

Nederlandse Catbootclub



Catnieuws nr. 33

Mei 2020

In dit Catnieuws:

- Catbootweekend 2020
- Najaarsbijeenkomst
- Artikel Amerikaanse Catboat Association website

Beste Catboot vrienden,

Ik hoop dat het jullie allen goed gaat. We leven in een spannende en onzekere tijd en moeten menig plan in de ijskast zetten. Ook het catbotenweekend 2020 kan helaas niet doorgaan. Het blijft onzeker wat er na 1 juni wel mag, we kunnen nu nog annuleren, maar so wie so zijn onze bootjes wel erg klein om aan de anderhalve meter maatregelen te kunnen voldoen. We hebben daarom afgelopen dagen, na intern beraad, afgesproken het weekend voor dit jaar te schrappen en Jasper te vragen om voor volgend jaar de mogelijkheid open te houden het dan in Naarden te doen. We verwachten wel een Catbotendag in november, maar dan zonder bootjes. (*voorstel 14 november 2020!*)

Wellicht lukt het sommigen van ons om elkaar toch nog te treffen deze zomer, hoewel de meeste maritieme bijeenkomsten zijn afgelast. Blijf goed en gezond, we zien elkaar later,
Theo

Catnieuws.

Gelukkig is er ook goed nieuws te melden: Dit Catnieuws staat weer vol van wetenswaardigheden en nieuwtjes. We willen jullie voortaan weer beter informeren wat er in onze kleine doch gezellige club gebeurt. Dus heb je nieuws, laat het ons weten.

De redactie



Vaarseizoen is weer begonnen.

Met in het achterhoofd het Catboten weekend in Naarden en de extra hoeveelheid vrije tijd, is er de laatste weken hard gewerkt aan het onderhoud van de Novatus. Op 25 april jl. ging ze het water in: nog nooit zo vroeg in het seizoen. Hoewel de wind nog koud was, voer het scheepjes met een zacht briesje en een temperatuur van 20° de haven in.

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Website

Barend, Jasper en Theo zijn momenteel bezig de website van de Catbootclub te re-stylen.

Kijk nog even naar de oude website: <http://www.catbootclub.nl> en als de informatie over jouw schip niet goed of up-to-date meer is, geef dat dan zo snel mogelijk door aan Theo.



Ook foto's zijn van harte welkom: zowel voor de website als voor het catnieuws. Boven en rechts foto's van het weekend in juni 2019

Artikel Catboat Association

Peter Plate heeft vorig jaar een interessant artikel geschreven voor de Amerikaanse Catboat Association. Je vindt het hierna bijgevoegd. Naar aanleiding van dit artikel heeft de President van de Catboat Association Tim Lund grote belangstelling voor onze catboot weekenden in juni geuit. Helaas kunnen we daar dit jaar geen verslag van doen, maar wellicht vorig jaar.

Trouwens, ben je geïnteresseerd in onze Duitse zusterclub? > Kijk dan eens op <https://www.catboot-seezunge.de>



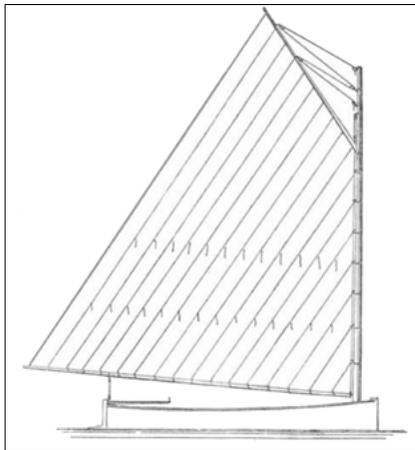
Volgende keer:

- Jan van der Sande verhaalt hoe hij van een Finnjol een Catboot maakte.
- Kijk hoe de renovatie van de stalen catboot Grown-Up uit 1933 begonnen is.

Catkreuzer -The Early German Catboats: 1880 to 1930

Peter Plate

Once the first catboats had been built in the US around the 1850s, it didn't take long before this new type of boat reached Europe. The *Una*, an open catboat of 16 ft. in length and its designer Bob Fish, played a certain role with that story. *Una* had been shipped from the US to England, and there it became quite popular as a race boat.



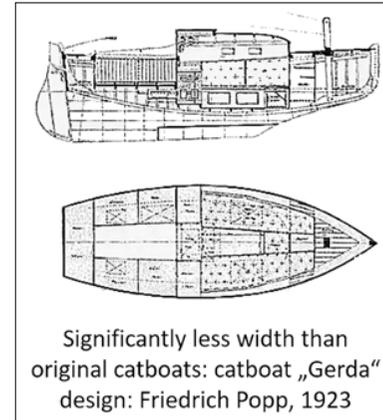
Una boat.

In deference to the country of the catboat's origin, the US, the catboats that had been built since the end of the 19th century in Europe were no longer being used for fishing or transportation. The explanation is quite simple: On one hand the local fishermen had been using their regional boat types for many decades, like the northern double enders of the Baltic sea and the numerous flat-bottom type boats such as the tjøtters, boeiers etc. in the lowlands of Dutch Friesland. On the other hand the catboats came to Europe exactly at the time of the industrial revolution, with the quickly upcoming use of engines for all kind of mechanical devices, and so for boats.

The classic American catboat, such as the Cape Cod catboat, had not simply been copied and pasted in Europe. Essentially it was the cat-rig that had inspired the European boat designers the most. In those times the sloop and cutter were the dominating rigs. Especially in narrow waters, these rigs needed elaborate handling. Without the support of winches or jam cleats, the sheets had to be tightened and manually fixed on cleats after each tack. Another fact was that foresails at that time had mainly been used to enlarge the total sail area of the boats, which was quite impressive. The complex knowhow of aerodynamic flow that we do have today, for example to use the foresail in order to achieve an improved airstream along the mainsail, was not available in those days. And the foresails had not been designed or used in that way. The early catboats showed advantages versus the sloop-rigged boats, not only in handling. They enabled even closer angles to the wind when tacking. This advantage had been very welcomed for narrow inshore waters. After a thorough research in old editions of the magazines "Die Yacht," "Ahoi" and "Wassersport" I have collected, I've summarized and commented on the reports of boats of the early designers and boatbuilders who dealt with catboats with cabins. The drawings were taken from the old articles from the magazine "Die Yacht," which are also published in the "Yachtsportarchiv."

German Catboats vs. American Catboats

From the very beginning, the German-designed and built catboats had been used as pleasure boats and never as fishing boats, or for the purpose of transportation. There were the open catboats, which were used as race boats, and the ones with a small cabin which were built as a shorter and easier to handle version of the already existing "Jollenkreuzer," as touring boats. They also were intended to add to existing designs as a low-cost version of a pleasure boat design. From the existing American catboat designs few characteristic elements would be transferred to the European designs.



Significantly less width than original catboats: catboat „Gerda“ design: Friedrich Popp, 1923

1923 Gerda Design.

This was done many decades later - in the 1970s with the catboat *Seezunge*. In the old days it was not as hard to bring a copy of this boat to Europe. The early catboats in Germany were rather unique designs with a cat-rig, which the designers named "Catkreuzer" which means catcruiser. The majority of these designs were keelboats with no centerboard. The beam was also not according to the American extreme ratio of length to width of approximately 2:1. These much more trimly designed boats needed to carry a sufficient weight of ballast in order to provide the necessary stability. The characteristic "barn door" rudders had not been used on German built catboats.



Well suited for beaching catboat with a strong barn-door rudder

Beached German Cat.

The barn door rudders have an unusually large surface area, and as its name indicates, their shape and size is one of a barn's door. They had been a result of the needed suitability of the boats for shallow waters. The American type catboats with their solid and robust built barn door rudders could, once the centerboard is up, easily be pulled up on to a beach or could be anchored in tidal zones with the boat resting on shore at low tide. These barn door rudders needed to have a minimum of surface area in order to work efficiently. And the surface area that was needed could not be achieved by vertical extension of the rudders but by stretching the rudder in the horizontal direction further to the back. These long rudders tended to dip out of the water in wavy conditions, resulting in a more difficult steering behavior. So these needs of rudders with low depth was not that much apparent in Germany and particularly around the Berlin lakes and other inshore waters. Therefore German catboats had been designed with rudders of more depth and which show more like a teardrop shaped design. In the Netherlands with their shallow inshore waters, such as the Dutch Friesland, they used their well established flat-bottom boats with leeboards for many decades. Anyhow, also in the Netherlands exist a few boatyards, which also had built some keelboats with cat-rigs. Some of them are still kept and maintained today, by the members of the Netherlands catboat club.

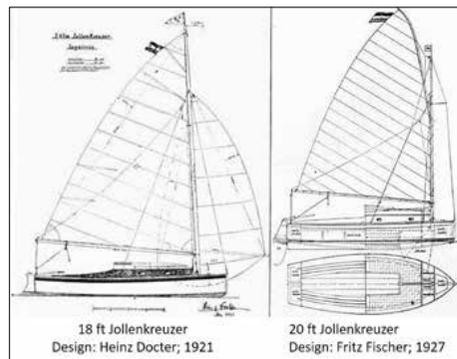
The catboats of the German designers had developed partly from the type of "Jollenkreuzer," which also became popular during that time. They were centerboard sailboats with a similar hull to some open sailboats, but with a cabin sloop-rig. They also had been offered with cat-rigs. Typical examples of these are the designs of the 18 ft. cat-rigged Jollenkreuzers from Heinz Docter and cat-rigged Sharpie - Jollenkreuzer of Fritz Fischer. But then the catkreuzers were born, designed as full keel catboats. These boats did not have centerboard cases, which would have been even more inconvenient on slim or trim designed cabins. A further difference to the American originals was the positioning of the mast. It had not been put in the very front of the bow, but just a little further back, where the bow is wide enough to allow a sufficient angle of the shrouds and forestay to support the mast. The bow was less loaded, which had a positive effect in rougher waters. These types of small cat-rigged touring yachts were manufactured at numerous small boatbuilding shops.

Unfortunately there are few remaining photos of catboats built at that time, which are of particular value. Other sources of information come from old sales advertising and boat register-lists of the various sailing clubs. As far as we know today, only three of the original catkruizers exist. Drawings and original boats remain from: Abeking & Rasmussen (two of their "little Catkruizer"), from Heidtmann (original Catboot *Catalina*), Artur Tiller (drawings of his catboats designs: Teufelchen, Svane and "6m-Catkruizer"), Friedrich Popp (Catkruizer *Gerda*), Adolf Harms (Cat-Schwertkruizer) and Harry Wustrau (Kurz und Gut).

The Old Designs - Cat-rigged "Jollenkruizer"

Two examples of cat-rigged Jollenkruizer could be found. Ship-building engineer Heinz Docter designed the 18 ft. Jollenkruizer with round bulkhead and a hard chine. On this type, Docter received many inquiries. This boat had been manufactured under his management at the boatyard in Warnemünde "Wercha" (Werft-, Reederei- und Handelsbetriebe). In 1923, the design had been worked over and then rigged with a shorter mast and gaff. The mast was then much lighter in weight, a significant advantage when taking the mast down with a tabernacle.

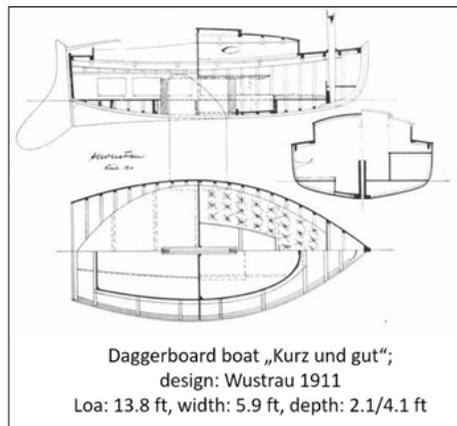
In 1927 a 20 ft. Jollenkruizer was presented by Fritz Fischer. It is not known if this type had ever been built. Docter's and Fisher's designs had both been equipped with cabins reaching forward to the mast. Another characteristic of these designs was the positioning of the centerboards, very much forward to avoid the inconvenient centerboard cases in the main area of the cabin.



1921 & 1927 Jollenkruizer Designs.

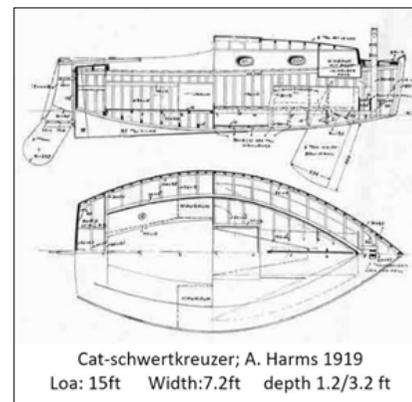
The "Catkruizer" (catcruiser)

The two smaller designs were centerboarders. The smaller one, Kurz und Gut ("Short and Good"), had an overall length of 13.8 ft. and was designed by Harry Wustrau. It had a daggerboard, but when hitting the bottom it allowed the board to flip backwards. The board had been positioned so that the centerboard case was partly in the cockpit and partly in the cabin with a depth of 2.2 ft. with board up and 4.1 ft. down. When completely up it was necessary for the hatch to be open. To lock the cabin, either the board was removed or it was left down. The cabin height of this tiny boat was only 3.6 ft. and only smaller sailors could sit in an upright position. Room for storage was under the cockpit and cabin benches, and in a small area in the bow. It is not known, if this design had ever been built.



1911 Daggerboard Catboat.

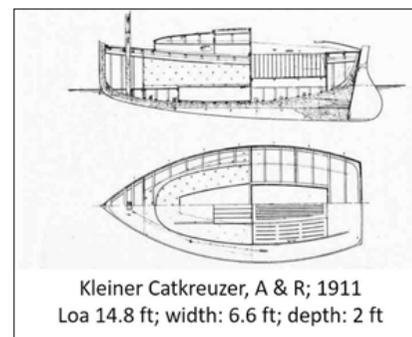
The second of the small designs is the Cat-Schwertkruizer of Adolf Harms in 1919. At an overall length of 15 ft. and a width of 7.2 ft., this design is significantly larger than the Wustraus design. Interesting was the position of the centerboard – very forward in the boat. The centerboard case begins just behind the mast. By designing it this way, the main part of the cabin was not affected by a centerboard case. An innovative solution was designed by Harms for the halcyards. They were guided through the deck and tightened on cleats mounted at the centerboard case.



1919 Cat-Schwertkruizer.

This boat had been built at the Berkholz & Gärsch boatshop in Friedrichshagen at Lake Müggelsee.

In 1911 the famous yacht builder Abeking & Rasmussen presented the Henry Rasmussen design of the Kleiner Catkruizer ("Small Catcruiser"). At an overall length of only 14.8 ft., Rasmussen had incorporated an astonishing amount in the boat. This catboat was designed as a long-keel boat that offered a roomy cabin with berths of sufficient length. Typical for A&R designs: all metal parts and fittings were especially made by A&R, from the chainplates for the shrouds, the jiffy reefing for the boom to the all brass vent fitting – to mention but a few.



1911 Kleiner Catkruizer.

According to A&R's list of the building numbers, eight boats of this type had been built in the period between 1914 and 1922. The boat with building number 401 had been built for a Mr. Hans Frese in Bremen

and the boat was named *Sonderling* (the German word *Sonderling* does not mean the bird, but means: special or peculiar). In A&R's list of building numbers, the design was then still mentioned as "Tourenkruizer," instead of the later term "Catkruizer." The next built was number 696 in 1916 for Mr. Angerich from Lichtenfelde. In 1921 there followed a series of three boats of this type, with the building numbers 1258-1260. Unfortunately, no further information is available on the buyers or boat names.

One year later in 1922 another series of three were built with the building numbers 1499-1501. Two of these were ordered from a customer in Denmark and the other for one in England. Two of these boats survive today; the building numbers 1499 (*Novatus* of Theo Nieuwenhuizen) and 1501 (*Krimel* of Rasmus Braun). They regularly participate at various boat meetings. A nice article about these two old-timers had been published in the magazine "Yacht Classic," edition January 2017. With their sail area of 183 ft² they keep up with modern catboats quite well.

Friedrich Popp designed the catboat with an

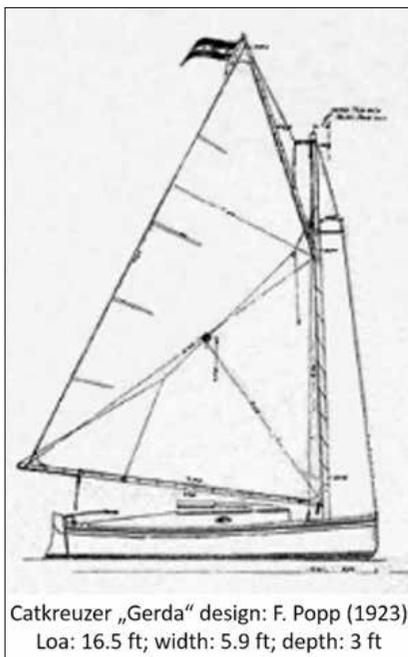


1922 *Novatus*.



1922 *Krimel*.

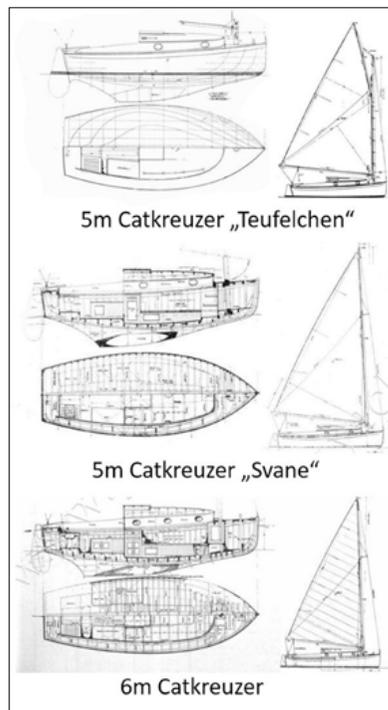
overall length of 16.4 ft. and a beam of only 5.9 ft. Gerda was a very trim catkruiser. She's a pure long-keeler with a sail area of 199 ft² and a rudder mounted on a square stern. Beside the cat-rig this design also had been offered with a sloop rig. Popp cooperated with a couple of boatyards, which he licensed to build the type. The boatyards were located mainly in the eastern part of the Baltic: Ostsee Yachtbau G.m.b.H. Werft in the former town Groß-Möllen (known today in Polish as Mielno); Haffwerft G.m.b.H in the former town Groß-Ziegenort (known today as Trzbiez); at the Stettiner Haff and the Boots-und Yachtwerft and Dipl.-Ing. Friedrich Bedezies in former Stettin (known today as Szczecin). The building time of this boat was calculated at six weeks, and it was made from oak with a lapstrake hull.



Catkruiser „Gerda“ design: F. Popp (1923)
Loa: 16.5 ft; width: 5.9 ft; depth: 3 ft

1923 Gerda Design.

are the type Teufelchen (1924), Svane (1929) and the 6m-Catkruiser (1930). All designs show the characteristic fingerprint of Tiller's designs. They all have the uniquely designed (at the time) keel with a fin shape. It allowed for easier turning when tacking and also reduced the area of resistance. The needed ballast was attached as an "iron-shoe" to the keel. Only one of the designs, the catkruiser Teufelchen (Little Devil), had been equipped with a gaff sail. All of the later designs he had equipped with a Marconi rig. Obviously, Tiller considered the Marconi of advantage because of their easier handling over the gaff versions. The catboat Teufelchen had been presented extensively in 1924 by an article in the magazine "Die Yacht." It had been made for Mr. Walter Hemming, a famous painter of marine scenes and was manufactured at the Engelbrecht boatyard in Berlin's Köpenick suburb. Made of mahogany and at 16.4 ft with a 6.9 ft beam and 2.2 ft draft, it was rigged with a gaff sail of 215 ft².



5m Catkruiser „Teufelchen“

5m Catkruiser „Svane“

6m Catkruiser

Catkruiser Rig Variations.

A well-known boat designer in Germany at the time was a ship-building engineer from Berlin-Charlottenburg, Artur Tiller. He designed a large variety and number of boats and ships. Among his designs are several for catboats. Three of those he designed with a cabin as a catkruiser. They



Catboat „Teufelchen“

1924 Teufelchen.

A few years later he designed another 5m catboat, the Svane. In deference to the Teufelchen, the Svane was trimmer and rigged with a Marconi sail of 215ft². It was reported that from this boat, a smaller series had been manufactured at boatyard Müller in Kladow, Berlin-Spandau. The order for a slightly larger version Tiller received, came from Switzerland. He designed the 6m-Catkruiser. At an overall length of 19.7 ft. with a 7 ft. beam and depth of 2.3 ft., the 6m-Catkruiser was also equipped with a Marconi rig and a sail area of 269 ft². It was built at Yachtwerft Grimm in the Swiss town of Gottlieben.

The last boat of this summary is a preserved catboat of the renowned boat building company of Hamburg Heidtmann with building number 5379. At an overall length of 19.7 ft. and a beam of 8.5 ft., it displaced about 4,410 lbs. Although catboats had been designed and built at Heidtmann from the 1880s, no designs seem to have been preserved. Luckily a Heidtmann catboat had been preserved out of the five built in 1930. This boat is the catboat *Catalina* and was designed as a centerboard catboat with many similarities to American catboats.



1930 Catalina.



1930 Catalina.



1930 Catalina.

(Editor's Note: The German translations and words may be unfamiliar and others difficult to associate with the English. One word used is "Jollenkruiser" – which translates to "small cabin cruiser." This word is still used today in describing just that... no matter the rig style. See more cats at: www.catboot-seezunge.de.)

