Island Beachcomber in

1984, being the only open boat to finish in a field of seven. After the Handy Cat, Dad moved up to a Marshall 22 for over 10 years then finally out of catboats to a Westerly 26 sloop, which has been gone at least as long. His only catboating in recent times has been here on the Chesapeake whenever he visits, but he always had a soft spot for the Handy Cat. Several years ago, while enroute for a visit, he came across a Handy Cat on Kent Island and gave me instructions to find out about it. By the time I did, it was gone. In 2010, we were at the Small Boat Festival at St. Michaels talking to Capt Ed Farley of the Skipjack **H. M. Krentz**. We were chatting about catboats, when Capt Ed said he had a Cape Dory Handy Cat. A little deeper into the discussion and we found out it was the one originally sighted on Kent Island. Dad made an overture to Capt Ed and offered a WWII Hamilton time piece in trade. Capt Ed was interested in the time piece, but claimed he was going to restore the little catboat and sail with his wife. Somewhere in 2011, Capt Ed called and said: "If your Dad is still interested in the Handy Cat, I'm ready." Now Dad had the green light, but hesitated. Although still a spry 82 years of age, he wondered if he really needed to get involved in a boat again. I of course, was tasked to check the boat out in Rock Hall. Sending pictures of its condition, in the end I was informed he needed just one more project. My



mother was thrilled, because he had been spending too much time keeping track of her in recent years. Dad came down for the 2012 Planning Meeting and closed the deal on the Handy Cat before lunch. The next few months had me in trailer search, with a budget of \$500. I eventually found an open channel, galvanized, tilting trailer from a Compac 16. After some maintenance and few new parts, it was road ready within budget. When I arranged for pick-up, Capt Ed was ready - "Eastern Shore Style." He had a few slings and a tractor, which I learned was all you need on the shore to load a boat on a trailer and so I was on my way.

After an uneventful trip to NJ, we located the little cat in Dad's suburban back yard. Capt Ed had planed some Angelique or as he called it "fake teak" for missing seats and Dad got busy prioritizing his work. With due consideration to his circumstances, he decided on functional workboat instead of yacht finish. To date he has restored the wood trim and is currently working on fabricating gudgeons. Then there will be a centerboard keeper to make and of course the rig. After several ideas on mast construction (including a discussion on "where do telephone poles come from"), we ended up walking thru a property on the eastern shore last month, because Dad was offered his pick of Red Cedars. With



Mario Cruder and his project.

a 20 plus footer picked and headed for the saw mill

to be squared up to four inches, it should be heading for NJ soon. Some pick Christmas Trees this time of the year, but the next tree headed to NJ will be laid out to air dry for about a year before being shaped into a mast. Whether the boat ever gets finished, remains to be seen. It may even make it back to the Chesapeake, but for now it's just one last project. Merry Catboat Christmas to all and to all a Good Night.

## Last of seasons cruises by members.

### Tattoo's last Fall Cruise by Pete McCrary.

Remembering the good times on the SWS (Shallow Water Sailors) 2012 Spring Cruise on the Chesapeake Bay's Chester River - I planned a 3 to 4 day cruise from the Centreville ramp to Davis Creek and then Chestertown and return. That would be about 32 nm total. My plan was to overnight on Davis Creek, then on to the town wharf or a marina in Chestertown the night of Thursday, October 11. I was looking forward to dinner ashore and a cozy bar to watch the vice presidential debate. Not needing a "designated driver," I was sure to have an enjoyable evening. The weather was predicted to be pretty good with just a few showers from Wednesday thru Saturday and

Sunday. Daytime temps in the 70s, 50s at night. Leaving Manassas, Virginia, on Wednesday, October 10 at 5am I missed the morning commuter traffic and breakfasted at the McDonald's on US 50 just west of the Bay Bridge. I launched **Tattoo** from the Centreville ramp, leaving my "float plan" on the dashboard of my pickup. There was a nice breeze from the west and after many tacks arrived on the south side of Spanish Peninsula at the Corsica River Yacht Club's dock at just after noon. Tied up for a little lunch.

After lunch the wind had picked up a bit, so I tucked in a reef, and set out for Davis Creek. When the wind let up some, I shook out the reef

and made good time until the outhaul came loose! It was my fault. When putting in the reef, the outhaul line was somehow looped on another cleat

when securing the reefing cringle on the leech. She sailed fine when reefed, but when shaken out, the outhaul was a bit slack (I didn't notice it) and after a few minutes, the line (no longer taut when coming about) shook itself loose from its cleat. **Tattoo's** mainsail is loose footed. That left me trying to sail with just a big trapezoidal flag flapping in the breeze. Sailing solo required that I start the engine, find an anchorage and set things shipshape. By the time I got it all right – I just motored on up to Davis Creek. I found a beautiful and quiet anchorage and deployed **Tattoo's** canopy and side panels. (**Tattoo's** inside cabin is very tight for sleeping and I usually sleep in the cockpit.) That job done – I took a break, enjoyed the onset of a quiet evening with a beer and chips. I was looking forward to a hot dinner and a quiet evening. But it was not to be. A hardboiled egg and bottle of Rush's Two-if-by-Tea would have to do. Contrary to the weather reports, the wind came up very quickly and strong from the north. Checking my VHF marine weather (for the first time), they gave "small craft warnings" until the next morning and predicted night time winds of 20 knots, gusts to 35! **Tattoo** was swinging on her anchor wildly in almost a 180 degree arc. The canopy was fluttering like mad making lots of noise. And the temperature was dropping fast. I noted my position by the parallax between far shore lights and the closer tree-line silhouette. The wave action, while not gentle, was also not alarming. The anchor held tight throughout the night. The wind remained strong and didn't let up until past 3am. By early morning twilight the wind was light at my anchorage. I had a good sleeping bag and had brought an old army blanket as reserve. It was needed as the temperature dropped into the 50s. I kept warm except for my head. I finally tied on my floppy hat with its chin strap. I have to admit that, if not frightened, I was very concerned during the night. Waking frequently to check **Tattoo's** position and the weather, I was relieved each time that the anchor was holding fast and, at least, the wind wasn't getting any worse. And though the wind and canopy were making a lot of noise, the canopy held fast. Also, it was a beautiful night: very clear, and I've never seen stars so bright. And the moon! It rose at about 2am as a waning crescent. At first I thought it was a head light of a car on shore. The VHF weather report was still

predicting strong winds through Sunday night. During the night I decided to end my cruise as soon as possible.

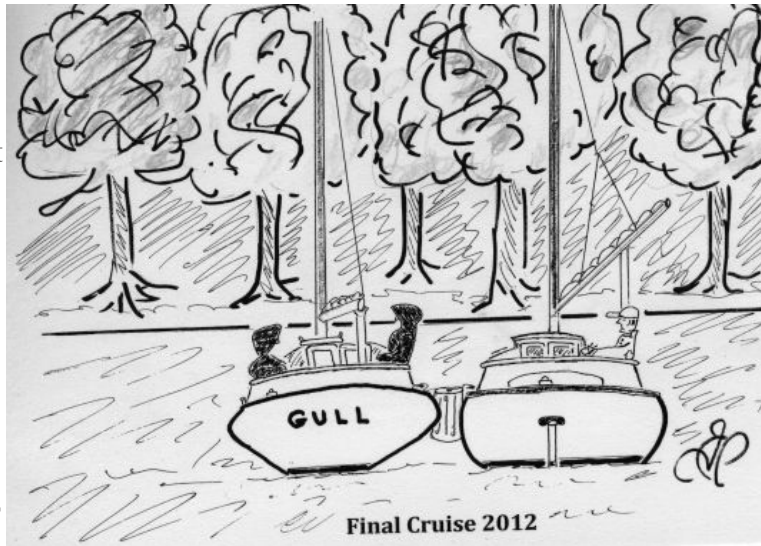
My Davis Creek anchorage was peaceful at first light. I prepared a first class breakfast: coffee, bacon, pancakes (with butter and maple syrup), and 2 sunny side up eggs. The pancakes were "left overs" stowed in a zip-lock bag. Feeling much better, I considered stowing the canopy and sailing off the anchor. But I decided to see what it was like "on the outside" of protected Davis Creek. Good thing! Although it wasn't "wild," the wind (from the north) was very strong and as **Tattoo** came out of the entrance to Langford Creek, the waves began to build up. Giving up any thought of continuing my cruise, I proceeded (by motor) directly to Centreville with the wind behind **Tattoo**. Making better than 5 knots, we were almost surfing down some of the waves.

I arrived at the Centreville ramp by about 10am. Recovered **Tattoo** on the trailer and was on the road in time for lunch. Home by about 4pm. Slept to supper time and endured the vice presidential food fight safely at home. Lesson learned: check the VHF Marine Weather and don't rely on regular weather reports.

### **Gull and Sarah K's last Fall Cruise by David Bleil**

One last Fall cruise on the Wye, October 16 & 17, in memory of the Wye Wild Goose Chase drew participants David Bleil & Jim Ohlmacher in Gull and David Park in Sarah K to watch the birds and enjoy the Fall colors. The day started with small craft advisories on the main Bay when Gull set sail from Greenwood Shoals on a boisterous northern wind but with two reefs in, quite uneventful. Rounding up to enter the Wye from the Miles River the wind was on the nose and because of the trees, episodic. Sarah K was waiting for us adjacent to Shaw Bay. Heading up the East Branch of the Wye we met an unknown Catboat headed downstream. Sarah K and Gull headed up to Pickering Creek to explore for a secluded anchorage protected from the north wind. Eventually we rafted up in Dividing Creek after experimentally determining that Pickering was too shallow in too many places and too exposed. So we headed to Dividing Creek and went well into the

sheltered upper portion. The wind was blocked by the trees but soon so was the Fall Sunlight. The night was cool, working on being cold. However Dark & Stormies all around restored the circulation and a pleasant attitude. The night was clear, there was phosphorescence in the water, stars clear and bright overhead.



Flights of water fowl splashing down at irregular intervals with lots of friendly honking. Jim and I were snuggled in our IBM hoodies which Dave described as looking like a cluster of monks. There was still enough warmth in the water to make sleeping pleasant. In the morning the water was "smoking" into the cool air. In the distance was the sound of shotguns but nothin close to the creek. We cooked up a quick breakfast and stowed the sleeping bags. It was exactly the sort of experience we go cruising to find. **Sarah K** continued up the Wye to her ancestral home on Skipton Creek while **Gull** ran down the Wye and out into the Myles where, naturally, the wind died.

## Not CCBA but of interest

### Solo (one boat) circumnavigation of DelMarVa.

Several years after a flotilla from CCBA sailed around the peninsula, Guy Beckley and his Crosby Catboat Patience pulled into Chestertown after completing a DelMarVa circumnavigation. He and Patience will be there thru Downrigging at Chestertown where most of the tall ships congregate just before winter layup. Impending Hurricane Sandy and an antagonistic wrap-around cold front kept many people from participating and instead precipitated an accelerated withdrawal of their own boats from the water.

### Chesapeake Catboat Association Burgees

Available by order from Butch Miller at \$35 each.

Order yours now (410-271-2540) and have it delivered at the March annual meeting. A Burgee is a mark of club membership and is flown from the masthead.

### Long time member –short time address change.

Our own graphic artist David Park and first mate Nancy are moving to Delaware eventually but

temporarily are located at P.O. Box 276, Wye Mills, MD 21679. To prepare himself for exile he has disconnected from the Internet, no email access but the phone 410-827-4168 still works – at least for now. We hope his illustrations will still grace future issues.

### Ahoy Mates, Florida calls

Hold the dates of Feb. 15-17, 2013 for the Catboat Rendezvous on Key Largo. Plan ahead to attend and bring a friend or two to sample the blue waters of Buttonwood Bay on Key Largo. All Catboaters are welcome with or without your boat. Help us to make plans for the weekend by letting us know early if you are attending. More information is available on the Upper Keys Sailing Club website listed on the flyer and a phone call or email to Wavy Davy will get answers to any questions you have about logistics. The UKSC website will be updated soon with more details.

So far we have contacted the Pelican Motel near the sailing club and they have agreed to give us a 20% discount on their room rates by just mentioning the Catboat Rendezvous and the Upper Keys Sailing Club. There are loads of places to stay but few of them are as close or as well situated as the Pelican. Visit [www.ThePelicanKeyLargo.com](http://www.ThePelicanKeyLargo.com) to look the place over.

Looking forward to hearing from you.

Wavy Davy

703-850-6654