



Cleveland
Amateur Boatbuilding
and Boating Society

the C·CLAMP

WES ROEPKE— 50-YEAR MEMBER

Wes Roepke has been a CABBS member for fifty years. CABBS was founded 58 years ago as the importer and distributor of the Mirror dinghy sailboat kit from England. Members have been building wooden boats ever since. Wes has been a member almost from the very beginning and we couldn't let that go unnoticed. Fifty years is a long time and lot of sawdust.

Cheers to you, Wes.



April Speaker—Matthew Daley

Our guest speaker at the April meeting was Matthew Daley. This was his third presentation to CABBS, but he wears at least three hats. He's an antique outboard motor specialist, a towboat captain, and the owner/operator of a fishing charter boat out of Vermillion. He holds a USCG Master's license, but for all of his accomplishments he describes himself simply as a water enthusiast. His love for the water was the rudimentary peg he hung his career hats on. Not everyone gets away with that.

His zeal for all things nautical was evident, and he had stories to make the point. There was an old aluminum boat parked on a trailer on the lot of his elementary school, and whenever he could he climbed in to play sailor. He was eight years old. Later as an adult he recognized the old boat of his youth elsewhere still on the trailer. He bought it and restored it. It's the only boat he won't trade for another, something he has done many times along the way to his 28' Pursuit charter boat. He claimed he always traded up, "without spending the grocery money." He said he made money on the buy, not the sell. In between must have been a lot of hard work.

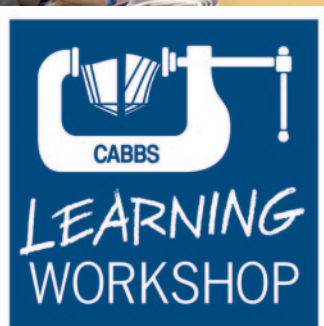
Matt paid tribute to his mentor, Captain Daniel Dennis, who inspired him to obtain his certification. Turns out our own Jodi Carpenter acquired her USCG 50 ton Master's license under his instruction as well. Seems he's the guy to talk to if anyone is interested.

Finally, Matt left us with a few good tips. Don't leave common sense at the dock. Know a few good knots. Spend more time planning a trip than taking one. Sailors need to carry an anchor and use it before they ground. Power boaters get into trouble with dead batteries. He carries a small, light jumper battery pack good for 16 starts.

Tom Wagner thanked Matt for an entertaining afternoon and lightly brought up the idea of a CABBS fishing trip. "I guarantee you fish," he said, "but it might be Mrs Paul's." —Lou Brodnik

MAY 2026

Celebrating Our 58th Year!



APRIL LEARNING WORKSHOP

Trailer Maintenance

In our April Learning Workshop, Paul Jira presented on Trailer Maintenance. He covered everything from the tow hitch to the lights and all the components in between plus some tips on safe towing practices. The workshop included a very thorough PowerPoint presentation and hands on learning with hubs/wheel bearings and lighting systems. As always many tips were shared from the group. *If you have a trailer question—Just Ask Paul!*



MAY WORKSHOP

RIGGING THE SMALL SAILBOAT

Instructor: Ron Abate
May 9, 9:00–11:30 AM

Ron and friends will review the setup and options for sailing hardware and lines to ready your sailboat for the new season. If you were wondering what a gennaker sail is, Ron will have the answer!

JUNE WORKSHOP

EPOXY 101 FOR BOATS

Instructor: Paul Herrgesell
June 13, 9:00–11:30 AM

Learn the various applications of epoxy in boatbuilding, includes hands-on work mixing and applying.



LOWER LAKE REGATTA 2.0 May 24, 12:00–3:00pm Lower Lake, Shaker Heights

There has been a long debate about the future of Lower Lake Dam and the lake itself but come out and enjoy the lake as it has been used for over 100 years of boating. See the location of the former boathouse and home of the Shaker Lakes Canoe Club. This event is suitable for row, paddle or stand-up boats. Put-in is at the Southwest corner of the lake by South Park Blvd and Brook Rd.

If you have any questions, contact CABBS member Mike Madorsky, 216-215-4980, mjmland@sbcglobal.net.



CABBS Summer Boating Events

We have two multi-day outings planned for this summer that are open to CABBS members. See descriptions below.

ALLEGHENY RIVER PADDLE TRIP—JUNE 25–28

This trip starts near Warren, PA and travels down the Allegheny River with three nights of camping on islands in the river. Suitable for canoe, kayak or scull it is almost all flat water with only two Class 1 rapids. We travel self-contained with food, water and camping gear.

Registration opens now and closes June 15. To register or for more information, contact: Paul Herrgesell at 216-272-3327 or paul@pherrgesell.org.

ERIE FLOAT TRIP—AUGUST 6–9

This trip starts in Lockport, NY and travels to Rochester including travel through some of the locks. We will camp alongside the canal and dinners will be at the towns we stop in. Open to canoe, kayak or sculls this is flat water paddling with no rapids but some boat traffic to maneuver around.

Planning Meeting—May 20, 7:00 pm at CABBS Workspace

We will meet to discuss the details and options and create a float plan. If you are interested or curious, come join us! If you can't make it but are interested, you can find out more by contacting:

Paul Herrgesell at 216-272-3327 or paul@pherrgesell.org.





CABBS Clean-up Day Complete

Many thanks to the members who showed up on April 25 to organize and clean up the workspace and library. Every corner was cleaned and much was thrown out so the workspace is at its best! Let's keep it that way with a few reminders:

- Sweep up your workspace and power tools that you have used.
- Finish off with the Kirby vacuum to get all the dust.
- Be sure to turn on all the dust collection equipment on the saws, planers and sanders when in use. When you don't get much suction, empty the unit!

Enjoy the workspace!

From the Workspace Leader

Many thanks to all of the people who helped with the spring CABBS Workspace Cleanup. I am so pleased with the turnout that we had and with the wonderful job they all did! About eighteen volunteers worked together this past Saturday to clean house. Thank you all.

CABBS has a renewed focus on dust control in our shared workspace. The cleanup event helped to get this initiative off to a good start. But we have a lot of work ahead to keep the dust under control. It is imperative that everyone participate by minimizing the dust generated and to clean up any amount of dust remaining in the shop.

Why is dust control important? First, nearly every person working on a project at CABBS needs to finish that project. Finishing is an expensive and labor intensive process that requires cleanliness. Dust on the floor inevitably gets disturbed and contaminates other areas. Second, dust is a known health hazard. For this reason we strongly recommend that you protect your lungs while working around dusty environments at CABBS or anywhere else.

If you have ideas on how CABBS can better manage dust control, please share your thoughts with us. If you are interested in working on projects at CABBS to improve the workspace, please let me know.

Thanks again to all our volunteers!

— Vic Janezic

vjanezic@cabbs.org

216-906-0759

HOT DOG DAY—Sunday, May 17, 10:00 AM–2:00 PM

Chippewa Lake Yacht Club, 5878 Longacre Lane, Chippewa Lake, OH 44215

Hot Dog Day is the CABBS kick-off to the summer boating season. Jim Weakley is again graciously hosting us at the Chippewa Lake Yacht Club's excellent outdoor pavilion and clubhouse. There is a launch ramp on the grounds. If you need a deeper ramp or have a powerboat, the public ramp across the lake will serve you well. You can cross the lake and tie up at the club's pier. No boat? Come as you are.

CABBS will provide the burgers and hotdogs. Please bring a side dish or dessert. If your last name begins A–M, bring a side dish; N–Z, bring a dessert.

Kindly RSVP by May 14 so we can plan on the size of crowd. Let us know who will be coming with you. Guests are welcome. Just reply to Lou Brodnik

at CABBSnewsletter@gmail.com. That's the same email that carried this newsletter so you can use the single reply at the bottom of this email. Don't "reply all." If you can help with the set up arrive at 9 AM.

[Here is a map to the Chippewa Lake Yacht Club.](#)

It can be tricky to find. Enter "The Oaks" Lakeside Restaurant in your GPS. Go past The Oaks to the private drive that says "authorized or emergency vehicles only." The drive turns right and you will see the clubhouse and new pavilion.



**The Oaks
Lakeside
Restaurant**

Longacre Ln.

**Chippewa Lake
Ohio Historical
Society**

Parkway Dr.

Lake Rd.



 **Chippewa Lake Yacht Club**



A Better One-Handed Clamp

by Ed Neal

Spring clamps are great for quick clamping with one hand. But they have a few big limitations: limited jaw size and difficulty grabbing on angled surfaces. The Masterforce clamp available at Menards moves beyond those limitations.

The jaws pivot to more easily adapt to angled or rounded surfaces.

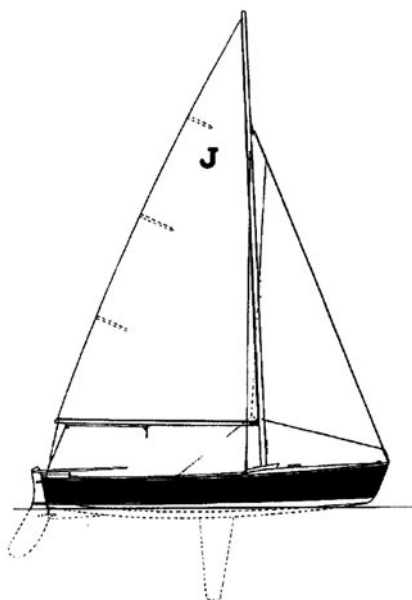
The clamp arms can be extended to increase the gripping mouth size. Each arm is individ-

ually adjusted which can be handy working in a confined space.

Squeezing the clamp locks it in place. A push tab releases it.

The Masterforce clamp from Menards offers lots of versatility in a one-handed clamp and at \$10 deserves a place in the toolbox.

Note: Menards stocks two versions of this clamp, one with adjustable jaws and one without. Choose carefully!



Free Boat!

I have a 1965 Blue Jay 13 Sailboat that needs restoration. It is made of mahogany marine ply and has some delamination but I believe it can be repaired without replacing sections of the hull. The deck however needs replaced. It is all together but needs work. I simply don't have the time for it and would like to pass it along to someone in CABBS. Heck, even if they don't restore the boat, there are a lot of bronze fittings like sail track, sliders, pintles etc that might be handy. I want to keep the trailer however I will deliver it to whomever might want it. If no one takes it I might make it into yard art or firewood which I would prefer not to do. It is a really cute little boat—it was actually the trainer for Lightning class racers. About 6,500 were made going back to the 1930s.

—Bob Dianetti

BUILDING *the* GOAT

I SET OUT TO BUILD A BOAT without any real knowledge of how to do it. The idea came to me while recalling a trip to Oxford when my wife and I rented a punt. I remembered looking young and heroic standing on the stern, pushing us along a calm river. Looking back on the photos later, I thought, “I wonder if I could make one of those.”

After some late-night internet searches on boatbuilding, the idea evolved into building a sailboat. After all, I already own a Catalina 30, but I’ve always lamented that I can’t take it to the small lakes where we vacation every summer.

That search eventually led me to a design by Michael Storer: the Goat Island Skiff. The Goat is a lightweight, stitch-and-glue sailing dinghy, about 15 feet long, designed to be fast, simple, and accessible for amateur builders. It has a flat bottom, a narrow, elegant hull,

and a balanced lug rig that gives it both a classic look and surprising performance.

I ordered the plans for around \$100 and stared at the materials list, scratching my head. Translating from metric to U.S. units? How would I find wood that was 16 feet long? And perhaps most importantly, how would my marriage survive building this thing in the garage?

Most of those questions started to resolve themselves when I found the Cleveland Amateur Boatbuilding and Boating Society at the 2024 Cleveland Boat Show. Within a month, I had found a supplier for wood, a place to build the boat, and, most importantly, a group of people far more experienced than I was. I still didn’t know what I was doing, but at least I knew I could ask for help when I needed it.

The Build

The Goat Island Skiff is widely known as a simple design often recommended as a first “real” boatbuilding project. People will tell you it goes together quickly, that it’s forgiving, and that you don’t need a full woodworking shop or decades of experience to get a beautiful result. That turned out to be mostly true.

At its core, the boat is made from three main panels of marine plywood, stitched together and



by James Krouse

I had set out simply to build a fun boat to sail. But there’s something more to it . . . a quiet charm in watching a wooden boat with a lug sail glide across the water, a red ribbon streaming from the mast.

With occasional regularity C-CLAMP will feature CABBS member-built boats. If you have a boatbuilding story to share, please send it to us at crowsfootstudio@gmail.com.

bent into shape around a light-weight frame of Western Red Cedar, all bonded with epoxy. It's a deceptively simple system that somehow transforms flat sheets into something that unmistakably looks like a boat with classic, sweeping lines.

Getting those plywood panels to bend into place, however, took some persistence. Eventually, I settled on using ratchet straps to pull everything together and fine-tune the shape before locking it in with epoxy. It felt improvised (because it was), but it worked.

Once the hull took shape and the boat entered what I'll call its "three-dimensional phase," I fell into a trap that I suspect many builders will recognize: it suddenly looked finished. In reality, I was probably only about 20% done.

From there, the project became less about complexity and more about time. Late nights. Long weekends. A steady push to finish in time for the summer of 2025, when I hoped to take her to Canada.



One of the most challenging steps was building the mast. The design strongly advocates for a hollow, box-section mast, lightweight and strong, but constructing it is another matter entirely. It involved cutting and scarfing four long pieces of timber into 16-foot lengths and then assembling them perfectly straight in all dimensions. That's harder than it sounds. In truth, I never got it perfectly straight.

That said, it turned out straight enough. And so far, no one has commented on it being crooked. At least not to my face.





That's the real reason we build boats, or really anything at all—not to recreate the past, but to create something we can carry forward.

Sailing the Goat

People often describe the Goat Island Skiff as surprisingly fast, even in light wind. Some even compare it to a Laser in terms of performance. Others describe sailing it as something closer to a “rodeo show.”

After launching in about 15 knots of wind off Whiskey Island, I can confirm that both descriptions are accurate.

The boat accelerates quickly, even with a second reef in the sail, and it heels more than you might expect if you're used to heavier boats. But it also feels alive in a way that's hard to describe. The slender hull slices cleanly through the water, and when the wind picks up, the hard edges of the flat bottom bite into the surface almost like a keel.

Later that summer in Canada, the boat became something of a minor celebrity on Lake Rosseau. People would stop to ask about it. At one point, two of our teenagers caused a bit of a stir at a local antique boat show when they sailed it into town to grab pizza.

I had set out simply to build a fun boat to sail. But there's something more to it than that. There's a quiet charm in watching a wooden boat with a lug sail glide across the water, a red ribbon streaming from the mast. It draws attention in a way that more modern boats never quite can do.

Why Build It?

Before I started this project, I seriously considered just buying a small used sailboat. It's not hard to find one. Facebook Marketplace is full of fiberglass dreams collecting dust in garages.

But at some point, I said to my wife, “I think I need to do this. I need to build something beautiful.”

I'm not entirely sure whether what I built would qualify as beautiful in the traditional sense. But the process was—the friends I made along the way. The skills I learned. The mistakes I had to work through and around. That's its own kind of beauty.

And yes, sailing a boat you built with your own hands across a smooth lake on a summer

afternoon. There's a kind of beauty in that too.

Looking back on why I wanted to build a boat, I think again of punting on the Oxford river. Was I trying to capture something from the past? Maybe. But sailing the skiff, the water lapping against her hull, the sail snapping as it catches even the slightest breeze, the quiet rhythm of oars dipping into the water; that's something else entirely.



That's the real reason we build boats, or really anything at all: not to recreate the past, but to create something we can carry forward.

We're taking the Goat back to Canada again this summer. With a little luck, I'll fix the small leak in the centerboard case and finally get her name on the back of the transom: **REDTAIL**.

CABBS LEADERSHIP DIRECTORY—2026

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