

JUNE IS SHAPING UP TO BE A FRUITFUL MONTH AT OCBC DESPITE LAKE HEFNER'S EXIGUOUS WATER RESOURCES

Club members are not sitting on their duffs lamenting the paucity of lake water. Rather, they are pursuing, or have engaged in, diverse activities. Some are honing their sailing skills by competing in such events as the Tuesday, Wednesday, or Sunday Racing Series, as well as the recent Family Fun Race.



Others are enhancing their knowledge of the sport of sailing by taking advantage of training courses, such as the *US Sailing Small Boat Level 1 Instructor Certification Course*, offered at Lake Thunderbird, under the tutelage of Rick Shaw, with David Bass, Lexie Wallace, Monica Aughtry, and Shayna Borgfeld from OCBC in attendance. Others, notably, Kelly Cole, Mitchell Selby, and Anita Endress are leading, supervising or supporting Youth Sailing Camps.



One adventurous couple, namely, Don and Gloria Garrison, took a cruise on the Northern Gulf Coast (see pg. 19 for cruising article). Some, including Danny and Daniel White and Keith Green, have traveled to nearby lakes, Windycrest in par-

ticular, to participate in regattas (see photos, pg. 15). Ric Drennen, is orchestrating Free Sails to the community's children, which is part of the mission of LCI to combat juvenile delinquency. On the home-front, cleanup crews and horticultural aficionados are working diligently to improve the aesthetic appeal of the clubhouse grounds. Also, those more attuned to the resident fauna on the grounds of OCBC, have been entranced by bird-watching and observing the reptiles, notably the freshwater turtles, inhabiting our environs (see photos, pg. 16).

Recent rains boost water levels and sailors' spirits!! The depth of the lake is increasing slowly, although not yet to the optimum level desired by all sailors. Centerboard boats are still dragging the bottom or running aground in some places if their skippers are not diligent about estimating when to raise their boards.

Excitement and anticipation abound as OCBC is on the eve of its annual fundraiser, **Lighthouse Charity Regatta**. While the June 14-15 **Centerboard Regatta** appears to be a "go", and the use of centerboards in that competition will probably not be significantly encumbered, the same cannot be said for the **Challenge Cup** to be held June 14, or the **Keelboat Regatta**, scheduled for June 21-22. Big boats, 25-feet or larger, which were originally considered, possibly may now be able to race in the Challenge Cup, although Plan B: using 420s in that event, if necessary, is still a viable option. Skippers entering their boats in this competition include Chris Bayouth, Francis Beling, Jim Blakewell, Carl Borgfeld, Steve Meyer, Stan Nieves, and Robbin Phillips. The Keelboat Regatta, given the current water levels, appears to be too close to call at this point, as to whether or not such will be held as scheduled, and, if so, types of boats that will be able to navigate the shoal conditions safely and without incident.



Lighthouse Keelboat Start Line; Photo Credit: Sue Ogrocki

Commodore's Report



Carl B.

~_/_~

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Well if you have been around the club much this last month you may have noticed I was not around much. The reason was because I was out of town for my day job. For those that do not know, I work for the Oklahoma City Police Department. I perform the maintenance and inspect the Helicopters for them. The city has purchased two new helicopters, for which I had to receive factory training down in Grand Prairie, Texas. Also, I had to go to Carlsbad, California to consult with Completion Company personnel for all the law enforcement equipment. You are asking yourselves, "What does this have to do with OCBC?" Well, while I was gone, your Rear Commodore and Vice Commodore kept things going and took care of business. I owe them both a big THANK YOU.

Hoping in the next week or two you will see some work being done on "C" dock. We are going to try to set the docks in place before the water comes in. This will be a little more difficult than floating them in place, but doing it this way, we will be able to run the water and electricity. Also getting the dock in place now, will allow us to go sailing when the water comes in, rather than doing dock work.

As I'm typing this report it is raining and the lake has gone up almost a foot. Looks like we may have a good chance to have Keelboat weekend for Lighthouse. I know this water level will be short lived, so I would like to encourage all you Keelboat sailors to make every effort to launch your boats and participate in the regatta. If you need any help putting your boat in the water let me know and I will find you help or help you myself. I will even help you pull your boat back out after the regatta.



Water entering Lake Hefner via the Lake Hefner Canal. This is fed from the North Canadian River.

Staff photo (05/25/2014)

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Business Card Ads and paid advertisements appear scattered throughout the publication

Calendar

- 6/12 General Membership Mtg.
- 6/13,14,15 Lighthouse Centerboard Regatta; Challenge Cup; Dinner, Music
- 6/19 Ladies' Movie Night
- 6/20,21,22 Lighthouse Keelboat Regatta; Dinner, Band; Awards
- 07/03 BOG Meeting
- 07/05 Day After 4th of July
- 07/10 Gen. Membership Mtg.
- 07/17 Ladies' Movie Night
- 07/19 Poker Race
- 08/02 Captain Morgan Race
- 08/07 BOG Meeting
- 08/14 Gen. Membership Mtg.
- 08/21 Ladies' Movie Night
- 08/23 Long Distance Race
- 08/30 Labor Day

IMPORTANT FUTURE EVENTS:

11/15 Annual Banquet

12/20

- 13-1500 (1-3PM) Youth Christmas Party
- 1800 (6PM) Adult Christmas Party

Vice Commodore's Report

Terry Parker
Vice Commodore
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Lighthouse is here! Centerboard and Challenge Cup will take place the first weekend, June 13 – 15. Hefner Grill will be providing dinner (including their incredible salmon!) on Saturday, the 14th. DJ legend Dale Wehba will be spinning the tunes after dinner. Throw in door prizes, wine glass sales (including complimentary bottle of wine), along with the pleasant evenings we've been having and you will have a night to remember for only \$20 a person. Keep in mind this will benefit a very worthwhile organization. Our beneficiary this year is Angels Foster Care Network of OKC.

Keelboat weekend festivities, June 20 – 22, will take place even if we are not able to have keelboat races. So, plan to come out on Saturday, June 21st, and enjoy dinner provided by Earl's Rib Palace (the best BBQ in OKC!) The band Osage, will be playing for your dancing and listening pleasure. As with the first weekend there will be wine glass sales, door prizes and a raffle. Another incredible evening can be yours for only \$20 per person. Remember, the proceeds will be benefiting Angels Foster Care Network.

You will be able to pick up your Lighthouse T-Shirt for \$ 15 each. They will be available for purchase beginning Friday, June 13th. We will not be marking them down after Lighthouse as in prior years. We have ordered a few XLs and a small number of youth sizes. If you want one, be sure to buy early!

Hope to see everyone there!

CHALLENGE CUP

Each boat which enters must put up a minimum of \$500. Boats can recruit as many sponsors as they like and accumulate as much sponsorship money as they can. Awards are given for Regatta winners (1st, 2nd, 3rd); the boat which raises the most sponsor money; the boat with the most sponsors, AND, the best-dressed crew.

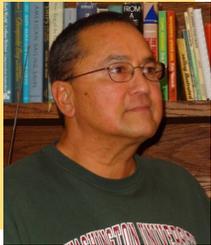


Challenge Cup Trophy
Photo Credit: John Barnett

UCO SAILING TEAM THANKS OCBC

As the 2013-14 academic year closes, members of the UCO Sailing Team wish to publicly thank OCBC for continuing to serve as a site venue and letting us use the facilities. Without this support, our team simply could not exist. Next year will be a rebuilding year as five seniors graduated in May. We are especially proud that one of these students will be attending law school, two have been accepted into graduate programs, and the remaining two are already employed! We all plan to continue sailing as we enter the real world of adulthood and hope to see you on the water.

Rear Commodore's Report



Francis Beling

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belingfj@cox.net

Work Party

The May 31 work party was very successful with approximately 50+ members attending. Thanks to all those who attended and worked so hard. We took away the wood pile from C dock, partly painted the HD&A shed (experiment), cleaned out and mowed the centerboard and keel boat dry slip areas (huge area) and planted a row of plants along the fence facing Lake Hefner Parkway. These plants are very widely spaced and will not take away the view of the boat club and the lake. It will give it some color.

Our “second home” (OCBC) is looking good with a very high majority of the slips clean and the general appearance very good. This could not have been achieved without hard working members that give their time and energy.

The usual ratio of non-participants to participants in life is the 80-20 rule—20% of the people do 80% of the work. I am proud to say that the OCBC ratio seems to be considerably higher, with the majority of the members willing to work hard and by showing up to be supportive.

The ladies of OCBC cooked the meal for the work party and the ladies are becoming more active in boat club activities. This is fantastic!

Dry slips

The centerboard slips were handled by Kelly and Richard – they did an excellent job of sorting out all the boats and putting names with just about most of the boats.

All of you without names – I now know who you are!!

There are a few dry slips that need to be mowed in the Centerboard lot and Keelboat lot. These are slips that have not been attended to and some even have trees growing in them.

These members will receive an individual email reminding them to clean their slip with a deadline so it must get done.

If you have trees growing in your slip, the chances are you do not need a slip and I will help you accomplish that.

If you cannot do it yourself, you can always call our local person Matt Baldwin at 405-990-9218.

Slip numbers

We have all the slips numbered past the Flying Scot boats to the RC boats.

We also have slip numbers/names throughout the East side all the way to the For Sale Lot.

Maintaining the boat club never finishes due to the size of the property and the number of things that make life possible in a sailing club.

**** We still need to finish painting both hoists and the rest of the HD&A building.** If the ladder had not broken, we would have finished the East hoist. We need a really tall sturdy ladder if someone possesses one of those.

“OCBC Beautification Project” Horticulture Team – the team that keeps the plants alive and well.

Since the boat club and the sponsors spent a lot of money on beautification, we have an Agronomy team that works silently behind the scenes, keeping the plants alive and well.

The sponsors and the Agronomy team consist of the following people:

Bob Carroll, Chris Bayouth, Carl Stover, Charles Friedlander, Cindy Friedemann, Anita & Dan Endres, Dane Wiggins, David Brinker, David Bryan, David Cheek, Duane Dahlgren, Francis Beling, Jeff Schulhoff, Jim Blakewell, John Walters, Julie & Andy Davison, Larry Savage, Liz Eagan, Mari Myers, Shelley & Mark Bartusch, Nancy Shidler, Pascal Aughtry, Richard Lane, Roy Cooper, Scott Law, Shawn Smith, Stan Foster, Steve Bryant, Steve Meyer, Wade Ferguson, William Puffinbarger, Jeff Stoabs, Jack & Carol Woods, Steve Fraser, Charles Laurence, Bill & Gay McMillan, HRC-Tony Fuller.

Kids sailing program

You will be proud to watch a large group of potential young members learning how to sail and enjoying themselves. We have one of the better Youth Programs and other sailing clubs look at us to follow what we are doing. Thanks to all who help with this program as this is our future.

All the members and their spouses

I would like to finish this report by thanking every member of the Boat club for doing their part no matter how small. Put a lot of small things together and you end with a wonderful sailing club filled with a whole bunch of happy people. You might be surprised at how many spouses help out to make this a wonderful place.

My sincere thanks to all the members and their spouses that make it all happen and make this a second home for all of us.

I am proud to be your Rear Commodore and proud to be a member of the Oklahoma City Boat Club.



LIGHTHOUSE CHARITY REGATTA 2014
Benefiting Angels Foster Care Network
Centerboard & Challenge Cup Weekend

Friday, June 13

1700 – 1900 (5 – 7 PM) Registration
1830 (6:30 PM) Dinner – Burgers (thanks to Richard Lane), sides (\$ donation)

Saturday, June 14

0700 (7 AM) Continental Breakfast
0800 – 0900 (8 – 9 AM) Registration
Sack Lunches for Regatta Participants
1600 (4 PM) Challenge Cup Harbor Gun
1930 (7:30 PM) Dinner – Catered by Hefner Grill - \$20 per person
Entertainment—Legendary DJ, Dale Wehba

Sunday, June 15

0700 (7:00 AM) Continental Breakfast
1300 (1:00PM) Estimated Time for Awards

Keelboat Weekend

Friday, June 20

1700 – 1900 (5 – 7 PM) Registration (if water level allows racing)
1830 (6:30 PM) Dinner – Burgers, (thanks to Richard Lane) sides (\$ donation)

Saturday, June 21

0700 (7 AM) Continental Breakfast (if water level allows racing)
0800 – 0900 (8 – 9 AM) Registration (if water level allows racing)
Sack Lunches for Regatta Participants (if water level allows racing)
1800 (6 PM) Dinner – Catered by Earl's Rib Palace - \$20 per person
Entertainment – Osage***

Sunday, June 22

0700 (7 AM) Continental Breakfast (if water level allows racing)
1300 (1:00PM) Estimated Time for Awards (if water level allows racing)

Both weekends will have wine glass sale (with complimentary bottle of wine),
t-shirts @ \$15, door prizes and raffle

*****Saturday dinner and Osage will take place even if water level does not allow racing**



YOUTH COMMITTEE REPORT

We have had enough rain to be optimistic again. The revised 2014 schedule appears in this issue of the Ye Logge. The main changes are that we moved the John Pearl Youth Regatta up to July 28 and the CSSA Dockrats Regatta to July 12.

We ended up with 27 kids on the first camp. Future camps will be limited to 20 kids. We will be tallying up entries on the Sunday before each camp. If you do not enroll by that time, we cannot guarantee your child a spot for that next week. Danny White will be handling the reg-

istration, so please send any liability forms or money to the following address:

OCBC Youth Sailing
P.o. Box 20245
Oklahoma City, OK 73156
Attention: Danny White

Ric Drennen—rdrennen@gmail.com
Chris Holliday—chris.holliday@gmail.com
Dan White—dannwhite@yahoo.com

FEATURED YOUTH SAILOR—MATTHEW BRUNO



Matthew Bruno got his first introduction to sailing by attending Casady's Summer-on-the-Lake camp. Every week, kids went to the YMCA on Thursdays and learned to sail for the afternoon. Matthew enjoyed it so much, that the next summer, we sent him to a YMCA sailing class. Unfortunately, on the first day of class Matthew got his feet tangled in a fishing line. When he reached down to free his legs, he got a large treble hook embedded in his palm. A doctor removed the hook from Matthew's hand after he spent hours waiting in the clinic! The doctor told him his hand would be too sore to return to class. For most kids, this would probably have been the end of sailing. Not Matthew! Much to Bill Bond's surprise, Matthew returned to the YMCA the next week ready to sail! I think it is safe to say he was "hooked" on sailing! Since learning about the OCBC sailing camps from his grandpa, Steve Bruno, Matthew has attend almost every week of camp for the last two years and is eager to spend another summer sailing at OCBC. He loves racing and has participated in three regattas at OCBC and some of the Tuesday and Wednesday night races.

When not sailing, Matthew enjoys basketball, baseball, swimming, bike riding, skiing, and motorcycle riding. Matthew is in the fifth grade at Westminster and hopes to be a doctor. He also hopes to own his very own sailboat someday!

The OCBC Youth Program strives to develop skill and build character among young sailors. Each month, this column will spotlight an outstanding young person in the program who embodies these attributes.

SAILING CAMP APPLAUDED

OCBC's first Youth Sail Camp for 2014 was held June 2-6. Twenty-nine kids, ages eight to 15, participated in the camp which was held Monday through Friday, 9AM to 4:30PM. Seven staff members, including Kelly Cole, acting as head coach, and Mitchell Selby as assistant coach, officiated. In addition, there were five or six junior counselors. All staff members have gone through the OCBC Sailing Youth Program, with participation in camps for from two to six years. Also, several experienced sailors were on hand to sail in a boat with new or less experienced sailors. The breakdown was about four kids to every staff member.



Older, more experienced sailors, worked on 420s learning to trapeze and use the jib; these boats also have a spinnaker, the use of which for racing will be taught later. Beginners worked on Picos learning the basics of sailing. Optis were used by more experienced kids and, by the end of the week, some of the beginners worked on this boat as well, which our young sailors will eventually learn to race.

Kelly Cole, who is 17 and attends Heritage Hall, was the acting coach for Camp 1. Kelly started coming to Friday Night Free Sails when she was five years of age with her father, Russell Cole, and started racing when she was eight. Both she and Mitchell Selby have their Level 1 coaching certifications, as well as their CPR and National Association of State Boating Law Administrators (NASBLA) Safe Boating certification.

When asked what kind of feedback had been received from camp participants, Kelly replied, "Lots of the kids loved it. I've heard some comments from parents who said kids can't stop talking about it when they come home at night, and some said everybody had fun, everyone wanted to be on the water."

Kelly will be going to the West Coast this summer to participate in six sailing events. In the near future, her first choice for post-secondary education is the College of Charleston, in South Carolina, where she would like to compete on a collegiate sailing team.

The week started out with inclement weather, including lightening strikes, which kept everyone off the water for safety. At those times, coaches provided classroom instruction in the basic principles of sailing, or boat rigging, practiced on land.

Casey Gormley, age eleven, who attends Saint Elizabeth Seton, and is the daughter of Lauri Gormley, was in attendance for her second year as a sailing camp participant. She learned about the OCBC Youth Sailing Camps last year, explaining, "My friends did it, and I really wanted to do a camp with them. I tried it out and it was really fun, so I did it again." This year, as a more experienced sailor, she helped out with the beginners, assisting them, for example, in launching their boats or freeing themselves if they ran aground. Future sailing plans, said Casey, are that, "I really want to keep on doing it, at least through middle school. I want to do it a lot."

This is the third year Daniel White, age 12, who is home-schooled, and is the son of Danny and Inacia White, has attended OCBC youth sailing camps. Daniel's assessment of this year's first camp was, "I thought it was great", and comments he heard from other participants were, "some, most of them, said they had a blast." He did qualify this latter statement, however, by stating, "except also the derigging was a little bit hard and boring, and putting the boats up." He allowed as how that taking care of the boats and putting them away at the end of a sail, are responsibilities that are part of the overall sailing experience, in this case, working and being responsible, that is taught in camps. In the future, Daniel expects to improve his sailing skills in terms of, "I'll keep on trying to achieve more." In addition to participating in the OCBC Youth Sailing Program, Daniel is applying the knowledge and skills he has learned there in sailing outings with his parents, who own a San Juan 21. For more information about OCBC Youth Sailing Camps, see pg. 8, for camp photos, pg. 7 and 16.



OCBC YOUTH SAILING CAMPS 2014 (revised)

OKLAHOMA CITY BOAT CLUB

Summer Camps

Monday—Friday 9AM—4:30PM

PLUS

Friday Free Sails 6—8PM

\$200/week over 30 hrs. sailing on
Lake Hefner

Classes will be limited to 20 kids

To register contact:

Ric Drennen

405-850-2575

rdrennen@gmail.com

ocbcyouthsailing@gmail.com

JUNE 2-6	CAMP 1—Destinations
JUNE 9-13	CAMP 2
JUNE 14-15	Lighthouse Regatta (Dinghy)
JUNE 16-20	CAMP 3
JUNE 21-22	Lighthouse Regatta (Keelboat)
JUNE 23-27	CAMP 4
JUNE 28	John Pearl Youth Regatta
JUNE 30-JULY 4	CAMP 5
JULY 7-11	CAMP 6
JULY 12	CSSA Dockrats Regatta
JULY 14	Depends on Water



QUOTE OF THE MONTH:

The fleet being thus more inclosed will more readily observe the signals, and with greater facility form itself into the line of battle a circumstance which should be kept in view in every order of sailing.

William Falconer

June Photo Credit: Cindy Mitas Friedemann

Quote of the Month and accompanying photos are submitted by Cindy Friedemann, OCBC Public Relations.



PROVISIONAL

Mark Ley is our newest Provisional Member. He and his wife, Lesley are from Guthrie, Oklahoma.

They have a Clipper 26.

Mark will be working the registration desk at Lighthouse.

Welcome to our club!!

On May 21, 2014, the Eight Bells Ceremony was held to memorialize former members, now deceased, and revere their families. The ceremony, which is held annually the Thursday before Memorial Day, was led by Bill Hesse with help from member volunteers who read/recited short poetry passages, ending with the names of the departed being read. This was a touching ceremony.



Photo credit: Bruce McDermott

DROWNING DOESN'T LOOK LIKE DROWNING

In many child drownings, adults are nearby but have no idea the victim is dying. Here's what to look for.

By Mario Vittone, Compliments of Kevin Mott

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine; what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not 10 feet away, their 9-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!"

How did this captain know—from 50 feet away—what the father couldn't recognize from just 10? Drowning is not the violent, splashing call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew know what to look for whenever people enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for is rarely seen in real life.

The Instinctive Drowning Response—so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the No. 2 cause of accidental death in children, ages 15 and under (just behind vehicle accidents)—of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In some of those drownings, the adult will actually watch the child do it, having no idea it is happening.* Drowning does not look like drowning—Dr. Pia, in an article in the *Coast Guard's On Scenemagazine*, described the Instinctive Drowning Response like this:

"Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled before speech occurs.

Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people

are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs."

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble—they are experiencing aquatic distress. Not always present before the Instinctive Drowning Response, aquatic distress doesn't last long—but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs—vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder

So if a crew member falls overboard and everything looks OK—don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you all right?" If they can answer at all—they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents—children playing in the water make noise. *When they get quiet, you get to them and find out why.#*

FLEET REPORTS

NO FLEET REPORTS FOR JUNE.

FLEET CAPTAINS: Please submit information from your fleet for publication in the *Ye Logge*. Even when not actively sailing, your fleet is doing something, keep the club informed about your fleet activities. Deadline for submission will be the Sunday preceding the OCBC Membership meeting.

TUESDAY NIGHT CENTERBOARD SERIES: OFFICIAL RESULTS DATED 05/13/2014 through 05/27/2014

Fleet	Class	Sail	Skipper	Points	Place	Race 1	Race 2
Laser							
	Laser	200123	Kelly Cole	2	1	1	1
	Laser	187678	Richard Walford	5	2	2	3
	Laser	80	Vernon Green	6	3	4	2
	Laser	142615	Russell Cole	7	4	3	4
Multi							
	Hobie 16	485	Jake Drago	2	1	1	1

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This is the OCBC clubhouse shot in 1963 by an unknown photographer. You'll notice that there is no seawall as the harbor had not been dredged. This so, "A" dock was used mostly for centerboard boats with dagger/retractable boards because the water depth was shallow.

For fun, other things notable in this photo:

- The patio on the West side of the club house was only the existing concrete portion. There was no wooden deck.
- The lack of property development to the east of the club house. OCBC was out in the country in those days.
- Some of the trees in the yard are still growing there today. (I have another photo about 18 years later that shows the same trees.)
- Of the three spar sets in the foreground, all three are at least partially wooden.
- There is no observation deck on the roof of the club house yet. (Since removed in the 1990's)
- Notice the Coke bottle on the piling in the foreground. Must have been a light wind day.
- While a bit over saturated this color and is actually fairly good quality for the state of film chemicals in 1963. Most photos in those days were black and white. My guess is that this was shot from a boat on the water.
- I do not know what the orange object on the west side of the chimney. Possibly an after dark navigational aid?
- There is a tell-tale on the starboard shroud of the blue boat.

Bruce McDermott - OCBC Historian

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MEMBER OF THE MONTH—APRIL 2014



Stan Nieves

**Many thanks for all of your hard work on
C Dock.**

***From the
Dictionary for Landlubbers***



Mushroom Anchor – Handy galley accessory that keeps this popular and flavorful fungus from rolling off the plates in high seas.

Submitted by: John Barnett

**PAT WHITE “ERROR
IN JUDGMENT IN
Perpetuity” Award:
MAY, 2014 Jay Collins**



For working on his personal boat during a club work party



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Dwight Bays

PHOTOS FROM AROUND THE CLUB, THE LAKE, THE CITY AND THE STATE



WINDYCREST INVITATIONAL on KEYSTONE LAKE, MAY 17-18

Danny and Daniel White and Keith and Ginny Green went to Windycrest for their Invitational Regatta. There were 10 keelboats participating and Danny and Daniel came in 4th (photo top left). Winds were 10-14. It was a long time on the water with four races on Saturday and three on Sunday. Keith sailed with his son, Brice, for his first regatta (first sailboat race, too) on his Catalina 22 (photo top right) that he slips at Windycrest. Ginny helped out with the Race Committee. The PRO was Gil Greenwood from Windycrest. Danny and Daniel went back to Windycrest the following weekend to race in the long distance race, which was abandoned in heavy rain on the second leg due to lightening. It poured down solid rain for about three hours. The bathrooms at Windycrest are about a 100-yard dash up a steep hill. Be careful walking around because they now have an infestation of scorpions. We may not realize how good we have it at OCBC!!



WINDYCREST

RACE COMMITTEE PONTOON

On May 17, I had the pleasure of serving on the race committee for the Windycrest Invitational Regatta. Please note the restroom facility on board. This appears as a square box in the "closed position." Please observe the "pulley" at the top of the box, which, when raised, allows one to stand inside. There is a curtain at the top; doors on the bottom. It's somewhat rustic, but serves a great purpose when out on the water for five or six-plus hours. Occasionally, a regatta participant would come over requesting to come aboard to use the facility. Pique the interest of the OCBC Race Committee?

Ginny Green

PHOTOS FROM AROUND THE CLUB, THE LAKE, THE CITY AND THE STATE



Top Left: Turtle Island —
Staff Photo

Top Right: Kid's Sail
Camp...Photo credit: Dan-
ny White

Canadian Geese at OCBC
— Staff Photo

Boat Ramp at Windycrest
— Staff Photo



PHOTOS FROM AROUND THE CLUB, THE LAKE, THE CITY AND THE STATE



Family Fun Race 6/7/14 — Staff Photos

An intra-club communication vehicle intended for members to spout off, vent, speak their piece, elucidate, educate, explain, expound, illuminate, edify, enlighten, inform, and point out essential nuances on any aspect of club activity for the purpose of enhancing OCBC events, organization, functions and development. Send "Your Two Cents" to the Editor.



YOUR TWO CENTS:



No content submitted this month.

CRUISING ARTICLE:

In 1978, the Jim Caldwell Cruising Trophy was deeded by Rick McIntosh, Gary Sander, and Steve Smith in honor of James D. Caldwell, past commodore, honorary member, racer, cruising sailor and long-time friend of OCBC. The recipient of the trophy is selected by the OCBC membership at the October membership meeting from the OCBC members and/or family members who published in the Ye Logge their encounters as a "cruising" sailor. Please submit articles to the Editor prior to September 1 to be considered for the trophy.

A HUMAN INTEREST STORY:

Carol and Gary Sander just returned from the grand opening of the African Exhibit at the Columbus Zoo. They had become friends with Jack Hanna and the Cheetah folks when they were recently here in OKC. The zoo staff gave Carol a baby Lynx to pet. This is the "before she bit her" picture. Carol has four little puncture marks on her hand to remember the little one.



Submission and Photo Credit: Gary Sander

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BY APPOINTMENT

CRUISING ARTICLE (Part 1 of 3)

Following is a report on the events of our Florida cruise with 18 other Catalina 22s. We spent a week on the Intracoastal Waterway, sleeping on the boat every night.

NORTHERN GULF COAST CRUISE 2014

May 10 – May 16

Part 1

By

Don & Gloria Garrison

May 8, Thursday

We left Oklahoma City and had an uneventful trip to our overnight destination of Monroe, LA. Boat and trailer handled beautifully. OKC had storms and heavy rains last night. We basically slid down the back edge of the storms going to Dallas, then passed through the line and beat it into Louisiana. Forecast is for rain tonight and tomorrow as the system moves through here.

We're getting a relatively early night for an early start tomorrow. We want to get to Fort Walton Beach with time to spare. We need some groceries as well as finding no-ethanol gas for the outboard.

May 9, Friday

We made it!! We arrived at Fort Walton Beach Yacht Club at about 4:00. One of the first things that happened was two or three porpoises showed up while the "welcome dinner" was being set out in a gazebo on the club grounds. I wondered if it wasn't an omen that the winds were so brisk that you couldn't put down your paper plate, even with some food on it, or it would blow away. It was probably blowing over 20 mph. After raising the mast and putting the outboard and rudder in place we backed the trailer down the ramp and launched the boat. We will stay in a slip at the yacht club tonight and sleep on the boat.



Porpoise Welcomes Us to Florida

It was interesting to meet folks from around the country and see the modifications they had made to their boats. One boat, appropriately named “Outrageous” was a floating RV. It had TV, computers, radios, a full galley including an oven, and one of the most amazing systems of cover for the popup top I've ever seen or heard about. Someone commented “The winning racer is the one who crosses the line first, but the winning cruiser is the one who arrives in the most comfort!” We took notes and came away from our first night with some great ideas.

For sleeping space, some use the v-berth, but not many. It also depends on what model Catalina 22 is being discussed as interior changes have been made over the years. We lower the table and put a piece of plywood across the cabin walkway, making a sleeping area big enough for a full size mattress. One of the first things we discovered was that I brought the wrong air mattress. I grabbed a twin mattress, not the full that I thought. In addition, it lost air and by morning was almost flat. Saturday morning found us dashing to the nearby Wal-Mart to buy a full size air mattress.

May 10, Saturday

We departed the Club about 11:30 a.m. The initial leg from the Fort Walton Beach Yacht Club to Spectre Island started with strong SE winds which were right on the nose as we turned south toward the Intracoastal Waterway (ICW). In the interest of time, it was necessary to use engine power to get down Choctawhatchee Bay. The waves were 3-4 feet and sprayed over the boat with some regularity, especially as we rounded Mark 7 and turned SSE. I began to wonder what I had gotten us into as wave after wave sprayed us.



Gloria at Helm - Drenched!

Fortunately, as we went further south towards Santa Rosa Island the waves got smaller and smaller. By the time we turned west into the Intracoastal Waterway the waves were less than a foot, and the wind was lower, though it remained brisk.

In this part of the ICW, the channel is so narrow and the depth outside is often so shallow that motoring is the only option unless the wind is just right. Still, we got a bit of sailing in before turning off at Mark 56 to beach anchor at Spectre Island.



Entering the ICW

Beach anchoring is a practice that was unfamiliar to this inland sailor. Basically, it involves raising the keel and usually the kick-up rudder. Fixed rudders need to be removed. Steering is done with the outboard. Then it involves dropping the bow anchor about 50-75 feet offshore and continuing to approach the shore while paying out line. When about 25 feet off the shore the anchor is snubbed to set it and to turn the boat so its stern is toward shore. The engine is then put in reverse at a slow idle while easing out anchor line to carefully back as close to shore as you dare. If someone is available, you hand them your lighter (or “lunch”) anchor, which they carry a few yards away up from the shore and dig the flukes into the dirt or sand. Otherwise, someone has to climb over the stern and wade ashore with the anchor and secure it. Now, you can adjust how close or far from shore the boat is by adjusting the tension of the two anchor lines. Also climbing in and out of the boat over the transom (with ladder in many cases) is easier than beaching the boat bow first and climbing on and off the bow.

At Spectre Island we had the first of the campfires that would be used to cook dinner on the nights we would beach anchor on an island. We cooked hot dogs and enjoyed getting to know the other crews that we would spend the next week with.

Spectre Island is named after the Air Force gunship of the same name. The island is just southwest of Hurlburt Airfield and is often used in training Special Forces troops.

Others on the cruise said in prior years they have seen what were obviously Special Forces on training missions paddle rubber rafts to the island in the dead of night. A short time later the silence would be broken by weapons fire. We didn't quite have that when we were there, but the night was interrupted by occasional loud bangs. One of our cruisers said he stayed up and the loud bangs were fireworks, probably from a group of folks camping at the other end of the island. But explosions about once an hour, whether fireworks or firepower, still made for poor sleeping that night.



Sign on Spectre Island

Sunday, May 11

We departed Spectre Island after a Spam and eggs breakfast on our old 2-burner Coleman propane stove. That would become our standard breakfast for the week, as we brought several varieties of Spam. Surprisingly, they were quite good.

We arrived at Pensacola Beach Yacht Club after about 4 1/2 hours of running before a 10-12 knot wind and 1-2 foot seas. It was a fun sail and a longer leg than we've ever experienced. At home we are lake sailors, and have a basically circular lake about 1 1/2 miles across. Being able to set the sails and go for several miles was a real treat.



Interesting Houses along the ICW

At one point a porpoise appeared about 6 feet off our starboard quarter. But one quick roll and it was gone. We didn't have time to grab a camera. We didn't see any more that day.

The entrance to the Pensacola Beach Yacht Club is interesting. Just west of the Pensacola Beach Boulevard Bridge you turn south and motor slowly down a narrow channel into a fairly hidden harbor. Apparently the slips are not owned or operated by the yacht club, but are part of the Little Sabine marina. The cost was \$25/night and if we'd had the right wiring adapter (30 amp is apparently common) we could have charged the 12 v. battery and all the other electronics. Unfortunately, we only had a 25 amp "dogbone" adapter, so we were out of luck. It looked like we would find out how long our boat battery will last.



Pensacola Beach Boulevard Bridge

The group decided to meet at the yacht club's porch at 6:00 to decide where to have dinner, with Hemmingway's being mentioned favorably. Gloria and I walked the beach in the early afternoon and did some shopping. But we got hungry and had a late lunch at Flounder's, which was very tasty. Unfortunately, that meant we weren't hungry by the time 6:00 rolled around. Several of the group decided to go to Hemmingway's, which was right across the street. They could not get in as the Mother's Day crowd had the restaurant booked up for the whole night. They then opted for Flounder's and agreed with us on the food.

END OF PART 1

THE TRADING PAGE

For Sale: Laser parts: mast bottom \$50.00; mast top \$50.00; complete rudder \$75.00; regular sail \$60; J/24 or J/22 rudder with tiller and straps \$50.00; a couple of sets of Hobie 16 sails and battens, low prices; CL14 \$400.00 used to belong to member Corydon Hatt, 2 sets of sails, boat cover and spare mast. Contact: Dave Brinker, 722-7480; Cell, 802-1886.¹

For Sale: 1984 Mistral 404 with trailer. \$1,000. Contact prindle1995@gmail.com or 405-226-6077, Andy Davison.¹

For Sale: Mainsail (used) \$100: Luff 208", Foot 104", Leach 232"; Headsail (new) \$250: Luff 294", Foot 124", Leach 262". Contact Ken Cathey at obuoy4848@sbcglobal.net or 580-564-4888.²

For Sale: Trailer –built for Catalina 25 – very good condition. Dry Slip 124 – Photo provided by request. \$3,495 or offer. Bob Carroll, bob@robertgcarroll.com; 842-2525.²



Items on the Trading Page will run for three issues. To continue publishing your ad for an additional three issues, or if your item sells, please notify Keith Green, Editor.

The Official Publication of the Oklahoma City Boat Club
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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.

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EDITOR'S LOGGE:

Ye Logge consistently receives genuinely appreciative and praiseworthy feedback from a broad spectrum of the club membership. The feedback is typically general, rather than specific, which is as it should be, since there are many people who submit noteworthy content. Among those who have offered the most poignant commentary, in print, together with a sampling of their statements, which the staff felt ought to be shared with everybody, are the following: Mike Anderson, Steve Mason, Tony Fuller, Bill & Gay McMillan, Cindy Friedemann, Rick Mallinson, Gary Sander, Bruce McDermott, and Gene & Mary McClendon, as well as many others that have offered verbal congratulations ... "love all the new photos and the friendly style" ... "it really looks great" ... "I think it portrays our club in such a positive light to newcomers, new members, visitors and serves to preserve many good memories as years go on" ... "impressive *Ye Logge*, lots of info" ... "Wow!!! I was really impressed and enjoyed all the colorful pictures" ... "and I look forward to future stories" ... "I am proud of your OCBC newsletter" ... "Wow, you are doing the club proud" ... "Many thanks, it looks fantastic!! Job well done" ... "Kudos on this new updated, awesome version of *Ye Logge*, looks great" ... "It is certainly a pleasure to read the publication and get new information and an attractive layout" .. "another great *Ye Logge*, fun, newsy, interesting and more."

As can be seen, the above comments reflect what seems to be rather profound gratitude for the gestalt of the publication, created by a diverse group of contributors, commenting upon the most salient characteristics of our unique organization. Mutual, reciprocal support and appreciation combine to propel the evolving nature of this newsletter, which is truly the product of a group effort. Thank you.

Keith Green, Editor

Corrections & Clarifications:

Ye Logge is committed to accuracy. Please contact the Editor with corrections or comments.