



CATSCAN

Newsletter of the Clinton River Catalina Association

Founded 1988

September, 2006

Calendar

Social Schedule

International Regatta and BBQSep 16

Cruising Schedule (tentative schedule)

Windsor, Lakeview MarinaSep2-3

Metro Beach, Pumpkin Cruise..... Sep 30

Race Schedule

Fall Series Aug 3, 10, 17, 24, 31, Sep 7, 14*

International Regatta Sep 16

* Make up race, see sailing instructions for details.

All Series races, warning signal at 6:55.

2006 CRCA Officers

Deanna LundyCommodore586 228-5864

Pat Morell Vice Commodore586 786-1673

Jean PostSecretary586 412-7864

Sandy BousumTreasurer586 954-2727

Ken BousumMember-at-Large
and Club Resource Coordinator586 954-2727

2006 Committee Chairs

Paul KurkowskiConstitution586 675-8211

Gayle & Eric Locke.....Cruising586 431-7017

Doug PostRacing586 412-7864

Bill LundyMembership586 228-5864

Ted WingNewsletter248 373-5463

Barb Kurkowski and.....586 675-8211

Rose Lauricella.....Social586 948-3631

Gae WingPhotographer248 373-5463

Erv Zimmerman..... Web Master.....586 949-3527

Commodore's Corner

Dee Lundy - Commodore

We are almost to the end of the summer. We've had a good sailing season. The cruise to the Cove on the Thames was a lot of fun. We had a great sail there on Friday. We set our sails at the mouth of the Clinton River, and sailed all the way to the Thames River. We were going 6 knots. most of the way.

The Cove cruise was hosted by Roy & Judi Schoenherr. They did a great job, as do all the cruise leaders.

There was a impromptu raft off at Metro in August, seven boat were there. We had a lot of fun. Then the regular raft off cruise was Aug. 26. Another great time and, we got to participate in the renaming ceremony for WINDependence, John and Laura Pecha's new (to them) C30.

Our last distance cruise of the season was to Windsor. Windsor is a favorite, from the bike paths to going into town for dinner or bingo or the slots. We always have a good time there. We were able to sail all the way there but had to motor back.

The International Regatta is coming up on September 16 (note the date change.) This year it will feature a cruiser's start if enough boats are available. Then we still have the famous Pumpkin Cruise, this time under cover at Metro Beach.

Hope everyone will be enjoying their last weeks of summer.

Until next time

Commodore Dee Lundy "*Deanna J*"

Race Report

Doug Post - Race Chairman

Hope to see you all at the International Regatta.

Doug Post "*Wippin' Post*"

"If a man must be obsessed by something, I suppose that a boat is as good as anything. Perhaps a bit better than most. A small sailing craft is not only beautiful; it is seductive and full of strange promise and the hint of trouble"

E.B. White in "The Sea and the Wind That Blows"

Catscan is published 5 times yearly in March, May, July, September and December.

Cruising Column

Gayle & Eric Locke - Cruise Committee

Hi Everyone! Just one more cruise left now. See the invitation from Glen and Becky Ellison below. We've added a review of the summer's cruising activities to help you think back on an enjoyable summer.

Gayle Locke – “Knight’n Gayle” (586) 431-7017

2006 Cruise Year In Review

Fun Race and Picnic at Markley Marina (Saturday, June 3)

The race and picnic were held later in the year than in the past. Surprise! The weather did not present its' usual 20 knots of wind with cloudy, 50 degree temperatures. The race, with only one sail allowed, was fairly quick around the course with a fun crew. A great time was had by all with good food, great friends, and a very animated club meeting.

Windsor – (Saturday, June 10)

Great cruise! A little chilly on the Quay, but the CRCA camaraderie kept us warm. After visits to the casino and bingo parlor our crews were in comfortable shape. Nobody bought a new boat and nobody had to sell their's.

Metro Beach (Saturday June 17)

The Woodward Dream Cruise on Metro's docks? You bet! Wow – All acclaimed Adventure's awesome grill and the Dream Cruise parking lot on Zingara's bow.

Radlin's Marina (Saturday & Sunday July 1 & 2)

The summer heat was upon us and the Radlin's swimming pool was a great place to cool off. Nautical trivia tested the mettle of captains and crew. The annual pancake breakfast, with pancake bears, was again a hit with everyone.

Belle River Marina (Saturday July 15)

The weather cooperated as the fleet landed in Belle River. We had our creativity tested as various construction materials provided for designing, building, and racing miniature boats in the “Junk Regatta.” The Race was hotly contested as dinghies circled to pick up the creations as they crossed the finish line, or not.

Cove Marina (Saturday August 12)

It was a pleasant surprise when the CRCA fleet docked at newer metal docks with a covered picnic pavilion. Pictionary was the challenge for all. Reports are that Cove and the metal docks were a hit and a return to them may be great for next year.

Raft-Off/Dinghy Cruise (Saturday August 26)

The weather threatened to destroy the raft-off but could not dampen the enthusiasm. Fun spun out of control in an impromptu water gun fight as the dinghies circled for the start of the dinghy cruise. It was a real soaker. John and Laura Pecha held a renaming ceremony for their new to them Catalina 30, now named Windependence. Jello shots magically appeared, 120 syringes consumed, to add to the festivities.

PUMPKIN CRUISE – METRO

(SATURDAY, September 30)

Cruise Leaders – Glen & Becky Ellison (586) 463-7876

We invite you for a Halloween rendezvous at Metro Beach Marina. This will be the final of the season. No reservation is required, just show up. Location will be the South Marina area. That's the first dockage you get to as you enter the marina.

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

Paul Kurkowski

Ahoy mates. I sure hope it's been a good season for all of you. You have to admit that the sailing gods were kind to us this season. The weather did arrange to be in our favor darn near every weekend. Of course, the rain and wind did manage to show their worst when I was on vacation from work. 1.25 inches of rain in four hours is like, wow, a lot. I know that Barb and I were not alone when it came to unpleasant conditions when on vacation. On a positive spin, the large amounts of rain (especially up north) did aid in the enjoyable water level of our Lake St. Clair. I only “went to mud” one time and I should have because I erred in navigation.

Ah, 'tis that time of the year and the natural fall and rise of the lake water level is in the fall mode. The only way to prevent that would be to dam the Niagara River and ruin honeymoons.

The latest “buzz” around the lake was actually the sound of an airplane that crash-landed in Muscamoot Bay on August 21. You have to understand that this was not an amphibious plane; a barge is being dispatched to remove it from the power boater's playground. Pilot and passenger were uninjured due to weeds acting like a safety net. Local fish may not have been as lucky.

You may have noticed on your last visit to Metro Beach the US Coast Guard Border Patrol boat; apparently, this must be a hot spot for illegals entering our border. It's either that or the border guards just like it there for the scenery. After all, when was the last time you have seen illegals rollerblading in your neighborhood. Just kidding fellas. The Task at hand is an enormous responsibility.

Speaking of the border patrol, soon the St. Clair Station will have a new 33-foot vessel with three 225 horsepower engines capable of speeds of 68 knots. That alone should impress those who try to interfere with our freedoms.

Soon there will be a chill in the air and the fires of evening gatherings will fill our surroundings with the smoke of conversation of what was and of what will be. Six more weeks of being on the water is about what is left. One cruise and couple of races remain. As the long shadows approach, it is time to make the most of our sailing season. Soon we will be dry docked in winter's gloom.

See you all at the CRCA International.

That's it for now. Casting off all lines. Color me gone.

Paul Kurkowski “*Space Hunter*”

CRCA will be providing a tent this year with walls and two tables but bring your own chairs. Judging will be held for pre-carved pumpkins based on originality and uniqueness. Lets see who can compete with Larry this year. Costumes are optional and a prize will be awarded for the best. Costumes can be decorating the boat not just the person. There will be a potluck gathering around 4 pm so bring a dish to pass along with serving spoons. Lets try to be light on deserts. Paper plates, bowls, forks, spoons and napkins will be provided in limited amount. A fire pit will be available for cooking of the hot dogs and marshmallows provided by us. Bring your own skewer. So come via water or land everyone is welcome. After dark old time horror movies will be viewed. Hope to see you all there.

Glen and Becky

Sailing the New Boat Home

John Pecha

Sunday July 9

Stormy weather was predicted for the U.P. as I drove the 8 ½ hours from Harrison Twp. to Marinette, WI on my way to inspect and test sail a prospective 1984 Catalina 30 TRBS. I ran into a severe thunderstorm about ten miles north of Menominee, but the weather began to break and I continued on. As I drove through Menominee I saw more weather moving in. Arriving at Nest Egg Marine the salesman came out of the marine store and hurried me inside just as the tornado sirens sounded.

One of the dock workers has a photo of the waterspout. We talked to a couple in a Catalina 27 caught in the storm who saw three waterspouts on the bay, verified by the U.S. Weather Service.

The inspection and test sail were fantastic. With 18 – 20 knot winds she sailed beautifully. The previous owner was into teak to say the least. I knew I had a prize. I negotiated a deal on the spot. The following week the marina called and told me they had a hail storm and all the Windex's in the marina were either damaged or destroyed, mine included. I also have a copy of newspaper photo with that storm. I knew I had to rescue her soon. I managed to put together a crew of three.

Thursday, July 27.

We set out early in the morning, but lost 3½ hours dropping off the rental truck in Green Bay and didn't set sail until 9:30 that evening. I had the watch until 2:00 AM. We observed lightning to the north-northwest approaching until about 11:30 when it seemed someone switched off the power and the storm dissipated. I set up the watches at 3 hour intervals, three hours on watch then three hours on the helm. To break up the times I scheduled the watches to be at two hour intervals between midnight and 6:00 AM. I was back on at 6:00 AM.

Since I didn't have a crew I thought was capable of handling sails in the dark, I limited sailing to daylight hours when I was on deck. I had made this trip twice prior and both times 95% of the time was spent motoring. We were able to raise the sails for about four hours during that time. Then the wind began changing direction and I ordered sails lowered as I was off watch at that time

Friday, July 28

My next watch was from 6:00 PM to Midnight. This took us from south of Gray's reef to past the Mackinaw Bridge. Once past Gray's reef we were able to raise the jib and sail on it to just past the Mac. We had planned on stopping at Mackinaw City for dinner and refueling. But we didn't get there until almost 10:00 PM and by that time both the fuel depot and marina were closed, so we pushed on. About 11:30 PM I noticed we had lightning both to the north-west and south-west coming our way. While were watching I noticed some of the lights on the Big Mac had gone out. Closer attention to this observation proved to be a little bit ominous. I realized that the lights had not gone out. This was an outline...of a big ship heading for us.

I saw both her port and starboard lights and immediately turned to starboard toward the L.P. At first all seemed OK, but then I noticed her starboard light disappear. I realized the freighter had made the same coarse correction I had and was still heading for us. I then broke out the spotlight, made an abrupt coarse change south as fast as I could and signaled the freighter with the spotlight. This worked and the ocean freighter quickly passed us. The spotlight had made the difference. It was one of my crew who had made sure it was on deck. The evening cooling had also made sure the thunderstorms dissipated before they reached us.

Saturday, July 29

I awoke for the next watch at 4:00 AM. The crew brought to my attention that since we had missed the opportunity to refuel at Mackinaw City we were now at less than ¼ of a tank. We had a five gallon spare, so that was not a problem. Since we had planned breakfast and refueling at Presque Isle Harbor, I did the math and determined we had enough fuel to make our destination without stopping to refuel. Sunrise that morning proved one of the most colorful I have ever seen. Reds, oranges, blues, yellows, and many more colors I couldn't name. I did manage to take a picture of it and a second with one of the crew in the foreground. I used the flash on the second and he looks superimposed into the photo. We arrived in the harbor at 7:30 AM with 2 ½ gallons to spare. Unfortunately, the restaurant there did not open until 11:00 AM.

While we were waiting, we received disturbing weather data indicating we were in for severe weather. So we decided to set sail once the storms past. Breakfast turned into a disappointment as they only served lunch. So we settled for that and waited it out by doing chores and exploring the surrounding area. Presque Isle Harbor is a beautiful location. It has a natural harbor shielded from the open water. Several sailboats were anchored there making one of the more picturesque sights of the trip. The marina is clean and in very good condition. Even though the predictions from NOAA sounded dire, no severe weather developed. The wind changed and picked up but nothing else. As a state facility, the harbor has limited access to weather data. Their computers are online but the providers only allow NOAA access to the radar site and the images were about two to four hours old. I didn't want to take the crew into the open water portion of the trip into a storm with 70 mph. winds, lightening, and hail. About 5:00 PM a 47 ft. Beneteau pulled into the harbor. I went over to their slip and inquired about the weather they encountered and told them my situation. It turned out they had sailed from the St. Clair Shores. The skipper invited me aboard, turned on his laptop, hooked up to his network via satellite and downloaded the latest radar and wind data. "That should ease your mind, you look clear to go". There was only a small thunderstorm in Saginaw Bay and that would be long gone by the time we got there. We ate diner at a local pizzeria and departed about 7:30 PM. The winds were light and from the south, so we motored on.

Sunday, July 30

I had the 2-6 AM watch after 5 hours of sleep. There was no wind at all, the lake was like glass. We could see our wake and path for miles. Once off watch at 6:00 AM, I thought the crew would like a real breakfast. So I made coffee, cooked scrambled eggs and sausage and served with bagels and orange juice. As we finished breakfast we ran into fog with visibility barely 1/16 of a mile. So for a couple of hours we were forced to periodically slow down and listen for other ships. I had brought along a Hawaiian conch shell for show but it came in handy. When blown properly, it made a louder and deeper sound than the air horn we had. About an hour out of the fog we had a lake freighter pass inside of our heading by a ½ mile or so, even though we had planned our course inside of the shipping lanes. We adjusted course to head closer to the tip of the thumb and make sure we were well inside any freighter traffic, just in case we encountered any more fog.

Around 11 AM we were passing Harbor Beach and began hearing thunderstorm forecasts for the afternoon. We decided to push on to Port Sanilac. As we went along, the forecasts kept getting decidedly worse. About 3 PM a severe thunderstorm warning for the area with a special marine warning for Lake Huron was issued.

Continued on page 4

We again adjusted course to move closer to shore and stayed about ½ mile or so off shore. I kept an eye on the depth gauge and adjusted course to keep the depth about 30 ft. My in-laws have a cottage we had passed which is 11 miles north of Port Sanilac. I have found boulders in that area in 12-14 ft of water large enough to hit with the keel. We were about five miles north of Port Sanilac when the squall line was imminent, we turned into the shore till we reached about 10 ft. water depth, stopped and let out the anchor. On shore there was a beach party going on and they thought we were joining in. The 40' bluff and tree cover hid the storm and they had no idea what was coming. We heard no thunder until the storm was almost right on top of us. That broke up the party on shore pretty quickly. Luckily, we put ourselves in a position where most of the wind blew over us. There was some wind and a lot of thunder, but little rain. We were able to take several dramatic photos of the storm. After about an hour, we raised anchor and made for Port Sanilac to refuel.

Monday, July 31

We reached the Blue Water Bridge about midnight. I had the watch at that point, but because of the storm had not gone to sleep. I also wanted to be at the helm going through the St. Clair River. Navigating at night in that area proved to be a challenge. I also ran into a problem with my GPS. It seemed the map for the river was not loaded and I had paper charts for Lake Huron and Lake St. Clair, but not the river. This being my first trip down the river, at night yet, I was forced to keep in the shipping lanes. Watching the channel lights and trying to stay in the middle somewhere past Algonac one of the crew yelled "Turn right quick!". We passed by pylons which seemed to be in the middle of the channel, unlit. After that, one of the crew went forward with the spotlight and periodically checked up ahead. We passed several more of these hazards along the way. If I can help it, I will not attempt this passage again at night, not to mention to check to ensure the correct maps are loaded on my GPS and the correct paper charts aboard. As dawn began on Monday morning, we arrived in Lake St. Clair. By that time only one of the crew had stayed awake and once into the lake he went to sleep. I was tired from going through the river but now the adrenaline was flowing. I was in the home stretch. Soon I could see the CR buoy, then the Clinton River buoys. I woke the crew up as we entered the river. My wife had hats stitched with the new boat name; WINdependence. I handed one to each of the crew with many thanks for helping deliver her safely to her new home on the Clinton River.

John Pecha "*WINdependence*"

Flag Etiquette

At the last general membership meeting this subject was raised. In an effort to clarify I offer the following guidelines. Please note that there are few actual legal requirements. Most of Flag Etiquette is just that, etiquette. This information is for sailboats and are quotes from various sources.

- Rule No. 1—There are no real rules. Customs observed in various foreign waters differ from each other. We've seen cases where not flying or flying a courtesy flag improperly causes some awkward moments; you may be regarded as impolite, but nothing more. In others, it's local law to fly the flag. Officials can—and do—impound passports or assess fines until the proper flag—which, of course, can only be purchased locally at great expense—is flying on board. If in doubt, inquire of other cruisers and observe other craft from your country for guidance.
- Do not fly a courtesy flag until your vessel is properly cleared by customs and immigration. Until clearance is complete, fly the yellow Q (quarantine) flag.
- On a sailboat, the courtesy flag is flown at the starboard spreader. If the sailboat has more than one mast, the courtesy flag is flown from the starboard spreader of the forward mast.
- Don't fly a foreign courtesy flag after you return to U. S. waters. It may show that you've "been there," but it's not proper etiquette.
- NATIONAL FLAG - This flag denotes the nationality of boat or her owner. On a sloop-rigged sailboat a national flag is to be flown, if possible, 2/3 up the backstay, not at the transom on a flagstaff. Flying a flag at the transom is for a powerboat.
- Use the following rule to proportion a national flag to your vessel -1" of flag length per foot LOA.
- It is bad etiquette to leave a national flag hoisted while the vessel is unattended
- No flag — state, heritage, Confederate, pirate, gag or otherwise — except for the vessel's national flag, should EVER fly from the stern of your vessel. This is considered a place of honor, for the vessel's national flag and no other.

Our "foreign" country, Canada, is not particularly fussy about flag etiquette. At least they're not in our area. Still there should be little reason not to observe a few simple courtesies.

Ted Wing "*Bear Paws*"

"The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective."
 (Henry David Thoreau)

Social Scene

Barb Kurkowski and Rose Lauricella Social Committee

Our International Race/Dinner will be taking place on Saturday, September 16, 2006. Of course, you don't have to race to come to the dinner. Please indicate on the International Invitation Form what you are doing (racing and dinner or dinner only) and send it in with your check so we can plan. The dinner will be catered and is \$10.00/pp and will be after the races --- approximately 3:00 P M. It will be at the Gazebo at Markley. There will be coffee with dinner, but if you want anything else to drink, BYOB.

ALSO, mark your calendars ----- The 2007 Commodore's Ball is set for Saturday, March 24, 2007. More details to follow in another newsletter.

See you all at the International!

Social Committee -.....Barb Kurkowski - 586 675-8211

Rose Lauricella - 586 948-3631

Race Chairman -Doug Post - 586 412-7864

Membership Report

Bill Lundy - Membership Committee

In this issue we announce new members, Lawrence Milinski and Alan Ozias. Be sure to give them a CRCA welcome when you meet them. We now have a total of 36 member boats.

New members signing up now will have dues paid through 2007. And, it's not too early to renew your membership for 2007 either. The Membership application is available for download on the club website at crcasail.org.

Please check the member list below for errors. Send any corrections to Ted Wing "tedwing@comcast.net."

Your friendly membership chairman

Bill Lundy - "***Deanna J***"

"Navigo ergo absum."

Translation: "I sail, therefore I'm broke!"
(*With apologies to Descartes.*)

A message from our Commodore.

A sincere welcome to new members and ahoj 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.

Deanna Lundy,
Commodore, Clinton River Catalina Association

CLINTON RIVER CATALINA ASSOCIATION

2007 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 **bflundy36@sbcgobal.net**

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, click the "Associations and Links" button to find the association web site for owners of your Catalina model.)