



# CATSCAN

## Newsletter of the Clinton River Catalina Association

Founded 1988

March, 2005

### Calendar

#### Social Schedule

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

#### Cruising Schedule

Windsor, Lakeview Marina ..... Jun 11  
Metro Beach ..... Jun 25  
Radlins Marina (Thames River) ..... Jul 2-3  
Belle River ..... Jul 16  
Metro Raft Off ..... Aug 6  
Cove Marina (Thames River) ..... Aug 20  
Windsor, Lakeview Marina ..... Sep 3-4  
Metro Beach, Pumpkin Cruise..... Oct 8

#### Racing Schedule

Tune up race ..... May 12  
Spring Series ..... May 19, 26, June 2, 9, 16, 23  
Spring make up race (if needed) ..... June 30  
Fun Race and Picnic ..... May 21  
Fall Series ..... Aug 4, 11, 18, 25 Sep 1, 8  
International Regatta ..... Sep 10

#### 2005 CRCA Officers

Jack Creed .....Commodore .....248 623-0628  
Mike Bracket ..... Vice Commodore .....586 263-1769  
Janet Creed .....Secretary .....248 623-0628  
Sandy Bousum .....Treasurer .....586 954-2727  
Ken Bousum .....Member-at-Large  
and Club Resource Coordinator .....586 954-2727

#### 2005 Committee Chairs

Paul Kurkowski .....Constitution .....586 675-8211  
Gayle & Eric Locke.....Cruising .....248 526-9686  
Doug Post .....Racing .....586 412-7864  
Bill Lundy .....Membership .....586 228-5864  
Ted Wing .....Newsletter .....248 373-5463  
Deanna Lundy.....Social .....586 786-1673  
Gae Wing .....Photographer .....248 373-5463  
Erv Zimmerman.....Web Master.....586 949-3527

### Commodore's Corner

#### **Jack Creed - Commodore**

The membership Chairman has been busy, so I get to welcome some new members to the Clinton River Catalina Association: Charles & Linda Reed, Peter & Kathy Fredrickson and Peter & Renee Kay:

**--WELCOME--**

Spring is fast approaching, after a Caribbean winter holiday in the 13 degree latitudes of the windward islands. We once again sailed on the Star Clipper line. This time on the **Royal Clipper** a 5 masted square rigged ship out of Barbados. We had a week of sandy beaches and fond memories.

Now it's time to plan for the spring launch and check out the safety gear: life jackets, flares and man overboard system, just to name a few. My launch will be the third week in April. The Admiral will want to spend the weekend aboard, so the starboard port light will need to be installed after being discharged from the window doctor. The leaky port has been a headache for a while.

I am looking forward to the Commodore's Ball, which is always fun and another prelude to spring.

The CRCA has a full schedule of cruising and racing activities planned for the coming sailing season, so plan on enjoying some or all the events. We can always use new members for racing and cruising, so tell each Catalina sailor you meet about us.

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

#### **Royal Clipper**

She's 439' long  
with a 54' beam  
and draws 18.5'.  
She carries 42  
sails totaling  
56,000 sq. feet  
when fully  
rigged. Maxi-  
mum passenger  
capacity is 229.

Photo by  
Gae Wing



I want a boat that drinks six, eats four and sleeps two.  
- Ernest K. Gann

**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. In the last issue we printed a story that lead up to the race. This article covers our intrepid club members as they compete in the regatta.

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

**Paul Kurkowski**

Ahoy mates. I hope the month of February has been kind to you all. Traditionally it's the coldest month of the year. That's when most of us, at least for a week, migrate to a warmer climate.

Speaking of climate, it appears that snowfall and the lack of it, is not the primary reason for dropping lake levels.

According to coastal engineer firm W. F. Baird Associates, the real reason is the St. Clair River.

Yep, hold on to your flip-flops. The real cause is development. The human alterations to River St. Clair has turned it into, possibly, the worlds largest drain. The shipping channel was dredged to 27 feet in 1960-62. The problem is at its worst in the area under and around the Blue Water Bridge extending all the way to the Black River. The channel, in this area, is 60 feet deep and the erosion is at its worst due to the influx of the higher volume of water. That is, "The Drain." Normal sedimentation, which is the opposite of erosion, has been stopped by the construction of seawalls so we can keep our beaches and coastline. The riverbed sands and gravels, which also keep erosion in check, are being and have been mined away for construction materials.

We owe all this new knowledge to a group of 4,000 families known as the Georgian Bay Association. They paid \$200,000 for a six-month study to give them some answers to the falling levels of Lakes Michigan and Huron.

On the bright side, Lakes Ontario, Erie and St. Clair will be at or near normal level this boating season. The reason: lots-o-snow and melt off. Typically, the level of Lake St. Clair is low this time of year but not this year. It is expected to continue to climb to its normal long-term average.

I hope to see you all, at The Ball.

That's it for now.

Casting off all lines. Color me gone.

Paul Kurkowski "*Space Hunter*"

### **A Little Local Knowledge Goes a Long Way!**

**James Glasson**

**First Mate, Lady Godiva, Catalina 30 MrkII, 4917**

What Floor Please?

You may be asking, "What the heck does an elevator ride have to do with sailing on San Francisco Bay?" I'll get to that, but first I need to explain to you how we got into this position in the first place.

We'd traveled to San Francisco from Detroit for the Catalina 30 National Regatta in early October. This was our first time in San Francisco and our first sailing in a regatta on unfamiliar water.

Prior to the regatta start, we met some local racers at the host yacht club. It was of great interest to us when they started talking about "current relief" tactics. It was such an important part of being a successful racer on the Bay that the yacht club had even arranged for a local sail loft owner to come in and give a talk about it after dinner on the first night of the regatta. What we got on this trip was a crash course in hydrology and local strategy.

In our home waters on Lake St. Clair, it is not fair to say there is no current. Of course there is, but it is so small in the middle of the lake it is just not a major factor in our regular racing strategy. As the water flows down from Lake Huron into the relatively small Lake St. Clair and down to Lake Ontario, the biggest current we have to deal with is on or by the Detroit River. Seeing as we do not race on or by the river, we don't usually talk about current and how to deal with it prior to a race and we *never* talk about tides. So here we are listening to a very knowledgeable local sailor talking about tide charts and currents who is telling us to stay off the elevator. What the heck is the elevator? We're still talking about sailing right?

Without getting into a major lesson in hydrology; a topic on which I'm no expert, the basics are as follows. San Francisco Bay is fed by the Pacific Ocean as are other large bodies of water also connected to it (San Pablo Bays to the north and the South Bay are examples). As water flows into the central Bay via the straight under the Golden Gate Bridge (the "Gate"). It seeks to flow into the lower points of land, thus establishing a flood. A fully established flood has water flowing into the bay and surrounding low points at up to 4 knots in some areas.

Once the flood is completed, the water is said to be slack, or not moving, just prior to the ebb, when the water recedes from the Bay, out under the Gate and back to the ocean. Simple enough, right?

*Continued on page 5*

Will anyone dare to tell me that business is more entertaining than fooling around among boats? He must have never seen a boat, or never seen an office who says so...

- *Robert Louis Stevenson*

## **Cruising Column**

### **Gayle & Eric Locke - Cruise Committee**

It's hard to imagine with 6 inches of snow on the ground but spring is just around the corner. Pretty soon our beautiful boats will be back in their natural environment, ready for another year of cruising. Now's the time to fill out The 2005 Cruise Reservation Form and send it in before your calendar is booked. We are still in need of Cruise Leaders for the Belle River cruise on July 16. If you think your turn has rolled around don't be shy just give me a call.

To fill out the cruising form in this newsletter, just check off the ones you will be attending, and send the form to me along with your deposit checks --- **a separate check for each cruise**. The checks are a deposit only. When you get to the marinas, you sign in and pay. Your deposit check will then be returned to you. If you don't show, the check will be cashed, because these marinas charge the club for the reservation. The exception is Metro Beach – those checks are cashed right away, because the club has already paid in full for the reservations. Please contact me if you have any questions.

Gayle Locke "*Knight'n Gayle*"

Here's our 2005 cruise schedule:

#### **June 11, 2005**

Windsor Lakeview Marina - Leaders: Eric & Gayle Locke

#### **June 25, 2005**

Metro Marina - Leaders: Larry & Kathy Caricchio

#### **July 2 & 3, 2005**

Radlins Marina - Leaders: Creeds, Lundys & Wings

#### **July 16, 2005**

Belle River Marina - Leaders: ??????

#### **August 6, 2005**

Metro Raft Off - Leaders: Roy & Judi Schoenherr

#### **August 20, 2005**

Cove Marina - Leaders: Joe Jenosky & Claudia

#### **September 3 & 4 2005**

Windsor Marina - Leaders: Ken & Sandy Bousum

#### **October 8, 2005**

Metro Pumpkin Cruise- Leaders: Glen & Becky Ellison

## **Social Register**

### **Pat Morell & Sandy Bousum - Social Committee**

**Ahoy, all you people who love to party!**

We are in full swing again for the festivities of the 17th Annual Commodores Ball. I would like to send a special thanks to Doug Post and his place of employment for providing us with those wonderful invitations.

Last year the Board voted to do away with begging for door prizes from businesses. It seemed to be getting harder and harder to get donations. If you feel that the business you were calling on to get the donation was supportive and they would like to continue to donate, by all means feel free to bring whatever you get to the Ball and we will raffle off whatever donations were obtained.

This year the unlimited supply of tequila will be available at the bar and there will be a special party favor for each person that attends the Ball, so that in itself will be well worth the price of admission. Don't delay, send your check to Deanna Lundy for the most festive night of the year.

Sandy Bousum "*Stinkin' Gringo*"

Pat Morell "*Bittersweet*"

## **Race Review**

### **Doug Post - Race Committee Chairman**

Hello Racers,

It's that time of year again! Time to check on your crew and start making plans for readying your boat for the Spring Series. Mike Bracket & myself have attended the ABYRA winter meetings and have set our summer race dates.

They are: Tune Up Race – May 12  
Spring Series starting on May 19  
Fun Race & Picnic on Saturday May 21  
Fall Series starting on August 4  
International Regatta on Saturday, Sept 10

I plan on a Skipper's meeting tentatively for Thursday April 21st. I'm looking for a location and will firm these plans up in the next month. There are some Rules changes that I'd like to review along with Race Registration and Committee boat assignments.

Paying your 2005 CRCA membership dues and registering to race before we actually race will be important this summer as you will...

**NOT BE SCORED IF YOU HAVE NOT JOINED THE CLUB OR PAID TO RACE.  
NO EXCEPTIONS!**

For those of you interested there will be a Rules Review @ NSSC on April 8<sup>th</sup> @ 7:00 and the ABYRA Skipper's meeting is scheduled for Friday April 29<sup>th</sup> @ NSSC - the bar and grill will open at 6:00 with the meeting beginning @ 7:30. NSSC is planning a series of 16 "beer can" races on Wednesday night – one start, no scoring or awards for participation – just a reason to go out and sail.

The next ABYRA Delegates meeting is March 8<sup>th</sup> and I'll have more information after that meeting.

Looking forward to seeing everybody on the Course.

Doug Post "*Wippin' Post*"

## **Membership Report**

### **Bill Lundy - Membership Committee**

In this issue we extend welcome to new members Renee & Peter Kay, Charles & Linda Reed and Kathy & Peter Fredrickson.

We still look forward to receiving your 2005 membership forms. The form and check payable to CRCA should be sent to me at the address on the application.

Again I remind you that the price of a new club burgee is now \$32. Thanks to Vice Commodore, Mike Bracket we have a new source. The price is lower, and the quality is excellent. If your current burgee is looking a little tattered or if you'd like a fresh one to fly from the little flag pole on your car in place of that useless Red Wing flag, now is the time to buy. As a plus you'll only have to address one envelope. There are no handling or shipping charges.

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(Note: In the last issue I suggested personal deliveries dockside could be arranged. 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*"

### **CRCA Web Site, [www.crcasail.org](http://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](mailto:ahoythere@crca.org) to send a message to the whole club. Check it out!

What makes things more complicated though is there are some moments during the start and end of a cycle when currents are flowing in both directions. There are many reasons for this but to over simplify, the bays do not reach max fill at equal times, which causes flows to go into the north bays and not into the South bay (tail end of a flood prior to slack and eventually ebb). You can see this effect in the multidirectional current flow on the surface of the water at times by a distinct line of foam, color changes in the water and by the patterns and amplitude of the waves.

We were told of various strategies you can implement to help reduce the current effects and to even use them to your advantage. Locally, this can translate into sailing directly up to the south side of Alcatraz Island while being careful to stay out of it's wind shadow, almost bang into the corner of the island, and then perform a series of short (2-4 boat length) tacks to maintain your distance as close the island as possible to stay out of the maximum current flows. Sounds crazy but it works, and when you look at a flood current chart you get an idea why.

So, back to the regatta; day 2, we are now armed with the information from the locals and a 2004 tide book and ready to go racing. Did I mention the starting sequence is different out here? More local information, selected course is not announced until your class flag is raised. This means you have the possible course routes in your regatta rules of racing but not the actual course for your division's race until 5 minutes before you start that race. This means that you could and often will, race a different course than the division that started before of after you. We got the course flag information and got off the starting line first in our division and were sailing fast heading to the mark ~2km away. Oh yeah, did I mention our GPS was not working? We didn't bring our newer vintage GPS with us because a crew member that was driving up from Southern California said he'd bring his. Turns out his late model GPS had an issue with registering and finding itself once out of its normal home zone. We tried leaving it on over night but all that accomplished was draining the new batteries. So we had no GPS on board. That hurt us in two ways, first we'd lost our speed over land information so we'd not get quick water current effect feedback and, two, we had preprogrammed all the routes into the GPS and without it as a navigational aid we were left with a copy of a local map and a NOAA chart to navigate by. The problem was the buoys on the copies of the local chart did not correspond to the naming convention on the NOAA chart, the actual buoys were not marked as they are at home with the buoy number, nor was the copied chart to scale. This created a problem because some of the turning marks were fairly close to each other. We were lost. I mean we knew where we were, just not exactly where to go, like I said, lost. All is well that ends well, the turning mark was

found shortly after we saw the boats behind us round it. We'd make up some of the lost distance and finish 2<sup>nd</sup> in this one.

Race #3, off the line first and sailing fast. About an hour into this race the infamous question arises once more: are we sailing the correct course? Our navigator was not convinced, and as this was his primary job, instant elevated discussions broke out. The course we were on was decidedly wrong, what to do about it now? Let's enjoy a rounding of Alcatraz Island. We'd take a DNF for this one. We needed to remedy this navigation situation and quickly.

Day 3 brought the 4<sup>th</sup> and final race of the regatta. With the maps worked out and clarified and a borrowed hand held GPS on board, we were confident that today's performance would be better. We needed to take a first today to finish first over all in our division. We had all the local information now, we understood the starting sequence, read the course flag, verified it twice and proceeded to nail the starting line at the gun and off we went. The course was 9.7 nm long and was taking us from approximately Treasure Island to the Golden Gate Bridge and back.

Our turning mark was located directly to the NE of the Gate. We had a good 300 yard lead on our competition as we sailed past Angel Island heading toward Sausalito and the mark. Our nearest competitor was sailing close to shore and decidedly away from the mark. We could lay the line to the turning mark if we tacked now, which we did. Remember that elevator I mentioned earlier? Going down? Current. It's a real bastard. Shortly after tacking we realized we were not moving over ground as fast as we on the previous tack. Our speed wheel on the hull of the boat said we were going a little over 6 knots but the GPS which was giving us speed over land said different. We'd sailed from the semi protected shelter of the coast line out into the flood current and caught a ride on the elevator.

Another piece of local information that was not explained in greater detail until after the race was that the westerly wind tends to bend around and follow the coast line as it blows under the Gate. As our competitor stayed by the shore line, he stayed out of the heavier flood current and took advantage of a lift to the mark because of this wind effect. We on the other hand, slowed our forward progress, by tacking to lay the line which reduced our VMG toward the mark as we hit the current flow (the elevator) and took a wind knock on this most un-favored tack. We watched with some amazement as our lead was quickly reduced and then lost as our competitor rounded the mark and set for the downwind run to the finish some 4.5 nm away. We'd settle for second place today and second over all.

The best thing I took away from this regatta was what I would do differently the next time I traveled for a regatta. I made a quick list on the plane home as to not forget what now seems to be the simplest of details:

1. Obtain and study your own nautical charts of the region in which you'll be sailing.
  - a. If you know the courses, make copies of your base chart and mark them out on separate pages for easy reference.
  - b. If sailing in a tidal or current prone area, study the details prior to and upon your arrival. I've since found numerous web sites that could have provided all the current information I needed well before I got on the plane to go to San Francisco.
2. Bring your own GPS if you have one, and ask others on your crew to bring theirs as back ups.
  - a. Hand held GPS units are small enough to pack and having multiple back ups could save the day. Had a fog set in on day 2 we could have had much more serious issues to deal with
3. Chartering a boat?
  - a. Clarify with the owner/company exactly what gear is on board.
- i. If you prefer long winch handles, you better ask what is on board or bring your own.
  - ii. Safety gear and repair kits/spare parts are also critical items to clarify and then verify prior to departure.
4. When you arrive at the destination, talk to and listen to the local sailors .
  - a. Ask what to avoid in the area, what special items should be of interest and
  - b. if you can, get them to share local racing knowledge with you.
5. Regardless of the outcome of the regatta
  - a. Remember you came to win but also to have fun
    - i. You came to have fun
      1. you had fun
        - a. Given the chance now that you've been there and done that, you would do it better next time.

James Glasson "*Lady Godiva*"

**A message from our Commodore.**

A sincere welcome to new members and ahoy and welcome back to returning members.

The Clinton river Catalina Association is dedicated to the following principles:

- To be inviting to new members by providing a variety of sailing activities and the support resources of the club's combined several hundred years sailing and Catalina experience.
- To retain current members by providing challenging racing events and enjoyable social activities.
- To have fun and to enjoy and appreciate these wonderful boats of ours.

Our resource man, Ken Bousum, is ready to find a club member with a boat like yours who can help with rigging, sailing, mechanical or other questions. Our Race chairman, Doug Post, has answers to CRCA racing questions and our cruise managers, Gayle and Eric Locke, have several adventures planned for this summer. These club members are all shown on the membership list included in this newsletter.

Jack Creed,  
Commodore, Clinton River Catalina Association

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**CLINTON RIVER CATALINA ASSOCIATION**

**2005 MEMBERSHIP APPLICATION**

*(APPLICATION TO BE FILLED OUT ANNUALLY)*

**Boat Owner** \_\_\_\_\_

**Spouse/Friend/Partner** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Telephone #, Home** \_\_\_\_\_ **Work** \_\_\_\_\_

**E-Mail Address:** \_\_\_\_\_

**Children: Name (s) & Age (s)** \_\_\_\_\_

**Boat Name** \_\_\_\_\_ **Length** \_\_\_\_\_

**Boat Moored At** \_\_\_\_\_

**MC #** \_\_\_\_\_ **Sail #** \_\_\_\_\_ **Hull #** \_\_\_\_\_

**Inboard / Outboard**                      **Standard Rig / Tall**                      **Racing / Cruising**  
**(circle one)**                                      **(circle one)**                                      **(circle one or both)**

**SIGNATURE** \_\_\_\_\_

**Enclose check payable to CRCA with this application and mail to:**

**Bill Lundy, Membership Chairman**  
**47665 Nola**  
**Macomb, MI 48044**  
**(586) 228-5864**

**CRCA Dues (DUE Dec 31): \$25.00**                      **CRCA Club Burgee: \$32.00**

*(Please note: National dues are to be paid by individuals to their National Organization Fleet. We encourage you to join the national organization. You can view the Catalina web site at [www.catalinayachts.com](http://www.catalinayachts.com), click the "Associations and Links" button to find the association web site for owners of your Catalina model.)*