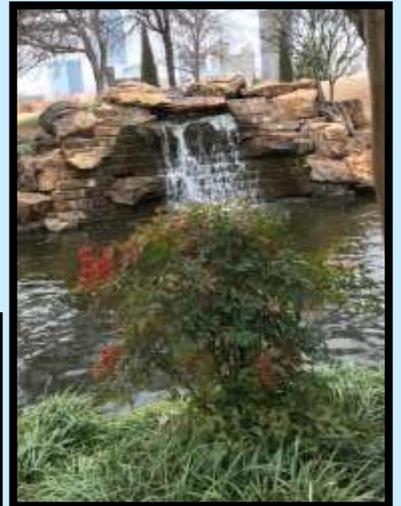


APRIL SHOWERS BRING MAY FLOWERS

The current wave of stay-at-home orders and social distancing recommendations are admonitions and guidelines that run contrary to our human inclinations to be gregarious and independent. However, the scientists tell us that non-compliance with such recommendations can have dire consequences for the health of both ourselves and others. Getting closer to nature can be a fulfilling way to enrich our spirits. Oklahoma City is fortunate to be endowed with a variety of natural venues which enable us to enjoy the beauty and educational aspects of our surroundings, and to do so in a safe and aesthetically-appealing manner maintaining a distance from others. Visiting Will Rogers Gardens at this time of year can be a profoundly meaningful experience. Another site for educational and historic significance is the Oklahoma Land Run Monument.



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Events

Ladies' Brunch NEW DATE TBA
Man Overboard Drill NEW DATE TBA

UPCOMING*:

- 5/1-4 US Sailing Level One Instructor Course
5/2 Cinco de Mayo
5/15 Movie on the Patio
5/23 Family FUN races to begin
5/30 Splash Day Celebration
Splash Day Regatta
6/6 Paella Dinner
6/19 Movie on the Patio
6/26-28 Lighthouse Regatta
7/14-7/19 IDA LEWIS REGATTA
*EVENTS SUBJECT TO CHANGE

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"**

NAUTICAL TRIVIA QUIZ FOR SAILORS

1. Your disabled sailboat has been taken under tow. When a fog bank rolls in, what sound signals should you make?
2. What is the origin of the phrase "son of a gun"?
3. What is the origin of the term "mayday" for an emergency call?
4. What percentage of ocean water is composed of dissolved salts?
5. Where on a sailboat are you most likely to find an angel?
6. You have been sailing south through day after day of heavy overcast and fog, and are thus unable to use your sextant to determine your latitude (and you have no GPS). How can you tell when you have crossed the equator?
7. Few people with anacrophobia become sailors. Why? What are they afraid of?
8. Every mariner knows the difference between port and starboard. Hundreds of years ago, however, a different word was used to refer to the left side of the boat. What is it? Do you know the origin of these terms?
9. Is everything on your boat hunky dory? This phrase for feeling carefree does have a nautical origin, but it's not related to a small wood boat that is rowed. Where does the phrase originate?
10. Rum punch is a favorite among sailors when the sun is over the yardarm. There's a delightful little verse to help you remember the proportions of different ingredients in rum punch:

One of sour

Two of sweet

Three of strong

And four of weak

Name the four ingredients that are sour, sweet, strong and weak.

ANSWERS ON LAST PAGE.

COMMODORE— Craig Bilodeau

commodore@okcboatclub.com



Hello Oklahoma City Boat Club Sailors.

Well, sailing season is here. Unfortunately the virus is causing a few delays. The Board of Governors met last Thursday for the first time using Video Conference. By meeting on video conference we were able to stay within social distancing guidelines set forth by our Mayor. The Board decided to postpone Splash Day with the date moved to May 30th. The General Membership meeting is cancelled for April. I'm sure that many members have been adversely affected by the pandemic and it's my hope that your lives can get back to normal soon.

The good news is that Ida B Lewis is still a go. We hope that the pandemic conditions improve soon so we can get the club activities back to normal. Putting on a great national regatta would be good for the morale of our community and club. The next 2 weeks should give everyone a better idea of where this is going. The Board will adjust the calendar as conditions warrant.

If you have comments or concerns please email me at commodore@okcboatclub.com.
Hope to see you on the water.

ARRIVAL OF THE PURPLE MARTINS



In the Spring there are lots of improvements that take place. Some of those improvements are natural like trees blooming and then turning a fresh green. The flowers are amazing. One thing I have always enjoyed though a little more than others is watching the Purple Martins arrive. I noticed just yesterday that they have just moved in. Paschal Autry has recently installed a new, very nice Martin house and 5 Martins are making their summer home there. Another Martin house has attracted at least one Martin as well. Purple Martins can eat thousands

of mosquitoes a day. That makes them pretty good friends to have around. The BOG thought it would be nice to recognize Paschal as member of the month for his recent improvement. Take a look at the house on the high SW bank at the club and thank Paschal next time you see him.
...Craig Bilodeau, Commodore

Vice Commodore—Greg Thomas

vice-commodore@okcboatclub.com

I hope this article finds you safe and well. I really wish I could tell you all the things going on at the club right now, but we are really in a waiting mode. We are all hopeful that soon this virus will get under control and we can go back to our more routine daily lives. If you have issues you want to discuss please email me at vice-commodore@okcboatclub.com. We are doing things away from the club right now. Our Lighthouse Charity volunteers are still working on the regatta. We recently renewed our license as a vendor for city lake permits. I am working toward updating our website with respect to Lighthouse Charities. I look forward to the time when we can have our activities together. The most important thing right now is for you and your family to be safe. Please take care.

Greg

Rear Commodore—Terry Carlson

rear-commodore@okcboatclub.com

In this time of Corona V-19 not a lot is happening at OCBC. I'm spending most of my time at home as recommended by the CDC and the President of the United States. I hope all OCBC members are doing the same, so we can all come through this safely and resume our sailing and other activities at OCBC.

The dock repair project headed by Karl Benzer was postponed until further notice. All of the repair supplies have been obtained and delivered. The floatation was delivered and Karl Benzer, John Roux, myself along with my tractor, unloaded the truck. You may have noticed the many pallets of floatation stacked by the west hoist.



Commodore Craig Bilodeau turned on the water and installed the power washer at the west hoist and I did the same for the east hoist.

Please be certain all State Registrations and City Lake Permits are up to date for ALL boats located at OCBC.

Terry

US Sailing's National Junior Women's Doublehanded Championship

JULY 7-11, 2020

...Glede Holman

Last summer, Oklahoma City Boat Club/Lighthouse Charities, Inc. submitted an application to host the 2020 National Junior Women's Doublehanded Championship, also known as the Ida Lewis. The event, sponsored by the C. Thomas Clagett Trust, will be coming to the shores of Lake Hefner July 7-11, 2020, and will be the second time OCBC has been involved with the regatta.

The Championship will bring in between 40 and 80 young (ages 13-18) young female athletes from across the Nation as well as a host of support personnel such as coaches, race officials, and representatives of US Sailing and the Clagett Trust. The young ladies will be competing in 420s during two days of coaching followed by two days of racing. Registration began on March 3rd and there has been a steady stream of entries.

Bringing the Ida Lewis to Oklahoma City is labor, equipment and financially challenging. There will be a number of volunteer opportunities. Additionally, a large number of power boats are required to accommodate the coaches, race committee, judges and other support functions. Michelle Powell Schafer is heading up volunteers and Bill Brett is heading up the on-the-water assets (boats). The Lighthouse 420s will not be used for this event. The competitors will be bringing their own boats or chartering through Zim Sailing.

Housing is another way to be involved. In the past, US Sailing events largely relied on host families to provide lodging and local transportation for the athletes. This supported a social development aspect of the competition. Given the recent unfortunate situation regarding abuse of Olympic gymnastics competitors, US Sailing has reevaluated the situation and is moving away from host families. The 2020 Ida Lewis will be open to host families. In order to host, adult members of the household will be required to complete US Sailing's SafeSport online training and pass a background check. The training is free and the background check is being paid for by US Sailing. Please contact Michelle if you are interested in hosting.

Interested in supporting financially either by funds or in-kind gifts? Please let Jay Collins know and he will gladly assist.

The 2020 Ida Lewis Committee thank you in advance for your assistance and interest!

For details and the announcement of this event, go to:

<https://www.ussailing.org/competition/championships/2020-u-s-junior-womens-doublehanded-championship/>

Ida Lewis Update

The COVID-19 pandemic has had a significant impact on competitive opportunities in our sport with many events cancelled or postponed. The good news is that the National Junior Women's Doublehanded Championship is not one of them. OCBC's hosting of the event remains unchanged for July 7-11.

This pandemic has created hardships for all and, you can imagine, parents looking to sign their daughters up are faced with trying to do more with less. As a result, we continue to look to you as potential hosts, providing these young athletes with a place to stay during the event. Please contact Michelle Powell Schafer at 580-401-0671 or Glede Holman at 405-416-0112 to sign up.

Another area we need help with is access to additional power boats for regatta support and coaches. If you would like to loan a power boat, or discuss the possibility, please contact Glede at the number above.

We thank you for your consideration. Stay healthy and safe!

COACH'S CORNER — Lynn Pinegar

In preparation for the upcoming Ida Lewis Regatta (yes, it is still on!), this month in Coach's Corner we will conclude the series of popular youth boats with the Club 420. The Club 420 is based on the International 420, which was designed by Frenchman, Christian Maury. After its introduction in France, the I420 class developed rapidly and was adopted by the French as a youth trainer for the larger Olympic class boat, the International 470. By the late 1960's, the I420 was adopted by some of the university sailing clubs in the UK for training and team racing. During the 1970's in the US, Vanguard designed the Club 420. It has a heavier hull, which is reinforced for durability in institutional sailing, and a stiff, untapered mast. The Club 420 is used exclusively in the US and is not recognized by World Sailing or the International 420 Class Association. It is a much more simple boat, and easier to sail than the I420, but it lacks the performance of the original dinghy due to its extra weight. The Club 420 is used extensively on the youth race circuit in the US, with over 5,000 boats in North America.

The C420 is a 2 person boat with a jib, a spinnaker and a trapeze. The ideal combined skipper and crew weight is 300 pounds, preferably with the crew being heavier than the skipper. The boat is named as such because it is 420 centimeters long which equates to about 13ft 9in (basically the same length as a Laser). For a dinghy, it is a heavy beast at 220lbs which means that it also needs a lot of sail area. The mainsail on the C420 is larger than a Laser full sail at 80.2ft², while the jib adds another 30ft² to the sail plan and the spinnaker adds yet another 90ft².

This boat is a good youth trainer for several reasons. It gets kids accustomed to the idea of sailing as a team instead of just an individual, so it is especially good for social teenagers. Some kids don't like sailing because they feel isolated on their boats; the C420 gives them a chance to share the sailing experience with another person. Additionally, kids that are afraid to sail by themselves often excel on the 420 because they are not alone.

Another reason the 420 is an excellent trainer is the fact it has a spinnaker. The spinnaker skills learned on the C420 can be applied to keelboats and other high performance dinghies. While running over a spinnaker at the leeward mark in a 420 is an inconvenience, it can be disastrous on a keelboat, so the lessons kids learn on the 420 will hopefully prevent the scenario from recurring on a larger (more expensive) boat.



Trapezing is another important skill that is learned while sailing the Club 420. Aside from the obvious benefits of being able to trapeze on high performance dinghies and catamarans, this skill can also teach kids how important weight distribution is in different types of wind. Kids often learn the hard way that attempting to trapeze in light air causes the boat to capsize on top of themselves. Those who are experienced, also learn that it is easier to sail upwind in heavy air with someone out on the wire to keep the boat flat. Not only is trapezing on the C420 necessary in Oklahoma, it also makes the boat fun to sail. If a boat is fun to sail, kids are more likely to keep sailing into adulthood, which is the whole point of youth sailing.

Altogether the three popular youth boats in the US that we have talked about teach youth the basics of sailing. The Opti does so by giving younger or smaller children a chance to sail on a boat that needs few on the water adjustments. And since the Opti is a pain to bail after capsizing, it keeps young sailors from constantly capsizing for fun. After the growing out of the Opti, kids will choose between the Laser and the C420. Most kids will learn how to sail both before choosing the one that they prefer. The Laser is the single-handed Olympic class boat so those who enjoy high performance or simply sailing by themselves choose it, while those who like to sail with others or are interested in trapezing or flying a spinnaker choose the C420. All of these boats are fun to sail in their own way, but by having different options for different children we can get more kids into sailing and hopefully keep them sailing.

The Final Race and Voyage Home for Chareta

By Scott Law

Chareta was a 1981 J-36 that turned out to be a “diamond in the rough.” She was a fractionally rigged sloop, with a teal green mast and boom and she was very fast. She had some unusual modifications made to her because her former owner was a paraplegic who sailed her quite regularly out of Solomon Island, MD, where her original US Coast Guard registration was plated, and even stayed during the time we owned her on Lake Texoma.

Let’s go back to the beginning and tell you how Chareta came to reside with us at Lake Texoma. You see, my good friend Ken West, and former OCBC Commodore, was playing around on EBay one day, like all of us should not do at a time when we are bored. I am guilty as well, I even bought an airplane like that once, yes, a real one, but that is another story for a later time.

Ken saw this J-36 sitting on yard stands in a shipyard and he placed a bid on it. He did not meet the reserve price, so he lost the bid. But then he started doing a little research, again bored with too much time on his hands. He found out that the boat was actually the property of a local church in the area and that the former owner had donated it to the church for the youth group when he had passed away. But unfortunately, like most of these types of donations go, nobody at the church was really familiar with a large scale boat, especially a racing sailboat. It wasn’t long before the church was upside down on the donation, with Marine Yard storage and maintenance fees, and they were at a total loss. Ken then made the church an offer and they took it. He then contacted our great late friend Hugh Baser (yes, Myona’s husband) and off they were to Solomon’s Island. They inspected the boat, got the rig dropped and made arraignments to get her transported down to Lake Texoma.

Then the clean-up begins. Donna and I were assisting the project lightly when we could, but you see we owned a boat down at Seabrook Shipyard outside Houston, Texas, one that was formerly owned by Mike Hahn. But we continued to assist Ken and Hugh with the work at Lake Texoma. One day Ken makes mention that we ought to sell the boat in Seabrook and buy the J-36 from him. Donna and I discussed it, and she sold me on the idea that we could go to Lake Texoma, and back home, in less than the amount of time that it took to go one way to Seabrook. I contacted Mike Hahn and told him I was going to sell the boat. He said that was great, he was actually missing that boat, and would like to buy it back. So the deal was done as they say. Donna and I became the owners of the J-36 Chareta. Now the real work is about to begin.

We started stripping the J-36 of all of excess baggage and soon discovered like any boat that has been sitting for some time, the blocks and winches and all the running rigging was quite toasted; the time sitting on the stands had taken her toll on the ole girl. I stated buying used equipment off eBay, again with that late night obsession. Ken knew of a guy who sold roll cuts off of sailing line. Donna, Ken, and I carefully measured, even sending Ken up the mast to help with the measurements. It was only when the Main Halyard started to fry out with him in the Harness that he yelled down, “Let’s replace everything!”

The sails, so we thought, were a pretty decent set of original Sobstad Genesis cut. They were the original poly laminate, string bias layup sail design. We were actually quite excited about these sails in the beginning. Through a lot of hard work and many trips to Texoma, we managed to get the boat in the water and drum up the old crew from the Mischief days, along with family and additional friends, and sailed the Wunderlick Long Distance Race on Texoma. This was to be the inaugural outing for the J-36.

All the sails went up, the engine motored us over to Grand Pappy’s to start the night time race. We even had a very young Courtney Bass to hold the flashlight on the Windex and sails all night long. We finished the race and felt we’d had an exceptional first time out. We learned a lot, and decided that none of us liked the huge weight of the 4” aluminum spinnaker pole. In fact, Justin Howard put his foot down after it being dropped on his head several times in the jibes that that thing had to go! And alas a new order of parts again was in need. During the night, we heard all sorts of strange noises that the boat and sails were making, but yet we could not quite put our thoughts on it. We ignored it and enjoyed the inaugural race. We did not do as well as we wanted but we finished and all went well, and nobody was hurt. So a successful outing for sure.

CONTINUED NEXT PAGE

The following morning, Donna and I said goodbye to the crew, and we started to motor back to Cedar Mills. We had some friend of ours coming up from Texas to sail with us on the boat for Sunday afternoon. Our friends arrived, we familiarized them with the boat, and we motored out of the harbor. We raised the sails and started sailing. Immediately it became apparent what the noises were from the night before. The sails were delaminating. Little strips of Mylar would start to roll from the luff, all the way back to the leach, and then flutter in the wind until they fell off. Donna and I watched this in amazement, but just kept it to ourselves; we did not want to scare our friends that something was wrong. We got back to the dock and dropped all the sails. My friend, Rodney, came up and said, "Hey we really don't know how to help, but we will do what you ask of us." I stated that it was no problem that we were just going to throw those sails in the dumpster. Without missing a beat, he looked at me and exclaimed, "They are disposable?" I could not contain myself any longer, as both Donna and I burst out in laughter.

Again, more parts on order. By Lakefest the following year, we had all new Quantum sails, new carbon fiber spinnaker pole, and upgrades in electronics, and the list goes on and on. We had been fortunate to have the crew we had from Mischief come over to the J-36 along with several other friends, as the boat was now much bigger than the Santana 30/30 and required more talent and hands to sail her. We killed it at Lakefest that year. With Fred Soward driving and the rock star crew, we put ourselves into a First Place Lakefest outing. People would come down the dock and look at the boat, and you could hear them say as they walked away, what a piece of crap, she is worn out, I wonder why it is so fast. We don't know the answer either, but she was very fast, and we always respected the boat, she never failed us. I offered one year to paint the mast back to white, and the crew refused, they said it was always the easiest boat to find in the harbor. So it stayed teal green.

We continued to sail that boat for many years, several more bottom jobs, new sails, rigging changes from the crew. Life was good, and again that boat never ever gave a sign of giving up. It wasn't until one fateful Lakefest Regatta, that she got her soul broken.

We had entered the Regatta as we always had, back then it was a 3-day event, with the racing starting on Friday and ending on Sunday. On that fateful weekend, racing had been canceled on Friday as the winds were howling into the 50's and out of the North N/W. So cold, as well as unsafe. If you have never seen Lake Texoma when it gets to rolling, it equals any ocean storm and waves I personally have ever been involved in. That lake can get quite violent indeed. So, good call by the Race Committee and the Judges.

Saturday the wind had calmed down to 20-25 gusting into the 30's still out of the North N/W, but manageable for an experienced crew. Like I said we all understood this boat quite well. After all, with being a frac-rigged boat, we just sailed her like an overgrown J-22. We were well polished, and had years of experience with her now, with all the same crew always showing up. The PHRF numbers that year were all over the board, so they had combined the faster boats of Division one, with those of Division Two for one start. We had assembled a great crew that year. Myself, and Donna, Fred Soward was driving, Ken West was doing the pit and afterguard, Justin Howard, Matt Grant and Scott Brown were up on the foredeck, Darren Williams, Kurt McDowell middle reserve, David Bass was on the mainsheet, Kevin Kendall, and Jim Alspaugh were on the genoa sheets, and spin sheets.

We timed the line and we are very familiar with the lake, so we knew how much depth we had to play with, so we hung out by the shore in the lee of a cove to keep the wave pounding to a minimum, while the sequence was going on. We had already figured a lot of the boats would be out of control, and would approach the line too early, and try to fall off towards the pin to keep from being over early. So our plan was to try and be just right at the RC boat, and be the last boat there. The plan actually worked out great, in fact we nailed it! Superb crew work and excellent driving by Freddie!

There were a couple of boats called over early, one them was a J-122 owned and driven by J.D. Hill that was well punched out over the line but a couple of boat widths to our leeward. For some reason, which still escapes me, JD decided to tack and bear off to port. With the breeze and sea conditions at hand, he simply did not have enough room to make that maneuver. His bow firmly hit us at mid-ship, he being on Port tack, and we still being on Starboard. The impact was so hard that it completely rolled the boat over to port and laid the Teal Green mast into the water. We lost several crew into the water, fortunately because of the weather conditions we all had our life jackets on, and/or inflatable belts as some of the crew like to wear.

It was the worst boat accident I have ever been involved in. Ken and Donna came up out of the pit wondering what had gone wrong. We managed to get J.D. pushed off our boat, and she re-righted herself. But Ken came flying up from down below, and said, "Scott, we are sinking!" When J.D. Hill had rolled up over our side, the weight of his boat had cracked our side well below the waterline. We immediately dropped all the sails and started the motor, contacted the Race Committee and Judge boat and retired.

We heeled the boat to the Starboard hull as much as we could to get the damage up out of the water. Ken and Donna and now Darren were down below, bilging out water as fast as they could. We made it into Grand Pappy's and back to the dock. We had quite the crowd, as everybody had heard the incident on the radio. When we got to the dock, we took the main halyard and tied it off to the far dock, and careened the boat over to get the damage out of the water for evaluation and to stop the flow of water entering. I called Cedar Mills and asked if they could pull me out that afternoon, if I was to get the boat there. They said yes, they would prepare some stands and would wait on us. We paid some kids in kayaks to duct tape the cracks in the hull, and then they duck taped some plastic trash bags Donna had found.

Fred went up to the Clubhouse to file the protest, which turned out to be quite a non-event, as J.D. Hill walked in and immediately apologized, and stated it was 100% his fault. Darren Williams, David Bass and I decided we would try to take the boat back to Cedar Mills, with the thought that if something went way wrong, we would just let her sink and we could swim to shore. We weighted the boom with as much weight as we could find, and swung it out all the way to the Starboard side to get the port side hull up out of the water as much as we could to minimize water intrusion. This actually worked and Darren was able to bail and keep up with the trickle flow of water into the boat from the damage. We pulled into Cedar Mills, and Mark from the Maintenance Shop immediately dropped some straps, and pulled the boat up enough that she would not sink. They pulled the boat from the water and put it on stands in the yard. J.D. Hill called to offer his apologies again. It was a Hell of a Day at Sea!

The insurance adjuster from JD Hill's Insurance Company went to Cedar Mills; Sonya from the Service Dept. called and stated that he was onsite, there to look at the boat. Five minutes later she called back to state that he was leaving, that it was a total loss, as he described it to her. There were only about 60 of these boats built originally and ours that was radically decked out was a total loss now.

We tried, unsuccessfully, to find another J-36. In the end we settled on a C&C 37R named Wizard. It has been a good boat, don't get me wrong, but it just has never been the same boat of the caliber of Chareta. It is a full mast-head rig, with not only running backs, but check stays as well, and a mast jumper stay adjustable on the deck track. Large hydraulic backstay adjuster, dual ratio mainsheet system that has part of its operations internal to the boom itself. A dip pole jibe spin system with a spin pole almost 16' long. All in all, just a very complicated boat to sail, plus she is much bigger in stature: 41' long, and almost 14' wide. The original keel was 8'7" but this boat has a modified keel with a bulb that is 7' 9" and it now takes a minimum of 13 crew to race her. We could get away with 7 in a pinch on Chareta, but 9 was ideal.

Following is a photo of Chareta on her final start right before the accident. You will notice we are the most windward boat, with the J-122 (the blue boat) Sail # USA 74 well punched out way ahead. The picture is taken from the Judge Boat, which is flying the lone yellow pennant that you see in the photo from a radio aerial. Notice the spacing of our boat and his, look at the waves and the wind, how much the boats are already leaning over, and imagine: could you even begin to think you could tack to port and fall off to leeward in that amount of space? Well, as you now know, it did not happen. And Chareta was lost.

I would like to thank all the crew that raced with us over the years, you know who you are. It was definitely a lifetime experience for us.

Pictured on the rail from the bow to the stern are: Justin Howard, Scott Brown, Matt Grant, Darren Williams, Kurt McDowell, Scott Law, Jim Alspaugh.

At the Helm: Fred Soward

David Bass is on the Mainsheet

Not Pictured, down below, or down to the leeward side: Kevin Kendall, Ken West, Donna Law



Chareta lives! A follow up:

After the accident, and the totalized claim by the insurance company. The Boat was stripped; Jack and Jeff Progelhof got the carbon fiber spin pole and all the sails for their J36 at RCYC on Lake Ray Hubbard. The insurance Company paid the storage and haul out fees to Cedar Mills, and then because of the hazards of a lead keel decided to leave me with the salvage rights to the boat. Robert Cumming a local repair guy who mainly works on Flying Scots decided to buy her for a project. He transported the boat to his shop where she sat for years looking quite sad and dilapidated. Then one day a few years back, I get a call from a stranger, but a fellow sailor, inquiring about the boat, wanting to know where all the equipment was at? I explained the whole story, then he told me he was thinking of paying Robert to finish her back up and was going to put her on Lake Ray Hubbard, at Chandlers Landing. When Robert finished the boat, and the transaction was complete. Then I got another call because Robert had never changed the US Coast Guard registration to his name and the boat for the US Government was concerned was still in my procession, with several years of penalties' now due to the lack of paying the annual filings. I was able to contact the US Coast Guard and explain the circumstance, and we got the ownership transferred to the new owner's name, and he paid a few of the minor penalties. I asked him once about the mast and boom, and he stated he thought we was going to leave it, he thought it gave the boat character. So to this day Chareta is alive and again living on the water in Texas at Lake Ray Hubbard, Chandlers Landing. The new owner has called several times, to ask questions about certain things and has always left the conversation, with "what a great boat!" I guess some boats just have a pedigree that can't be stopped.

COPING WITH covid-19 pandemic: MANAGING STRESS, ANXIETY AND FEAR

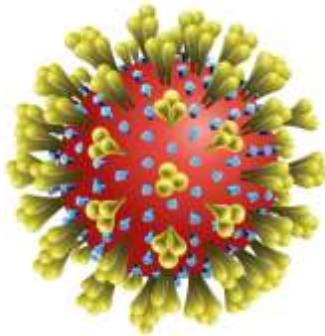
The outbreak of COVID-19 is stressful for many people. Fear and anxiety about a disease can be overwhelming and cause strong emotions in adults and children. Coping with stress will make you, the people you care about, and your community stronger. As a family, you can plan and make decisions now that will protect you and your family during a COVID-19 outbreak:

- Stay informed and in touch – get up to date information about local COVID-19 activity from public health officials. The latest information includes the publication “30 Days to Slow the Spread.” The recommendations include listening to and following the directions of your State and Local authorities.
- If you feel sick, stay home. Do not go to work. Contact your medical provider.
- If you have children who are sick, keep them at home. Contact your medical provider.
- If someone in your household has tested positive for the coronavirus, keep the entire household at home.
- If you are an older American, stay home and away from other people.
- If you are a person with a serious underlying health condition such as a significant heart or lung problem, stay home and away from other people.

These guidelines published by the CDC help to prevent the spread of virus. Americans should continue practicing strict personal hygiene including washing hands regularly for at least 20 seconds at a time and wiping down surfaces in the home often. Even if you are young and otherwise healthy, you may still be at risk and your activities can increase the risk of contracting the coronavirus for others. More than half of the cases fall within the age range of 18-49. Everyone can do their part. These guidelines may be obtained in a pamphlet form, which is now available and can be downloaded by calling CDC information hotline or going to [cdc.gov](https://www.cdc.gov/coronavirus/2019-ncov/communication/factsheets.html). <https://www.cdc.gov/coronavirus/2019-ncov/communication/factsheets.html>

Specific things you can do to protect yourself, the ones you love and members of your community include abiding by social distancing guidelines:

- Disregard rumors
- Practice deep breathing
- Exercise
- Stay in touch with family and friends via



Facetime, texts, or Zoom

- Many people worry about not having enough food or supplies on hand. You may be reassured about your household supply of such by making out an inventory of your family cupboard. Other people worry about running out of money. Thus, you may be comforted by making out a family budget that you and your family members feel will be realistic and within which you can abide.
- Remember that the majority of people who may contract the virus will only have mild symptoms and who will, thus, not need hospitalization
- Asking your neighbors what their plan for keeping safe and healthy involves may help you think of ideas you may have overlooked
- Create a list of local organizations you and your household can contact in case you need access to information, health care services, support and resources
- Create an emergency contact list including family, friends, neighbors, carpool drivers, health care providers, teachers, employers, the local public health department and other community resources
- Consider members of your household that may be at greater risk, such as older adults and people with severe chronic illnesses: choose a room in your house that can be used to separate sick household members from others
- Take everyday preventative steps: wash your hands frequently with a disinfectant product for at least 20 seconds. Avoid touching your eyes, nose and mouth; **Social Distancing**: maintain 6-foot apart
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash. Sneezing into your elbow is also recommended.
- Clean and disinfect frequently touched objects and surfaces
- Children may worry about themselves, their family and friends. Therefore, talk to them frequently to give them reassurance

<https://www.helpguide.org/articles/anxiety/coronavirus-anxiety.htm>

Coping with Coronavirus: Managing Stress, Fear and Anxiety

<https://www.nimh.nih.gov/about/director/messages/2020/coping-with-coronavirus-managing-stress-fear-and-anxiety.shtml>

30 DAYS TO SLOW THE SPREAD

Listen to and follow the directions of your **STATE AND LOCAL AUTHORITIES**.

IF YOU FEEL SICK, stay home. Do not go to work. Contact your medical provider.

IF YOUR CHILDREN ARE SICK, keep them at home. Do not send them to school. Contact your medical provider.

IF SOMEONE IN YOUR HOUSEHOLD HAS TESTED POSITIVE for the coronavirus, keep the entire household at home. Do not go to work. Do not go to school. Contact your medical provider.

IF YOU ARE AN OLDER PERSON, stay home and away from other people.

IF YOU ARE A PERSON WITH A SERIOUS UNDERLYING HEALTH CONDITION that can put you at increased risk (for example, a condition that impairs your lung or heart function or weakens your immune system), stay home and away from other people.



For more information, please visit
CORONAVIRUS.GOV



WORLD HEALTH DAY APRIL 7, 2020

Let's thank our HEROS ...
Physicians, nurses, police, firefighters,
Grocery store clerks, and small businesses
for all they have been doing to provide the
public with what they need.

St. Patrick's Day Celebration

MARCH, 2020

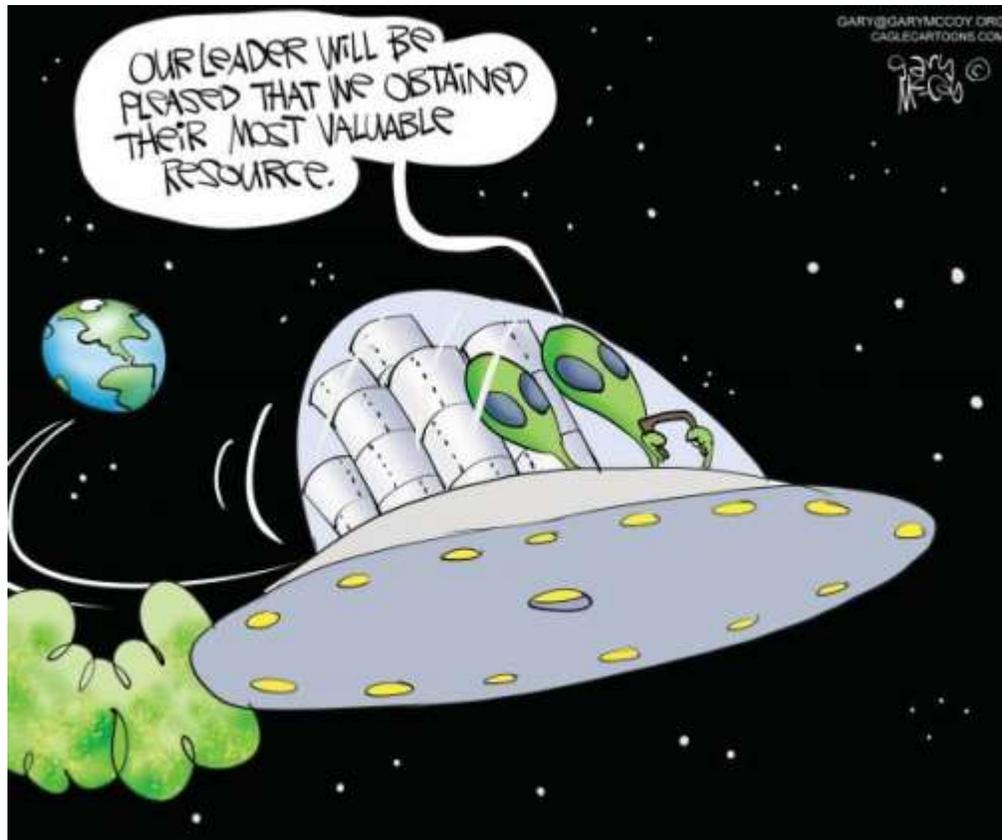
A good time was had for all at the OCBC St. Patrick's Day party. The corned beef brisket cooked by Bayless Kirtley, Zac Kirtley and Carl Borgfeld was the best ever! The other elves that helped serve the food, entertained and cleaned up were our Entertainment Chair Glede Holman, Peter Gray, Mike Magee, Geoffrey Barbour, Michael and Christina Hoehn, Casey Barnett, and many others.

It looks that this party might be the last one for a while; I'm glad that we had one last Hurrah!!!!

For more photos, click below:

[St' Patricks Day Party](#)





FROM THE DICTIONARY FOR LANDLUBBERS

...John Barnett

SWIMMING: A form of solo waterborne navigation, ordinarily practiced over short distances, whose expense, compared with sailing, is negligible, since the most costly item—the boat—is dispensed with entirely.



M E M O R I E S

E M O R I E S



Submitted
Monthly
by
John
Walters

THE TRADING PAGE

FOR SALE/SALE: 1980 CATALINA 25. Pop top with camping canvas screen. Fixed keel, fast enough to beat Steve Meyer. Very good bottom with VC offshore paint. Good sails. Newer upholstery, cockpit cushions, alcohol cooktop, sink, working fresh water. \$3900. Trailer and a 9.9hp 4 stroke Yamaha outboard negotiable. David Bilodeau (405) 596-2098.⁽²⁾

FOR SALE/SALE: 1997 Farr 25 by Beneteau, Sport boat PHRF 114-120. 5'2" draft Bulb keel, Excellent mylar Quantum sails. An 8' cockpit also makes for a good daysailer. \$6995, no trailer. Either a good yard trailer or a custom built galvanized road trailer are available for an additional consideration. David Bilodeau (405)596-2098⁽²⁾

FOR SALE: 1985 Sovereign 23. Wheel steering with pedestal mounted Autohelm Instruments, plus throttle and shift controls. 2'6" fixed keel. Must be seen to appreciate. \$5500 with galvanized, float on/off trailer. Contact David Bilodeau, 405-596-2098.⁽²⁾

FOR SALE: Flying Scot—great boat with winning OCBC history. Two sets of sails, two covers. Bill of Sale only. Price: \$1,500.00 OBO. Contact Glede Holman, voice/text 405-416-0112.⁽¹⁾

FOR SALE: Melges C-Scow with two sails and trailer. \$1,000.00 OBO. Contact Glede Holman, voice/text 405-416-0112.⁽¹⁾

FOR SALE: 1981 Catalina 22 Project Boat; includes excellent trailer, good sails, 4HP Mercury. Can be seen in Dry Slip 87. \$3,000. Norm Foster, 405-755-6226⁽²⁾

WANT TO BUY: 110 Jib for Catalina 22, hank on. Must be in good condition. Measurements are: Luff of about 20'8"; Foot of 10'5"; Leech of 19'10". Contact John Tulp, phone or text 405-203-3993 or email to johntulp@yahoo.com.⁽³⁾

FOR SALE: 1983 Catalina 25 SK "Twin Dolphins", refinished bottom and keel, Honda 2008 8HP outboard, trailer, sails, miscellaneous equipment. Asking \$4950. Call or text George Davis at 405-823-9955.⁽²⁾

FOR SALE: IC24 "OK 4", red, white & blue hull, race ready, dual axle trailer new in 2015, two sets of class sales made in 2013 and 2018-used only one season, pro-start, new lines and miscellaneous hardware. Asking \$9000. Call or text George Davis at 405-823-9955.⁽²⁾

FOR SALE: 1984 Catalina 25 Tall Rig Swing Keel (formerly "My Harley") Comes with Mercury 9hp 2-stroke outboard with electric start, CDI Roller Furler, Sails are in good condition. Tandem-Axle Trailer. Bottom has good paint and ready to sail. \$5500. atcroux@gmail - Contact John Roux 405-320-1454.⁽¹⁾

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

2019-20 BOG MEMBERS

Commodore	Craig Bilodeau	commodore@okcboatclub.com	405-250-5431
Past Commodore	Ric Drennen	past-commodore@okcboatclub.com	405-778-4010
Vice Commodore	Greg Thomas	vice-commodore@okcboatclub.com	405-203-4795
Rear Commodore	Terry Carlson	rear-commodore@okcboatclub.com	405-694-7011
Secretary	David Archibald	secretary@okcboatclub.com	405-414-6894
Treasurer	Richard Walford	treasurer@okcboatclub.com	405-834-6582
Treasurer-elect	Glede Holman	treasurer-elect@okcboatclub.com	405-416-0112
Member-at-Large	Art Caples	board1@okcboatclub.com	240-281-1091
Member-at-Large	Luther Curtis	board2@okcboatclub.com	405-850-1574
Member-at-Large	Don Garrison	board3@okcboatclub.com	405-203-0290

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, Terry Carlson

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: Danny White

Database & Roster: Liz Eagan

Scoring: Ann Kilpatrick

Commodore's Cup: Ian Jones

CSSA: Dan Camp

Education: Glede Holman

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: Greg Thomas

Lighthouse: Greg Thomas

Ladies: Anita Endres

Nominating: Chris Bayouth

Public Relations: Cindy Friedemann

Collegiate: David Bass

Procedural, Bylaws: Ann Kilpatrick

Government & Business Relations: Greg Thomas



TO VIEW YE LOGGE ON THE WEBSITE, CLICK
ON "ABOUT"

<http://okcboatclub.com/>

EDITOR'S EPILOGUE—Keith Green



For the sake of each of us, our families, and the community, continue to diligently practice the President's Guidelines, "**30 Days to Slow the Spread.**" In particular, evidence indicates that social distancing is flattening the curve in virtually all states.

The more successful we are at complying with the guidelines, the quicker we can get back to **SAILING.....**

The Official Publication of the Oklahoma City Boat Club
Editor: Keith Green; Layout Editor: Ginny Green
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Published monthly prior to the General Membership meeting. Please email all submission by the Friday before the General Membership meeting. The editor of *Ye Logge* reserves the right to edit, delete, or withhold any material submitted for publication. Manuscripts submitted will not be returned. The Oklahoma City Boat Club accepts no responsibility for the content of any item published in this publication.

Corporate Ad Rates: 1/4 pg. @ \$120 (4" wide, 5.25" high or 4x4 square); 1/2 pg. @ \$180 (8.0" wide, 5.25" high); Full pg. @ \$300 (7.5" wide, 10" high). Ads will run 12 months from the date of purchase.

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.

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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.

ANSWERS TO NAUTICAL TRIVIA QUIZ FOR SAILORS

1. A vessel under tow in fog should give one long sound blast followed by three short blasts. Repeat at two-minute intervals.
2. In historic sailing ships, women were occasionally smuggled aboard—and many naturally became pregnant in due course. Childbirth at sea traditionally happened between cannons on the gun deck, and the child was recorded in the ship's log as a son of a gun.
3. "Mayday" is said to have originated from the French phrase "M'aidez" - meaning "Help me."
4. Although salinity varies in different oceans and locations, on average sea water is about 3.5% dissolved salts.
5. An "angel" is another term for an anchor kellel or sentinel. This is a weight that is suspended from the anchor rode some distance down from the bow to lower the angle between the lower part of the rode and the sea bottom, thus increasing its holding power while also providing slack to absorb the strain caused by gusts and waves, especially when there is not room to let out sufficient scope.
6. Water going down a drain swirls counterclockwise in the Northern Hemisphere and clockwise in the Southern Hemisphere. So just put some water in the galley sink and watch after you pull the plug. This is called the Coriolis effect, which also influences ocean and wind currents.
7. Ancarophobia is fear of the wind.
8. The term originally used for the left side of the boat was larboard. Given its similarity in sound to "starboard", you can see how the term "port" became preferable over time. "Starboard" derived from Old English terms for steering board (on the right side of historic ships). Larboard possible came from the words for loading and board—and ships were traditionally docked on their left side for loading. "Port" is thought to have the same meaning: the side put to the wharf when in port.
9. Sailors in port in Yokohama liked to visit Hunki-Dori street when they felt carefree—in the center of the city's red light district where sailors were wont to go after a long time at sea.
10. Rum punch can be made in various ways, but this ditty helps you recall the basics. One part of lime juice (sour); two parts of sugar syrup or a sweet juice like orange or pineapple (sweet); three parts rum (strong); and four parts water or any lighter juice (weak).

Reference: www.liveabout.com

CORONA BEER CHANGES THEIR NAME TO AVOID ASSOCIATION WITH THE CORONA VIRUS OUTBREAK

