



Chesapeake Catboat Association

Winter 2023

Vol 32, Issue 4

All the catboat news that's fit to print.

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Sherriffs host Downrigging viewing and picnic.

Great times. Great food. Great Tall Ship viewing!!



Fred and Wanda Sherriff pulled out all the stops as a small flotilla of catboaters took advantage of their

hospitality for the first CCBA Downriggers get together on the banks of the Chester River on a glorious day in late October. Not only was the food spectacular but the returning tall ships put on a not-to-be-forgotten display of sailing prowess as

They made their way back to the docks after an afternoon

sail. Thanks to all who made the trip to Chestertown for what promises to be an annual event!





CCBA Holiday Party. Save the date: Dec 3, 2023

The CCBA Holiday Party will be at the Dock House restaurant on Kent Island on Sunday, December 3rd at 2:30 pm. Gather at the bar for drinks and gam followed by dinner. Let Jersey Frank Newton know if you plan to attend.

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Commodore's Corner Nov. 2023

We've had some interesting events since the last Corner.

The Long Cruise although shortened due to the threat of Ophelia was a great success. Hopefully we'll have a write up in the next newsletter. Still working on last year's.

The Goose Chase was also shortened due to predicted high winds and rain. We did have a fantastic time. Frank's report is within.

The final sail of the year to and from the Chestertown Downrigging and party at the Sherriff's was memorable to say the least. The weather including the outstanding Hunter's Moon was amazing for this time of year, finally. Five boats made it up the picturesque Chester River. We should get details from Fred in the next letter.

The year's events will wrap up with the Christmas Party at the Narrows on Dec. 3. Looking forward to that. Details within.

That's all for now. Happy Holidays

Butch

C.H.

Wye River Goose Chase

Great food and comaradery. Rough weather! No Geese. Ugh.

By Jersey Frank Newton

What started out as a fleet of 8 catboats and 2 others diminished as the weekend got closer due to the weather forecast. The original fleet was Butch (The Commodore) Miller on *Lark*, Americat 23, Fred (The Organizer) Sherriff on *Pride*, Marshall 22, Phil (The Ironman) Livingston on *Patriot*, Marshall 18, David (The Racer) Morrow on *Anna*, Marshall 18, Jersey Frank Newton and Dave (Broadaxe) Park on *Tigger*, Menger 19, Kate Grinberg and Tim Kallin (The Plummers) on *Curlew*, Marshall 22, Digger

(The Captain) Vermont and Josie (The Crew) Smith on *Pip Squeak*, Menger 19, Rich (Just Show Up) McLaughlin on *Tenacity*, Marshall 22 and Jim (Once a year) Stevenson on *Tally Ho*, Marshall 22. In addition to the catboats Jim and Barbara (Boat Collectors) Palmer on *Wacannah*, Block Island 40, and Bruce Ogden and Jill Seegraves (The Cruisers) on *Avalon*, Shannon 34 were planning to join us.

Fred was the first to decide to cancel due to the weather forecast. Then the Palmers decided to head home on Thursday from their annual Alberg cruise. David sailed *Anna* across the Bay on Thursday and spent the night in Crab Alley. He was planning to join us on the Wye on Sunday after a commitment on Saturday. Rich sent a text and said he couldn't make it due to other issues.

The rest of the fleet headed to St Michaels Friday on a beautiful sunny day with a 10 knot wind out of the Northeast. Several boats stayed at the Chesapeake Maritime Museum Marina, and at 3 we were lead on a tour of the ship yard by Lloyd, one of the knowledgeable volunteers.

At 5:30 18 of us gathered at Foxy's Harbor Grill for dinner, some came by car. After dinner, Bruce and Jill treated everyone to Smith Island cake for dessert under the stars back on the grounds of the museum.

Saturday morning, we rose to a beautiful sunrise and red sky, which we knew meant "sailors take warning." Kate and Tim decided to skip breakfast and head back across the bay in hope of getting home before the heavy rain that had been forecast. The rest of us, the group had now dwindled to 8, showed up at the Carpenter Street Salon for their great breakfast. During breakfast everyone agreed to skip the raft up on the Wye and head home a day early due to small craft warnings on Sunday. Which turned out to be a good decision.

Although a little wet, everyone arrived at their home ports safely. Although we were disappointed not make it to the Wye River this year, as the saying goes "There is always next year!" And in spite of the weather, it is always great to get together with Catboat Friends.



Long Cruise...Part I!

LONG CRUISE REPORT FROM Jim and Barb's HOUSE

By any measure the Long Cruise was a great success. One look at the accompanying pictures shows that cat boats really can be herded. The cruise started at the home of Jim and Barbara Palmer where everyone feasted on pulled pork and other side dishes. Sunday saw us gathered on the banks of the Magothy River for bagels, coffee and apple cider before heading to Bodkin Creek. Eight cat boats and one power boat and fifteen individuals took part. More details to follow. Stay tuned!!





Left: Bruce Ogden in Captain's chair SS Savannah

Right: Tour of Liberty ship John W Brown, gangway.

Below: Dinner at La Scalla in Little Italy, Baltimore.



Reprinted from SpinSheet Magazine.

Sailboat Racing in a Catboat – Last but Not Least

Posted August 25, 2023

Mystic Wind 20-Foot Catboat, the Slowest Boat in an 80 Sailboat Fleet

There are advantages to being the slowest boat in an 80-boat sailboat [racing](#) fleet, as I was on my 20-foot Legnos catboat Mystic Wind on Saturday, August 19 at the CRAB Cup:



You get to start at the front of the pack due to a more than generous 288 PHRF rating.

You get to take pictures of all the faster boats as they glide past you on the way to the first mark.

You get to finish all by yourself and can tell the race committee boat they can go home because your results really don't count!

Such was the case this past weekend at the 17th [CRAB Cup](#). More than 80 boats enjoyed a glorious day on the water. None more so than Mystic Wind and her crew of yours truly and helmsman Chris Graae, another catboater. After surviving a violent gybe at the first mark, we actually sailed at hull speed (a little over six knots) for a good portion of the race. At the end, we reckoned we were either last or next to last.

It was fun to see the big boys deploy their spinnakers as they blew past us. Our only consolation was the numerous "thumbs up" waves we received as the speedier boats signaled their appreciation for the classic lines of our little catboat.

The best part was that the regatta raised a bunch of money for CRAB... and that means more and more physically challenged individuals, disadvantaged kids and families, and recovering warriors can experience the joy of sailing thanks to the dedicated volunteers and staff at CRAB.

By Craig Ligibel

The CRAB Cup is an annual, pursuit-style sailboat racing regatta that supports the programs of [Chesapeake Region Accessible Boating](#)

Catboat kids reconnect with Mr. Brown

By Marc Cruder



John Brown was a CCBA member for almost 20 years and sailed as crew aboard WANDERER with me from 2009 thru 2016. John crossed the bar in September of 2017 and was interred on his farm in Gettysburg comingled with a sapling of his choosing. His son and Catboat Kid Danny still runs the farm, among other things.

In late September, I told my daughter Noelle, another Catboat Kid, that I wanted to visit John. I had not kept in touch and it was time. She told me she still kept in touch with and had Danny's number in her phone. With that (and while I was on the phone with her), she sent a text and arranged for us to have a visit on October 6th.

Remembering that another interest of the Brown's was general aviation (like Father, like Son and too long a story to go into here), Noelle wondered if the weather was good enough for Danny to take her up in John's WWII trainer....a bi-plane. We got to the farm, survived the unpaved entrance road (intentionally left that way to slow law enforcement down, but that's another story as well) then could not find a soul. A quick text later and we met Danny at the Hangar. It was good to see him again, review his collection of motorcycles, cars and airplanes, but first things first. To pay our respects to John, I had located a plastic bottle of Old Crow that surely John had left on the boat, so we visited the sapling which was healthy and making progress. We toasted Mr. Brown.



With sincere sentiments and formality out of the way, the subject turned to flying. Danny was more than happy to take Noelle up as part of the day's tribute to John. Noelle was ecstatic...she is usually game for anything and fearless. He asked if she wanted to do a loop while they were up. They agreed to some signals, since there are no hard wired comms in a double open cockpit plane, then off they went. I saw them do not one, but two loops in the air. Apparently, Noelle approved the first one, but Danny, thinking she was good, did a second one. It was one too many for Noelle's gut. When they landed, the fuselage needed to be hosed down, but neither was worse for the wear.

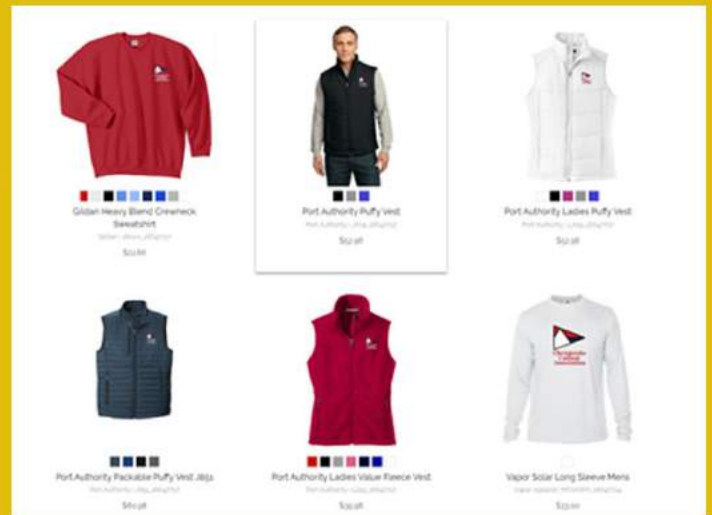
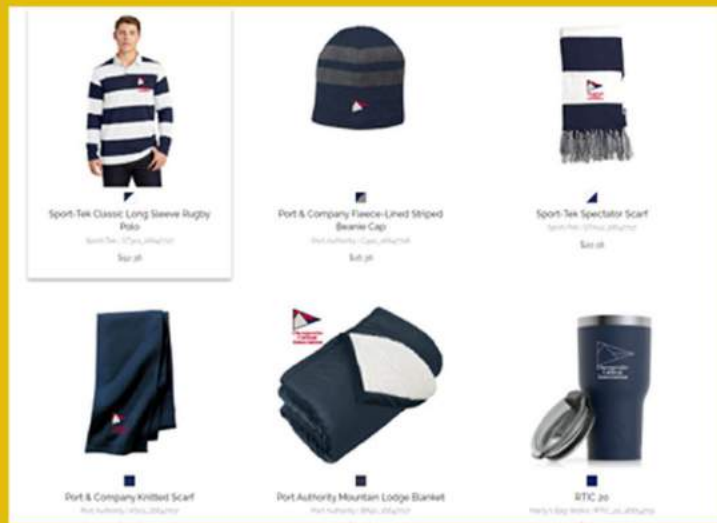
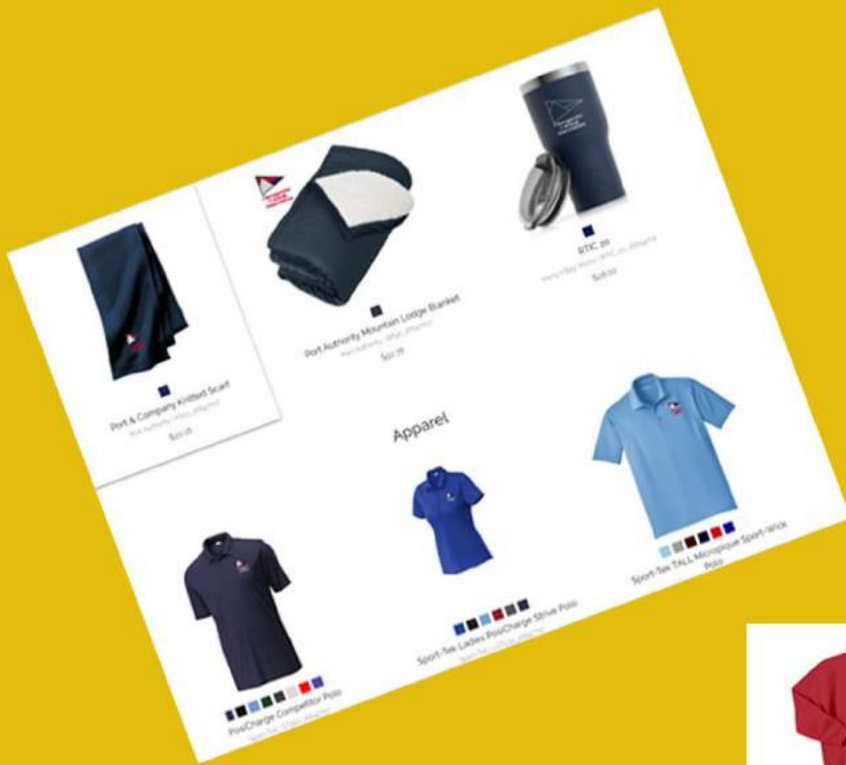
We topped the day off by going to lunch in John's 1931 Model A Roadster, with me in the rumble seat. It was good time to reflect on old times and pay respect to Mr. Brown. Although he sailed with me on Long Cruises at the end of his run, he did buy another boat, an old wood ketch with a lot of rigging (compared to a catboat). His attitude can be summed up with one phrase: "It's my ship and I'll do as I please." John was an independent, yet social creature and always up for a drink to promote and sustain catboat camaraderie. CCBA keeps John's spirit alive with the John Brown Award, a fully rigged catboat given periodically to deserving souls that exemplify that same catboat camaraderie in their contributions to the club. Rest in Peace my catboat friend.



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