

UpLap

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AMERICA'S CUP 2020-21 Update

The second AC75 Luna Rossa (ITA) boat was launched in Auckland, New Zealand on October 20, 2020. This is the third vessel to arrive in New Zealand. The boats will race against each other for the first time in the waters of Auckland in the Christmas Race, scheduled to take place December 17-20. Luna Rossa's Boat 2 is the culmination of over three years of work for the team and its partners. The upcoming Christmas Race is considered to be the most important phase of the campaign since it is the first time the vessels will have competed against one another.



New York Yacht Club's second AC75, Patriot, American Magic's racing platform, was launched on October 16th. American Magic's skipper, Terry Hutchinson, reported that on that first sail, Patriot executed maneuvers in 21 knots of wind and included a gybe with a windspeed of around 20 knots. The helmsman, Dean Barker, noted that during the sail, "We had a great nose dive", adding, "and that was exciting, nothing we haven't seen or done before, however." Overall, he indicated that the team was encouraged by the yacht's performance, which he described by a single word, that is, "lively."

Ineos Team UK, Britannia, will be helmed by four-time Olympic gold medalist, and America's Cup winner, Sir Ben Ainslie, while fellow Olympic gold medalist, Giles Scott, will be the tactician. The vessel is said to have taken 46,000 hours to construct, while it required more than 90,000 design hours toward completion.



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Events

- 11/12 Gen. Membership Meeting
- 11/14 Annual Banquet, 5PM @ The Green's CC
- 12/5 Christmas Party, 4PM
- 12/3 BOG Meeting
- 12/10 Gen. Membership Meeting
- 12/17 Lighthouse Charities Monthly Meeting

DANCING UNDER THE STARS—Tuesdays, 6PM—October and November

TO VIEW THE WEBSITE:

<https://okcboatclub.com/>

TO VIEW CLUB EVENTS ON THE WEBSITE, CLICK ON: "CALENDAR"

TO VIEW THE YeLOGGE ON THE WEBSITE, CLICK ON "ABOUT"

CRUISING ARTICLES

**MEMBERS ARE INVITED AND ENCOURAGED TO SUBMIT ARTICLES DURING THE YEAR
FOCUSING ON THEIR ADVENTURES IN CRUISING.**

PLEASE SUBMIT ARTICLES TO THE EDITOR.

COMMODORE— Terry Carlson

commodore@okcboatclub.com



As I write this, several of our members remain without power to their homes as a result of the recent ice storm. Hopefully, the power company can get them powered up this week. The club sustained a good amount of tree damage, but thanks to members coming out both prior to and during the work party to cut up and stack the fallen limbs, we are pretty much back to normal.

The Awards Banquet will be held next Saturday evening, November 14, and I hope to see you there. However, due to Covid -19 concerns, I understand many of you will choose not to come. For those attending, a photographer will be present to take photos for the new membership roster. The photographer will also be at the OCBC Christmas party for a second chance for roster photos.

That's all I have for this month, so be safe and
Happy sailing, Terry Carlson, Commodore

Secretary's Corner—Jake Langthorn Board of Governor's Meeting—November 5, 2020

secretary@okcboatclub.com

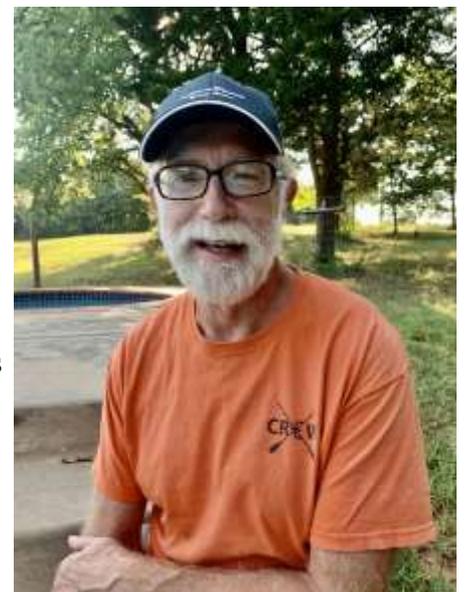
Fellow OCBC Members

The new BOG met for the first time this October 5th. Two items of broad interest to the Members are the following:

1. The BOG has decided that no private parties will be permitted on club grounds until the Oklahoma City COVID-19 meeting restrictions has been lifted.
2. Because of the difficulties caused by the pandemic, dues late fees will be waived until November 30, 2020.

Of note, Scott Law will be installing 4 new defibrillators around the club, courtesy of a grant from the Presbyterian Health Foundation. More info as the defibrillators are installed.

Respectfully,
Jake Langthorn, Secretary



M E M O R I E S

E M O R I E S

For those of you who were not here in 2011, this is a time that we hope will never happen again!



Submitted
Monthly
by
John
Walters



A week in Paradise — Belize 2020

By Glede Holman

In October of 2019, the prospect of a cold gray winter, and the allure of soft white sand beaches with turquoise water and swaying palms had us looking for a winter escape. After sharing the topic with sailing friends from Texas, we started exploring alternatives. We searched possibilities in both the United States and abroad, finally settling on a Sunsail Belize adventure. Soon we were scouring cruising guides and the web for ideas and comments. Airfare was acquired and reservations made ashore. This was going to be fun!

Shortly after returning from US Sailing's Sailing Leadership Forum, we found ourselves back at the airport for an early departure. Our friends were flying from Amarillo and the plan was to meet in Belize City. As we entered the Will Roger World Airport we were met by other friends with unhappy expressions on their faces. They were on their way to Cabo San Lucas, but their flight had been cancelled due to storm in Houston. As we said our "goodbyes" we were all smiles. After all, we weren't going to Cabo. Wait a minute, they were flying to Houston THEN Cabo. We were flying to Houston also. Sure enough, we were on the same flight and it was cancelled. The airline took care of rescheduling us. Unfortunately, it was for the following day and that would mean we would miss our first day of the charter. That wasn't going to work.

I remembered American Airlines flew into Belize too so we made our way down to the American counter and inquired about one way from Oklahoma City to Belize City leaving immediately. The ticket agent was both suspicious and hesitant. After explain to her supervisor and showing return tickets, tickets were purchased and we were on our way. We would now connect through Dallas instead of Houston and were able to surprise our friends as we were on the same flight from Dallas.

COVID fears had arrived in Belize and several hundred tourists were greeted by Customs representatives wearing white lab coats, surgical gloves and masks. Very few of us had any protective gear. Clearing Customs took about an hour then we made our way to the local airlines for travel to Placencia.



Arriving in Placencia we made our way to the Mariposa Beach Resort. This is a beautiful property, consisting of thatch roofed cottages, bar and restaurant located right on the beach. The owners are Canadian and they run a first class operation. The welcome rum punch was enjoyed (as were a few more).

We had elected to have Sunsail provision for us, so we made our way leisurely to the marina. We still arrived a little earlier than expected so we made our way across the street for lunch. Following a great meal, we were back at Sunsail headquarters for our skipper briefing.

The charts are old. The data in the cruising guides is old. As a result, all headings are true and GPS's aboard set to true so no issues switching between true and magnetic. For the most part, everything was right where the charts said it would be.

After a late departure, we altered our plan a little to take us north due to the next day's forecast. After a few hours we were picking up a mooring ball at No Name Caye. This little chunk of limestone is covered in mangroves and a few palm trees. We popped the top on a few Belikin beers, toasted and welcomed each other to paradise. Soon after, a young lady paddled up, said hello and asked us if we were coming to dinner. We were a little puzzled and she said "mooring ball is free if you eat ashore, or \$20 a night if you don't." I immediately inquired "what's for dinner" and she responded "fresh conch fritters." I said we'll come to dinner. This couple lives off-grid on this island with their 7 year-old daughter. They're about 10 miles off-shore and rent a hut to guests as well as running the restaurant and bar.

....CONTINUED

The next day we headed south, stopping overnight at a few secluded Cayes, working our way southeast. Eventually, we arrived at Hatchet Caye and the Ray Caye Beach resort where we dinghied ashore for drinks. Wow, what a place! We also discovered “frozen Coconut Mojitos.” We will definitely go back there. The next morning we hesitantly slipped our lines and made way for Moho Caye, which would be the most beautiful stop. Snorkeling and strolling secluded white sand beaches was the norm on this piece of paradise. We hated to leave, but we had about 5 hours of sailing time to get closer to Placencia.

We crossed Victoria Channel and found ourselves back in safe but shallow water. We were pretty much on a beam reach until we rounded one caye and made our way into the main channel between the cayes and the mainland. There we were pretty much on a broad reach with a following sea on the starboard stern quarter. We pulled into Placencia Harbor just before dark and were anchored in time to watch a beautiful sunset.

The next morning would be our last in this tropical paradise and we woke to rain and the effects of a cold front. Sunsail had provided us with serious provisions and we ended up not consuming a lot of food. As a result, we had a lot to choose from for our last breakfast. Fresh coffee, cheese and sausage omelets, and fresh fruit fueled us for the short trip to the marina. By the time we were at the marina, the rain had passed and blue skies returned. Turning the boat in was a breeze. We had leftover fresh water and had hardly consumed any fuel.

We would definitely do this trip again and plan to do so. We would also highly recommend this operation to others. The initial “reservations” contact in Florida was good, then became a little strained after the charter had been booked. Information was hard to get. On the other hand, Sunsail in Belize was top notch and took great care of us. An added highlight was running into fellow OCBC members, Luke and Kristine Hoehn who were also sailing out of Sunsail during the same period. They love the place, too.



Bosun's Chair

Nineteenth-century nautical execution device consisting of an iron chair to which a lightning rod was attached. The condemned sailor was strapped into the bosun's chair where he remained until a fortuitous bolt of lightning or a lethal dose of St. Elmo's fire resulted in his execution.



Submitted by
John Barnett

TRADING PAGE

NOTHING FOR SALE AND
NOBODY IS LOOKING TO BUY ANYTHING

Items on the Trading Page will run for three issues. To continue publishing your ad for an additional three issues, please notify Keith Green, Editor, green3000@sbcglobal.net



FLAG OFFICERS, BOARD OF GOVERNORS, COMMITTEE CHAIRS

2020-21 BOG MEMBERS

Commodore	Terry Carlson	commodore@okcboatclub.com	405-694-7011
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Member-at-Large	Jim Blakewell	board2@okcboatclub.com	405-760-7291
Member-at-Large	Charlie Shafer	board3@okcboatclub.com	405-388-2563

2020 COMMITTEE CHAIRS

Race: Mike Anderson

Regatta: Jeff Stoabs

PHRF (Handicap Rating): Mike Kelly,
Terry Carlson

Hoist: Mike Hahn, Robbin Phillips, Stan Nieves,
Kenny Parker, Greg Thomas

House, Dock & Anchorage:

Wet Slip monitors:

Dry Slip monitors:

Permanent Marks:

Landscape: Keith Green

YeLogge: Keith Green, Ginny Green

Entertainment: Glede Holman, Ethelyn Barnett

Youth: Shawn Cina, Richard Walford

Finance: Liz Eagan

Database & Roster: Liz Eagan

Scoring: Ann Kilpatrick

Commodore's Cup: Richard Walford

CSSA: Dan Camp

Education: Alistair Charlton

Eight Bells: Bill Hesse

Historian: Bruce McDermott

Technology: Dwight Bays, Scott Law

Protocol: Steve Bryant

Protest: Gary Sander

USSA: Glede Holman

Photography: Bruce McDermott, John Walters

Planning:

Lighthouse:

Ladies: Anita Endres

Nominating: Chris Bayouth

Public Relations: Cindy Friedemann

Collegiate: David Bass

Procedural: Bill Brett

Government & Business Relations:



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EDITOR'S EPILOGUE—Keith Green



Many thanks to the recent work party for not over-filling the dumpsters. That enabled us to avoid a penalty assessment from Waste Management.

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Trading Page: Free to OCBC members. No pictures. Ads will run three times, then must be renewed via email to the Editor.

Personals/Custom Ads/Announcements (Charitable events exempt): 1/4 pg. @ \$30 for 1 month, \$75 for 3 months; 1/2 pg. @ \$45 for 1 month, \$120 for 3 months; Full pg. @ \$75 for 1 month, \$180 for 3 months.

Business Cards: \$30 for 6 months; \$50 for 12 months.

CRUISING ARTICLES FOR THE JIM CALDWELL TROPHY: Articles must be submitted for publication from November through August. See the Deed of Gift for details.

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SUBMISSION OF CONTENT: Please submit content via email to the Editor. If you do not receive a reply, send it again or call the Editor directly to confirm receipt.

OKLAHOMA CITY BOAT CLUB

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Corrections & Clarifications: *Ye Logge* is committed to accuracy. Please contact the Editor with corrections or comments.