



CATSCAN

Newsletter of the Clinton River Catalina Association

Founded 1988

Final Issue , 2004

Calendar

Social Schedule

Commodore's Ball Mar 19
(At Zuccaros, 16 Mile and Groesbeck
Clinton Twp.)

Cruising Schedule

Windsor, Lakeview Marina (tentative)..... Jun 11
Metro Beach Jun 25
Radlins Marina (Thames River) Jul 2-3
Belle River Jul 9
Metro Raft Off (tentative) Aug 6
Cove Marina (Thames River)Aug 20
Windsor, Lakeview Marina (tentative)....Sep 3-4
Metro Beach, Pumpkin Cruise.....Oct 8

Racing Schedule

See the March, 2005 issue for race dates and
other information.

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Mike Bracket Vice Commodore .586 263-1769
Janet CreedSecretary248 623-0628
Sandy BousumTreasurer586 954-2727
Ken BousumMember-at-Large
And Club Resource Coordinator586 954-2727

2005 Committee Chairs

Paul KurkowskiConstitution586 675-8211
Gayle & Eric Locke...Cruising248 526-9686
Doug PostRacing586 412-7864
Bill LundyMembership586 228-5864
Ted WingNewsletter248 373-5463
Deanna Lundy.....Social586 786-1673
Gae WingPhotographer ...248 373-5463

Commodore's Corner

Jack Creed - Commodore

Well, T dock looks pretty empty when we go to check **Flying Duchess** on the hard. Winter means projects for the next sailing season. Some of the projects I've begun to tackle are that dam leaky port light which happens to be on the port side, nagging roller furler problems, a new anchor light and a new helmsman's seat. I have started on some and finished others, but I hope procrastination doesn't set in before spring.

It was great to see everyone at the membership meeting. The Kent Sails people were gracious hosts indeed. I did notice everyone looked a little different to me. I know what it was! There were only faces and hands showing instead of the knees, feet, elbows and even some bellies that are normally exposed when I see y'all. Winter must be near. This is a good time to welcome all the new and not so new Officers aboard.

Early next year the cruising crew of **Flying Duchess** will be setting sail out of Barbados in the Atlantic for a ride up the windward islands on the **Royal Clipper**. She's a 5 masted square rigged ship, the largest such in the world. We'll be stopping at 7 ports of call in the sun and warmth of the little latitudes Watch for a report in the March Catscan.

Commodore "Skipper" Jack, "**Flying Duchess**"

A special thanks to Kent Sail Co. for
hosting our December meeting.

Also note they are offering discounts on new
sails and cleaning through 2004.
Call for details. (586 791-2580)

Editor's note:

The following story, written by James Glasson, was submitted by club member Jack Gray. Jack and James participated in the 2004 C30 Nationals on San Francisco Bay. This story leads up to the race. We will post a race account on the CRCA web site.

San Francisco or Bust(ed boat)!

James Glasson

First Mate, Lady Godiva, Catalina 30 MkII, 4917

It was one of those occasions that just make you smile. The day had finally arrived. Jack, my father-in-law, sailing partner and friend and I were on our way to the Catalina 30 National Regatta hosted by the Bridgeview Yacht Club in San Francisco. The event was, in a sense, a homecoming for the Catalina 30 National organization and the boat's manufacturer. The BYC is host to fleet number one in the C30 organization and 2004 was the 30th anniversary of the Catalina 30, one of the most successful production boats ever made. For us this was a trip of many firsts: first time traveling to a "foreign" body of water for a regatta, first time chartering a boat and my first time in San Francisco.

The flight arrived without incident and we quickly got the nickel tour from a local, not too distant relative who then dropped us at the hotel. We had flown in a few days early to do some sight seeing, prep the boat and do some casual sailing on the bay.

We were staying one block off Fisherman's Wharf and thought there was no better place at the moment to take a walk and grab a late lunch. Alioto's was a good choice. After lunch we went to check out the chartered boat. Its berth is in the public docks in the very shadow of the famed St. Francis Yacht Club and the Golden Gate Bridge.

At the dock we did a quick survey of the boat. It came with a local lore of being fast but not necessarily pretty. Her current owner had been transferred out of town for work and while gone, the boat was left to elements. Everything was there, she just looked tired. Mechanically, salt water does interesting things to tracks, jam cleats and blocks. Those would need to be addressed. The bottom was smooth but was growing a host of plant life. A diver was already lined up to take care of that later in the week. Just prior to leaving for California we got news from the owner that the engine, a late model gas powered Atomic 4, had been misbehaving. It was recently rebuilt. We were

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From the Poop Deck **Seaworthy Ideas and Stuff**

Paul Kurkowski

Ahoy mates. Happy Holidays, I trust that Thanksgiving was a treat for us all.

Our boats are all put to bed for that long winter sleep. Tarps are tightly drawn to keep out winters' elements. The season for sail is at the end of its time.

Just before getting into the mini-van, I gave Spacehunter a pat on the hull and whispered, "See you soon".

I just read where Harsens Island is raising funds to battle what residents are calling an "invading plant species" threatening and overtaking other native plant species. To clarify, the plant is growing rampant throughout the entire St. Clair Flats Basin. The plant even has a formidable name; it is called "Phragmites".

Yep, these common reed plants from the family of grasses are our new invaders to keep at bay. Now why all of a sudden are these the bad guys? Why would these reeds, that I have seen growing in the shallow waters of the basin flats and the islands for decades, be a threat? I just don't know. Not only are these reeds used for the making of baskets and mats, they've been used to make food and medicine. Chances are that if you should have a thatched roof on your house, it's made of Phragmites. Best of all, these plants are nature's "bioremediates". They clean waters containing waste material, including heavy metals and sewage.

Come on, we can't expect those pesky Zebra mussels to do it all. I think that having natural cleaners for both the plant and animal kingdoms is the way to go. Spread it out, why put the burden on just one species. The Flats, well that is like the perfect location.

More stuff: If you're interested in becoming a lighthouse keeper next year, the Grand Traverse Lighthouse Museum (located north of Northport) is accepting applications to become a keeper from April to November 2005. Keepers live in an apartment in the lighthouse for one or two weeks. There's a program fee per week of residence: \$170 for members (\$195 non-members). Primary responsibilities are to greet visitors and provide historical information about the museum, assist in the gift shop and help with maintenance of buildings and grounds. For information, application and a handbook, call 231/386-7195 or visit grandtraverse-lighthouse.com. It could be a fun way to spend a couple vacation weeks and you get to pay to work!

That's it for now.

Casting off all lines. Color me gone.

Paul Kurkowski "Space Hunter"

Cruising Corner

Gayle & Eric Locke - Cruise Committee
CRUISING CORNER

Boats are all tucked in their winter wrappings and there is a fine layer of white outside which just made it all the better seeing the warm smiling faces of our sailing buds at the December meeting. Dreaming of our warm days of cruising is probably what inspired our members who have already agreed to be our cruise leaders for next year. Thank you!

Although the summer had been cool and gray we had an average of 14 boats attend each of the cruises in 2004. Good times and lasting memories were again the order of the day. During Knight'n Gayle's travels this summer we met many other sailors from different clubs. All were astounded to hear the number of cruises we plan and the high attendance of our club members. Again, many thanks to all of our cruise leaders; their efforts gave us superb itineraries and loads of fun. And to our cruisers, it's all about you!!

Most of the cruise reservations have been made for next year and it's time to starting marking those brand new calendars with the 2005 cruises!

Smiles,

Gayle Locke *"Knight'n Gayle"*

June 11, 2005

Windsor Lakeview Marina (tentative date)

Leaders: Eric & Gayle Locke

June 25, 2005

Metro Marina

Larry & Kathy Caricchio

July 2 & 3, 2005

Radlins Marina

???

July 9, 2005

Belle River Marina

Creeds, Lundys & Wings

August 6, 2005

Metro Raft Off (tentative date)

Roy & Jude Schoenherr

August 20, 2005

Cove Marina

Joe & Claudia Jenosky

Continued in next column

September 3 & 4 2005

Windsor Marina (tentative date)

Ken & Sandy Bousum

October 8, 2005

Metro Pumpkin Cruise

Glen & Becky Ellison

Editor's note: Looks like Gayle is looking for a sponsor for the Radlins cruise July 2-3. Drop her a note if you can help. Watch your email and the March Catscan for more cruising information.

Social Register

Pat Morell & Sandy Bousum -
Social Committee

Ahoy, all you people who love to party!

Please mark your calendars for the 2005 Commodore's Ball, which will be held on Saturday, March 19 at Zuccaro's Holiday House. Zuccaro's is located at 16 Mile and Groesbeck in Clinton Twp.

We will have a buffet dinner followed by awards and plenty of dancing with a D.J. Also, don't forget Gae's photographs of all the past year's events that you can view. We will honor all the past year's officers and committee chairpersons as well as pass the gavel to the new officers.

More details of this event will be coming in February via mail and e-mail so make sure your dues are paid up and the membership chairperson has your correct addresses. We encourage everyone to attend as it is always a fun filled evening. Hope to see you at the Ball!

Pat Morell

"Bittersweet"

Sandy Bousum

"Stinkin' Gringo"

**The Catscan editorial staff wishes you,
your families and crew the best and happiest
holiday season.**

**May it bring you the peace and
contentment of a steady breeze on an
easy beam reach.**

Membership Report

Bill Lundy

We currently have 37 boats. The total includes *Silent Dream* a 36 and owners Charles and Linda Reed. *Silent Dream* will be berthed at Markley Marine.

A friendly reminder: CRCA dues are due on January 1. Save yourself the hassle of writing a check and addressing an envelope and all that on New Year's Day and send it in now. Checks payable to CRCA should be sent to me at the address on the application form.

While filling out the form, note the new \$32 price for a club burgee. Thanks to Vice Commodore, Mike Bracket we have a new source. Not only is the price lower, but the quality is excellent. If your current burgee is looking a little tattered or if you'd like a

CRCA Web Site, www.crcasail.org

Remember, you can check our web site for cruise and race schedules. The site also provides the opportunity to set up your own e-mail account or use ahoythere@crca.org to send a message to the whole club. Check it out!

fresh one for the wall in the rec room now is a good time to order. As a plus you'll only have to address one envelope. There are no handling or shipping charges.

(Note: Personal deliveries at the dock may be available. There is an added charge of a cold beer for the service. No kidding, it will be warm again; sometime.)

Your friendly Membership Chairman

Bill Lundy - "*Deanna J*"

reassured it was nothing to worry about as a mechanic was scheduled to come out before we arrived to resolve any lingering issues. Turns out the mechanic had some truck problems and had yet to arrive. The engine would start, but it wouldn't stay running. A few cell calls later we decided to wait a day for the mechanic to show up. No sailing today. Let's go eat dinner and call it a night.

Wednesday morning we got in contact with the owner in Seattle to see if he had heard from the mechanic. Nope. Hummm. Well, we came a long way to sail so we decided to look at it ourselves. Sounds reasonable enough except we have a diesel in our Catalina and little experience with the Atomic 4. We lined up some afternoon help from a couple of the BYC members who had the same engine. We had the rest of the morning for a little more sight seeing. Did you know cable cars need to be manually turned around at the end of their line? We didn't, but we watched them turn a few around by hand. Close by was Ghirardelli Square; the original home of the chocolate company, now home to some good shopping. We'd go there next.

A call signaled our help was on the way so the tourist event ended and we were back to get our boat running and ready. Deductive investigation revealed water, lots of water, in the fuel tank likely caused by a missing o-ring for the fuel fill cap on the deck. There was too much water to just simply add dry gas. As water is heavier than fuel, we were able to drain off a couple gallons via the fuel line. A new filter arrived and was installed, some additives poured in and with much less water in the tank, the engine was now purring happily. It was time to celebrate with a nice dinner. But, again, no sailing this day. Humph.

What the heck is all that noise outside? A quick check of the clock said it was 6:30 AM, slightly confused I looked out the window to discover our hotels cleaning staff was on strike and picketing. We'd learn to accept "light cleaning" for the rest of our stay. But we were not here to hang out in the hotel. The boat was fixed, the rest of our pieced together nationwide crew was on their way into town. So, with nothing pressing to be done, we had a few free hours for some major sight seeing. We needed to cover ground quickly though because we really did only have 3 hours. Then we needed to move the boat down to the BYC docks in preparation for the start of the regatta the next day.

We decided to rent a couple scooters. This turned out to be the highlight of the non sailing portion of our trip. San Francisco has a well marked tour path to follow around the city. With minimal stops you can complete it in about 2.5 hours. You could easily take an entire

day though if you stopped and actually toured many of the attractions and sights. We rode around and stood in the shadow of the Golden Gate Bridge, traveled through some well to do neighborhoods, admired the architecture, stood out on the viewing station to get a westerly view of the "Gate", visited Cliff House, cruised along the ocean, rode past the newly restored Dutch windmill and on through the large Golden Gate Park. On our way back to the Wharf, we stopped at the center of the universe (according to Wavy Gravy) located on the corner of Haight and Ashbury streets. We saw the famous "painted ladies" (think of the beginning of the old TV show Full House) Victorian houses and we rode down some of the most insanely steep streets on Russian Hill. Half the fun was just riding the scooters around town, but the backdrop of our tour was fantastic.

The crew was arriving, and the sight seeing was over (the land based portion anyway) and it was time to do some sailing! With a last inspection and a freshly scrubbed underside, we were ready to go; finally! To get to the BYC you need to sail past the big "rock" in the middle of the bay with the famous Alcatraz Prison resting atop it, go under the bay bridge and hang a left past the cruise ships. The scenery to port was great and the view of the city and the many piers to starboard wasn't half bad either! We half joked about how close you could sail next to one of the many container freighter ships traversing the bay. We normally steer well clear of them at home, but here it's like they're part of the local fleet. That would take some getting used to.

Friday arrived and the regatta was, in total, 3 days of fun, frustration but more than anything else just great sailing. This is San Francisco Bay we were sailing on after all! But that is a whole other story. We had our ups and downs on the race course and at the end of 4 long races held over 3 days we came in second place over all in our non-spinnaker division. Not bad for a bunch of out-of-towners racing against the locals.

Next year the Catalina 30 National Regatta moves to Seattle. We learned a lot on this trip that will come in handy for our next out of town sailing adventure. Back to reality though, we had to go home and prepare to put Lady Godiva up for the hard Michigan winter and dream of sailing for the next 6 months until the snow and ice disappear in the spring.

Our parting conversations with many fellow sailors this trip all seemed to end with a smile, friendly handshake and "See you in Seattle?"

Yes you will!

James Glasson "*Lady Godiva*"