

Oklahoma

PUBLISHED MONTHLY BY THE OKLAHOMA CITY BOAT CLUB, INC. P.O. BOX 20245, OKLAHOMA CITY, OK 73156

August 2014

Vol. 84 Issue 10

ARE WE A SAILING CLUB? ABSOLUTELY!

INDEPENDENCE DAY REGATTA
 TUESDAY NIGHT RACING SERIES
 WEDNESDAY NIGHT RACING SERIES
 SUNDAY RACING SERIES
 FAMILY FUN RACES
 CAPTAIN MORGAN PIRATE RACE
 PIRATE POKER RACE
 LONG DISTANCE RACE



Upper Right and Center: J. Walters
 Below and Panorama: Staff Photo



Above: Staff Photo



Below: Courtney Harlan Photo



YOUTH EVENTS
 CSSA Dockrats Youth
 Regatta
 Sail Camps
 Friday Night Free Sails



*“Sailing takes me away
 To where I’ve always heard it could be
 Just a dream and the wind to carry me
 Soon I will be free.
 It’s not far back to sanity
 At least it’s not for me
 And if the wind is right
 You can sail away
 And find serenity.”*
 ...Christopher Cross/Universal Music

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CLUB CALENDAR

08/16 Old Man of the Lake
Old Lady of the Lake
08/17 Stan Williams Regatta
08/30 Labor Day/Event TBA
09/04 BOG Meeting
09/11 Gen. Membership Meeting
09/27 Oktoberfest
10/02 BOG Meeting

10/07 Ballroom Dancing
10/09 Gen. Membership Meeting
10/14 Ballroom Dancing
10/21 Ballroom Dancing
10/28 Ballroom Dancing
11/06 BOG Meeting
11/13 Gen. Membership Meeting

IMPORTANT FUTURE EVENTS:
Voting for 2015 officers
11/15 Annual Banquet

December 20
13-1500 (1-3PM) Youth Christmas Party
1800 (6PM) Adult Christmas Party

**CSSA JUNIOR SAILING CHAMPIONSHIP REGATTA
AT NINNESCAH SAILING ASSOCIATION
AUGUST 9, 2014**

This past weekend OCBC Youth Sailing traveled to Cheney Lake near Wichita, Kansas. We brought 2 Hobie 16s, a Prindle 16, 3 Optis, and a 420. It was a moderately breezy day for the kids with winds anywhere from about 6-12knts. Overall, we swept the fleets that we brought with Kelly Cole and first year sailor Nick Combs winning 1st in the 420 fleet, Matthew Bruno and his crew Jack Reynolds earning 1st, Chandler Smith and crew Alex Endres receiving 2nd, and Nick Curtis and crew Ben Endres with 3rd place in the 16ft catamaran fleet. We had 3 Red Fleet Opti sailors – Charlie Reynolds, Brock Smith, and Casey Gormley. Charlie took the win yet again this year to continue his reign as the Opti Red Fleet Champion, and Brock took 3rd. All of our youth sailors performed very well at this regatta, and look to have an exciting future with the sport. OCBC Youth Sailing would especially like to thank the parents for their continued support, as well as for helping us trailer all of those boats up there; we definitely could not have made this happen without you!



Left: OCBC Participants (Combs Family Photo)

Right: Matthew and Jack accepting their 1st Place Award

(S. Borgfeld Photo)



CSSA JUNIOR CHAMPIONSHIP REGATTA PICTURES—AUGUST 9, 2014



Left: Charlie Smith waiting for his next race.

Right: Nick Curtis and Ben Endres rounding the windward mark.

Group: Everyone that traveled to a CSSA regatta this year.

Optis: Charlie, Casey, and Brock

Bottom Left: Kelly Cole and Nick Combs

Bottom Center: Charlie Smith and Alex Endres

Bottom Right: Opti Red Fleet



S. Borgfeld Photos (7)



COMMODORE'S REPORT



Carl B.

~_/_~

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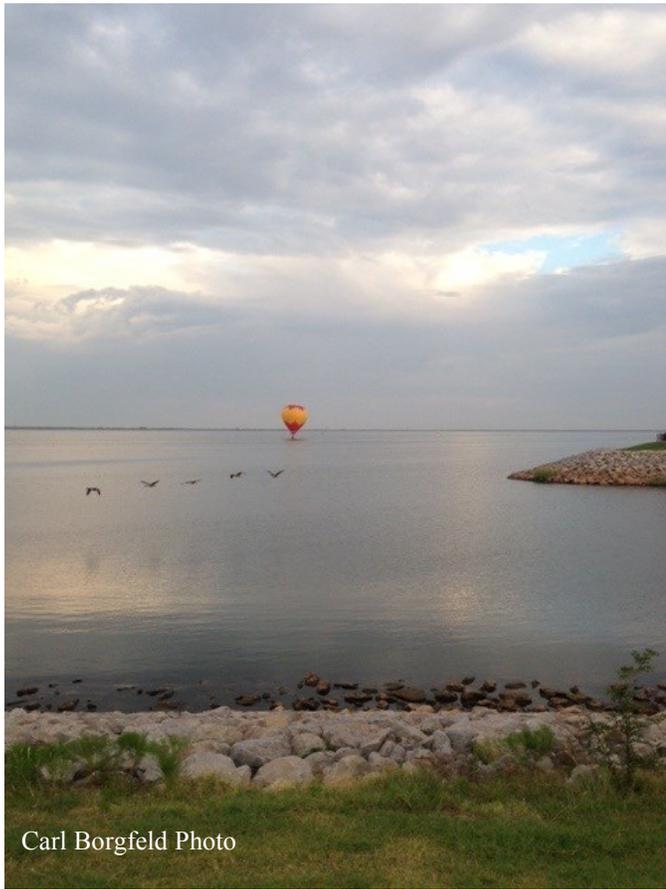
August is here and we still have some water to play with. The water level is dropping about a half inch a day so it is not going to last long so get out and go sailing while you can. In the meantime, we have been making some progress on “C” dock, but still have a few things to do. I want to thank David Bilodeau and Steve Humphrey for helping with this latest portion of the project. They both donated their time and equipment to assist in getting the walkway built and setting the temporary walkway in place so the members would have safe access to their boats. The next step is to finish the demolition of the remainder of the old walkways and pour some concrete footing for the new walkways.

The nominating committee has been selected and is out on the prowl looking for a few good members to serve the club, so you better watch out—they may just catch you and ask you to step up and do your part in making OCBC a better place.

I want to apologize to all of you for the last few months I have not been around due to work travels and a one-week long overdue vacation. I was able to enjoy a week on Block Island, Rhode Island with some great friends and had a GREAT time. Spent time on the beach (the water was a little COLD) did some sightseeing around the island, and even got to go out and do some fishing and clamming. Anyway I'm back for a while, so I will try to get back in the groove of things and finish my tenure as Commodore.



Photos by Carl Borgfeld



Carl Borgfeld Photo

Vice Commodore's Report

Terry Parker
Vice Commodore
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Parkert1@cox.net

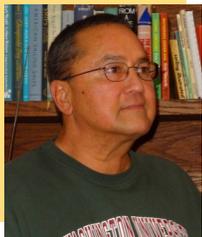


The next Planning Committee meeting will be Thursday, July 21st, at 1800 hours.

Most of the donations and expenses for Lighthouse are in. We should have final numbers soon.

We will begin organizing the committees for 2015 Lighthouse in August. If you or your spouse (or both!) are interested in serving on a committee, please let me know.

Rear Commodore's Report



Francis Beling
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belingfj@cox.net

To all those who are keeping their dry slips clean and have put their name on their trailer – my sincere thanks.

To all those who have tied their dock lines to the rings attached to the pylons in the wet slips – my sincere thanks.

There are 12 trailers in the Centerboard lot that have no names. Slip numbers are: 22, 36, 73, 81, 83, 97, 99, 101, 108, 109, 110, 112. Would you please make sure that your name is on the trailer. Just want to remind you that this has been mentioned every month for the last ten months at the monthly

meetings, through Ye Logge and E mail.

If everybody does their little part, the Oklahoma City Boat Club (our second home) will look better. Everybody needs to take ownership to do this. We have silent Horticulture teams that have kept the new plants alive and in a year or two the appearance will be dramatic.

Robbin Philip will be getting the uneven surface at the gate repaired. Thanks to Robin for all the things he does at the boat club.

Dwight Bays will be installing our new VHF radio as the old one gave up after many years of service. Dwight also got AT&T to double our Wi-Fi speed so those who want to conduct business from their boat or from the front porch can now have high speed internet service and a relaxing view at the same time.

Finally, be sure to appreciate all you have and look after the things you have. Have fun and enjoy life as you do not know what tomorrow will bring.

19th Century Log Canoes in the News by Keith Green

The log canoe is a style of sailboat which evolved from Native American dugouts and was developed in the Chesapeake Bay area during the 1800s as a fishing boat that predominantly supported the shellfish industry, until it was superseded by larger or motorized commercial fishing vessels. It's fame and longevity was established by the happenstance that it became a popular racing sailboat, a status it occupies even to the present time, and which, no doubt, saved it from extinction (Wikipedia, http://en.wikipedia.org/wiki/Log_canoe).

Vintage log canoe sailboats have two wooden masts, similar to the modern ketch rig with the after, or mizzen mast, shorter than the forward, or main mast, which may rise to a height of 54-feet. These are narrow, shallow-hulled boats with pointed ends constructed from at least three logs, and which range in length from 27 to 35 feet. Seven to 18 crew members are needed to sail these vessels.

Without a keel and having a low freeboard and lack of ballast, together with a huge inventory of sails, including a bowsprit jib, these boats are quite unstable. To counterbalance the force of the wind in the sails, springboards are used, allowing crew to hike out on the 12 to 16-foot boards that are tilted up about 30 degrees over each gunwale to provide human ballast, which helps prevent the boat from capsizing.

These intriguing antique sailing vessels were featured in an article appearing in the Wall Street Journal (WSJ) earlier this year (WSJ, 7/10/14, Vol. CCLXIV, #8). The Journal reported that one of these boats, **Island Bird**, which was constructed in 1882, is skippered by Judge John North, II, age 83, great-great grandson of the boat builder.

Several of the boats regularly compete in races held on Maryland's east shore under the auspices of the Chesapeake Bay Log Sailing Canoe Association.

During an adventure, which is chronicled in the May, 2014 issue of *Ye Logge* in a cruising article entitled, "An Autumn Romp on Chesapeake Bay" by the author, while on a sailboat charter on Chesapeake Bay, out of Port Annapolis Marina last year, Ginny and I had the good fortune of serendipitously stumbling

across a fleet of these magnificent watercraft from antiquity racing just outside of St. Michael's Marina. There were at least six boats in the fleet, including, **Island Bird**, which can be recognized by the image of an osprey clutching a fish in its talons on the upper sail. The accompanying photographs are awe-inspiring in showing crew precariously perched out on the hiking boards utilizing what has been referred to as the "death grip" to keep from falling



overboard.

A more modern version of the log canoe is owned and sailed by David Gilliland, who entered his vessel in the 2014 Lighthouse Charity Regatta, Keelboat division (see accompanying photograph). David has also been encountered by some of us attending the Lake Canyon Yacht Club-sponsored Wurstfest Regatta during the past several years.

Wouldn't it be great to organize a group from OCBC to go on a sailing flotilla on Chesapeake Bay for the purpose of, not only enjoying great sailing, food, scenery, and camaraderie, but also of attending the next annual log sailing canoe regatta we can all attend?



Staff Photos



Staff Photo



Staff Photo



David Gilliland's Sailing Canoe (Photo Credit PhotoBoat.com)

This boat was built in 1996 and was the lightest boat at the Australian World Championships that year: 83KG with maximum corrector weights. It was converted to spinnaker in 2000 and it is one of two AC's in the USA. The sailing canoes have a rich history going back to 1886. The boats used to have two masts and were much harder to sail. The hull shape was standardized in 1971 to get the numbers up. It is now a box rule development class and the weight has been reduced to 50KG total weight. The World Championships are in San Francisco this September and are held every three years. The boat is a balancing act and there is a learning curve. It's not something that is easily figured out, but after sailing one, there's really nothing quite like it. It is rated at 76.1 Portsmouth which makes it the scratch boat most of the time. It is very fast to weather and with the added 24m kite off the wind it is just an incredible ride. Keep sailing and let the wind blow.
...Submitted by David Gilliland

YOUTH COMMITTEE REPORT

This year's Youth Sailing program turned out better than we expected. With lake levels down in May, we canceled our 10-week program and tried to just have two to three weeks of classes or "until the lake dried up."

Kelly Cole and Mitchell Selby started our program off with 26 kids in our first week. Mitchell took over on the second week, and Nick Curtis became our Assistant coach. At the end of week six, Mitchell flew to Fiji (poor guy) and Shayna Borgfield took over the head coach position, Nick Curtis stayed on as Assistant coach, and Kelly Cole came home and helped out for a week. None of this would have been possible without the help from our Junior coaches: Charlie Reynolds, Chandler Smith, and Alex Endress.

We also had a lot of behind the scenes help from Anita Endres, Celine Davis, Inacia White, Shelley Bartusch, and many of the youth sailor parents who volunteered time to help out with shore duties. And, we never could have survived without the maintenance crew keeping the boats running: Stan Nieves, Jeff Burke, Harold Eiseman, and Martin Radloff.

The 2014 roster included 78 kids and the class sizes ranged from 7 to 26 kids per week with many young sailors attending several weeks of training. ... Ric Drennen, Chair

Courtney Harlin Photos (2)



FEATURED YOUTH SAILOR—SHAYNA BORGFIELD

Sailing has been a big part of Shayna's life for quite some time now. She was first introduced to the sport by her aunt, Terri Borgfeld, at a very young age—crewing and enjoying evening cruises along with her father, Carl, on Terri's 22 foot Buccaneer across the lake with COSA on the city side. Soon after that Carl Borgfeld purchased his Catalina 25, and they've been racing together ever since. Shayna's first boat was a Capri 16; however, it proved to be a bit too much for her to handle by herself at age 8, so her father got her a Sunfish a few years later which she occasionally races to this date. She also did a few summers sailing Picos at the YMCA. Nowadays Shayna does a majority of her sailing collegially with the Oklahoma State University-Sailing Club, where she is also the current Chief Instructor for that program. Over the summer she enjoyed coaching the last 4 weeks of the youth sailing program after Coach Mitchell Selby left to study abroad (*cough, cough* sail) in Fiji. Aside from sailing, Shayna enjoys swimming in her free time and has been an active member of many orchestras as a cellist throughout her life. She is currently entering her third year as an Architecture major at Oklahoma State University, and is hoping to start interning or studying abroad in Italy next summer.



Photo by Combs

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.

Do you have a youth sailor in your family that you would like to feature? Contact the Ye Logge Editor.

QUOTE OF YE MONTHE:



Photo Credit: OCBC Facebook Page

My goal in sailing isn't to be brilliant or flashy in individual races, just to be consistent over the long run.

Dennis Conner

Quote of Ye Monthe and accompanying photos are submitted by Cindy Friedemann, OCBC Public Relations

ANNOUNCEMENT

BALLROOM DANCING AT OCBC: Another year of ballroom dancing is scheduled at the OCBC Clubhouse. This series will be held every Tuesday night starting October 7 and ending November 25. Classes are limited and fill up fast. Cost for 8 weeks is \$140 per couple. Call or text 615-0707, or email ethelyn.barnett@gmail.com. Group classes 6:30 or 7:30. 8 couples per class.

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LOA 28.25'; LWL 22.92'; Beam 10.25'; Draft 4.67' (4' 8"); Displacement 7300 lbs.

Freshwater boat sold new from Kansas City and previously located at Lake Stockton Missouri. Currently at Lake Hefner's OCBC, A Dock, Slip #27 South. Hood Offshore Sails (full batten main, 135% Roller Furling Genoa) (mainsail cover & genoa furling w/sunbrella); Cruising Asymmetrical Spinnaker with dousing tube, Custom Bimini with Rain Fly & multiple custom covers. Edson Pedestal Steering, Harken Roller Furler, 10 HP Universal Diesel, Pressure Fresh Water System, (Water Heater Removed for extra space in Lazerette), Marine Head with holding tank, Xantrex Smart Charger, Dual Batteries - new in 2013, New Running Rigging in 2012, Standing Rigging replaced 2009, West Marine Fiberglass Dockbox, VHF Radio, Fresh Bottom Paint 2012, Magma Marine Kettle Gas Grill, AM/FM/CD Stereo System with interior and cockpit speakers.



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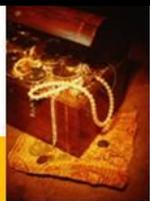
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MEMBER OF THE MONTH—JUNE 2014

ANITA ENDRES

Many thanks , Anita, for coordinating the meals during the Lighthouse Regatta and also for all of your hard work with the OCBC Youth Program.



**From the
Dictionary for Landlubbers**

SUIT OF SAILS:

Sail wardrobes are still mostly white, but some solid colors are beginning to appear, and if Mark La Motte, editor of *Harbors Bazaar* and author of *The Well-Dressed Ship* is right, checks, plaids, and patterns are just around the corner, and we'll soon be seeing a move away from the "Continental look" Marconi rig in favor of a return to the baggy tweed or flannel "Vanderbilt" style mainsails that were so popular in Newport in the 1920's.



Submitted by: John Barnett

**PAT WHITE "ERROR
IN JUDGMENT IN
Perpetuity" Award:**

JULY, 2014

Kevin Mott



Phone: 405-844-1153
Mobile: 405-473-0444

dwright@onesds.com

Dwight Bays



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PHOTOS

Captain Morgan Pirate Race

Sails only
2 August
sign in @
5:30



Race Starts
@ 6:00
Turn in Treasure
by 7:15
Top 3 Pirates
Win Prizes

Photo Credit: John
Walters (10)

For a slideshow of all
pictures:

<https://plus.google.com/photos/108988589563930210264/albums/6039736430836875489>

Special thanks to John
& Marsha Harrod for
preparing dinner.



RACE RESULTS

JULY SUNDAY SERIES—07/20/14 through 07/27/14

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1 PTS. CODE	RACE 2 PTS. CODE	RACE 3 PTS. CODE	RACE 4 PTS. CODE
Multi									
	I-20	286	N. Fairless	3	1	[1]	1	1 DNC	1 DNC
	F-16	33	R. Goltz	4	2	[2] DNF	2 DNC	1 DNC	1 DNC
NonSpin									
	Catalina 27 TM	5733	C. Bayouth	3	1	[1]	1	1	1
	Beneteau 310	292	J. Collins	6	2	[2]	2	2	2
	J-22 ODR	259	D. Shafer	9	3	[4]	3	3DNC	3 DNC
	Capri 22	124	V. Downing	9	4	3	[4] DNC	3 DNC	3 DNC
Spin									
	J-24	3219	S. Humphrey	3	1	1	1	[2] DNC	1 DNC
	J-24	672	K. Mott	4	2	[2] DNC	2 DNC	1 DNF	1 DNC

JULY TUESDAY NIGHT CENTERBOARD SERIES—07/01/14 through 07/29/14

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	RACE 9
CB														
	29er	5		9	1	2 DNC	2 DNC	[3] DNC	[3] DNC	1	1	1 DNC	1 DNC	1 DNC
	Sunfish	1	Shayna	9	2	1	1	[3] DNC	[3] DNC	2 DNC	2 DNC	1 DNC	1 DNC	1 DNC
	420	15	Heidi V.	10	3	[2] DNC	[2] DNC	2	1	2 DNC	2 DNC	1 DNC	1 DNC	1 DNC
	V 14	171	D. White	10	4	[2] DNC	[2] DNC	1	2	2 DNC	2 DNC	1 DNC	1 DNC	1 DNC

JULY TUESDAY NIGHT CENTERBOARD SERIES—Continued

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	RACE 9
Laser														
	Laser	187678	R. Walford	15	1	1	1	2	2	[7] DNC	7 DNC	1	1	[8]
	Laser	187694	D. Bass	15	2	2	3	[6]	3	1	1	4	[5]	1
	Laser	80	V. Green	20	3	[6]	[8] DNS	4	4	3	2	3	2	2
	Laser	1181	T. Harlin	23	4	[7]	2	3	5	2	[6]	5	3	3
	Laser	758922	Steph	29	5	3	4	[7]	[7]	4	3	6	4	5
	Laser	200123	K. Cole	35	6	5	5	1	1	7 DNC	7 DNC	[9] DNC	[9] DNC	9 DNC
	Laser	Holman	C. Holman	37	7	[9] DNC	[8] DNC	5	6	7 DNC	7 DNC	2	6	4
	Laser	154153	Jake	46	8	4	6	[10] DNC	[9] DNC	5	4	9 DNC	9 DNC	9 DNC
	Laser	4153	Taylor	48	9	[9] DNC	8 DNC	[10] DNC	9 DNC	6	5	7	7	6
	Laser	134990	J. Pitts	52	10	[8]	7	[8]	8	7 DNC	7 DNC	8	8	7
	Laser	33605	D. Beck	58	11	[9] DNC	8 DNC	[9]	9 DNS	7 DNC	7 DNC	9 DNC	9 DNC	9 DNC
Multi														
	Hobie 16	100381	C. Reynolds	7	1	1 DNC	1 DNC	[2] NHR	[2] NHR	1 DNC	1 DNC	1 DNC	1 DNC	1 DNC

JULY TUESDAY FLYING SCOT SERIES—07/01/14 through 07/29/14

FLEET	CLASS	SAIL#	SKIPPER	TOTAL POINTS	PLAC E	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7
F Scot												
	FS	5969	L. Eby	7	1	1	1	[2] DNC	2 DNC	1	1	1
	FS	5845	K. Green	10	2	[3]	2	1	1	2	2	2
	FS	1729	D. Bilodeau	15	3	2	[3]	2 DNC	2 DNC	3 DNC	3 DNC	3 DNC
	FS	2980	G. Sander	17	4	[4]	4	2 DNC	2 DNC	3 DNC	3 DNC	3 DNC

JULY WEDNESDAY NIGHT SERIES—07/02/14 through 07/30/14

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1	RACE 2	RACE 3	RACE 4
C-25	Catalina 25 SK	3098	C. Borgfeld	6	1	4 DNC	[5] DNC	1	1
	Catalina 25 SK	3415	R. Drennen	6	2	[4] DNC	2	2	2
	Catalina 25	1895	S. Meyer	7	3	1	1	[5] DNC	5 DNC
	Catalina 25 FK TM	3318	E. Lunceford	8	4	2	[3]	3	3
	Catalina 25	1794	J. Walters	11	5	3	[4]	4	4
J/22									
	J-22 ODR	462	D. Bass	5	1	1	1	3	[5]
	J-22 ODR	1547	S. Law	6	2	4 DNC	[5] DNC	1	1
	J-22 ODR	600	S. Greenawalt	6	3	[2]	2	2	2
	J-22 ODR	1080	G. Thomas	10	4	4DNC	3	[6] DNC	3
	J-22 ODR	259	D. Shafer	12	5	3	4	5 DNF	[7] OCS
	J-22 ODR	956	Cheek/ Savage	12	6	4 DNC	[5] DNC	4	4
J/24									
	J-24	672	K. Mott	4	1	1	[2]	2	1
	J-24	3132	S. Humphrey	9	2	3	1	5 DNC	[7] DNC
	J-24	3219	S. Bruno	10	3	7 DNC	[8] DNC	1	2
	J-24	4594	S. Mason	10	4	4	3	3	[5]
	J-24	1913	J. Fischer	11	5	2	[5]	5 DNC	4
	J-24	808	C. Towles	13	6	[7] DNC	6	4 DNF	3
	J-24	3263	C. Bilodeau	14	7	5	4	5 DNS	[7] DNC
	J-24	913	D. Hull	17	8	6	[7]	5 DNC	6
Lev170									
	IC24	OK2	Burke/Bays	3	1	1	1	[2] DNC	1
	IC24	OK1	R. Phillips	6	2	2	2	2 DNC	[4]
	IC24	OK4	Davis/Shrader	7	3	[3]	3	1	3
	Sonar 23	105	G. Derrick	8	4	[4] DNC	4 DNC	2 DNC	2

JULY WEDNESDAY NIGHT SERIES—Continued

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1	RACE 2	RACE 3	RACE 4
NonSpin									
	San Juan 24	654	G. Saunders	6	1	[5] DNC	1	4 DNC	1
	Capri 22	32	D. Newlon	6	2	1	4	1	[6]
	Beneteau 310	292	J. Collins	6	3	2	[3]	2	2
	S2 6.9	93	M. Radloff	9	4	[5] DNC	2	4 DNC	3
	C&C 32	109	J. Schulhoff	11	5	3	[6]	4 DNC	4
	C&C 24	297	B. Brett	14	6	[5] DNC	5	4 DNC	5
	Catalina 27 TM	5733	C. Bayouth	15	7	5 DNC	[8] DNC	3	7 DNC
	Catalina 28 WK	818	F. Beling	16	8	5 DNC	[7]	4 DNC	7 DNC
	J-24	3323		16	9	5 NHR	[8] DNC	4 DNC	7 DNC
S-20									
	Santana 20	267	J. Males	3	1	[1] DNC	1	1 DNC	1
	Santana 20	329	D. Snow	4	2	1 DNC	[2]	1 DNC	2
SJ21									
	San Juan 21	2276	D. Camp	4	1	[2]	1	1	2
	San Juan 21	2069	A. Caples	5	2	1	[3] DNC	3 DNC	1
	San Juan 21	2137	D. White	7	3	[3] TLE	2	2	3 DNC
Spin									
	Ultimate	127	P. Thomp-	4	1	1	1	[2] DNF	2 DNC
	J-22 ODR	1465	Mallin- son/Aughtry	5	2	[4] DNC	2 DNC	1	2 DNC
	Beneteau 25	71	D. Bilodeau	6	3	[4] DNC	2 DNC	3 DNC	1
	Soling	794	W. Hedrick	6	4	2	2 DNC	[3] DNC	2 DNC
	Melges 24	566		7	5	[4] NHR	2 DNC	3 DNC	2 DNC

JULY WEDNESDAY NIGHT SERIES—Continued

FLEET	CLASS	SAIL #	SKIPPER	TOTAL POINTS	PLACE	RACE 1	RACE 2	RACE 3	RACE 4
VX-1									
	VX One	164	S. Cina	4	1	[4]	2 DNC	1	1
	VX One	161	V. Green	5	2	1	[2] DNC	2	2
	VX One	108	B. Hickman	7	3	2	2 DNC	[3] DNC	3
	VX One	160	S. Law	8	4	[5]	1	3 DNC	4 DNC
	VX One		S. Holmgren	8	5	3	2 DNC	3 DNC	[4] DNC

Race Results obtained from OCBC Website. For results from previous regattas, go to [okcboatclub.org/Racing/Race Results](http://okcboatclub.org/Racing/Race%20Results).

CRUISING ARTICLE (Part 3 of 3)

NORTHERN GULF COAST CRUISE 2014

Following is Part 3 of the report on the events of Don & Gloria Garrison's cruise with 18 other Catalina 22s.

May 14, Wednesday

Our day started out well. After breakfast we were cleaning up and learned from another cruiser that the grounds of the Marina held a number of statues. The Margaret Rose was changing crew (one brother leaving, another joining), so they had the car the arriving brother drove to get there. The departing brother would drive it back to Fort Walton Beach Yacht Club to be there at the end of the cruise. But for now, four or five people were driving around looking at the statues. Gloria and I set off walking to see the ones that were close-by. As we were approaching the last statue, it began to sprinkle rain. We quickly took photos and headed back to the boat. About halfway back the rain intensified and we ran to the main building with the store. That let us get much closer to the boat before making the dash for it. I knew a couple of boats were waiting on us before leaving, so I shouted to let them know we would be ready in a couple minutes. The outboard caught with the first pull and we headed out.



Rhapsody In Sea under gathering clouds

Once clear of the Marina and back in the ICW, we all raised sails for the trip around to and across Perdido Bay. The rain stopped but winds were picking up and at one point we decided to fire up the outboard and take down the sails.

The engine would not start. We knew that in an hour or so we would be entering a very narrow and protected part of the ICW. There might be very little wind, as land and houses were tall in this stretch.

The thought of meeting a barge under those conditions was quite unsettling. There was also the fact that waves of rain were beginning to sweep across us. We radioed our situation to the others. They said they were stopping for lunch at a restaurant at Holiday Harbor, just before the narrow section and we could look at the engine there. By the time they told us where it was, we were at the place to turn out of the ICW. We quickly dropped the genoa and came to the dock under main alone.

Now, I've been sailing many years and my previous boats either had no engine or had a little trolling motor. But I was going to have to dock under sail and in full view of a veranda-full of folks having lunch. Neptune smiled on me because I have seldom made a better docking than that. The boat eased up and stopped inches from the dock. Lines were handed ashore and we secured the boat.

Roger came over as I pulled the cover off the motor. I figured we would be taking it apart again and clearing it. Other cruisers also came over to watch. I was starting to take off the carb, expecting to have to clear it again, when Robert from Line Dancer said "go ahead and take off the carburetor but don't do anything else. I'll be right back."

He came back a couple minutes later and held out a carburetor. "This is my spare. It's used, but it should work to get you by." Now, I knew these folks had boats that were well-equipped, but carrying extra engine parts was something I never thought about. I quickly installed it. It fired up and ran, but sort of rough. Robert suggested pulling the spark plug as my efforts at starting with the other carburetor probably fouled it. I found the spare I brought and installed it. This time the engine fired easily and ran smoothly. It also idled down like it never has before. It appears that much of the trouble I've had with the engine has been caused by a bad carburetor. I will remedy that once we get back.

Lunch was outstanding. I had a fried grouper Reuben sandwich and fries. As we sat at the table, the winds picked up and it started raining again. A check of radar on our phones showed north-south bands of rain moving slowly east. We decided to depart just as the next clear band arrived.

We all motored out and through the narrows. Beyond them, it opened up into the Big Lagoon. We motored or motor-sailed down hoping to get to Pensacola Beach before the next band of rain. We didn't make it. About ¼ mile from the cut between Big Lagoon and Pensacola Bay a storm hit. The world turned gray as rain poured down. The wind, which had been warm and from the northwest suddenly gusted cold from the southwest. I was glad we were under bare poles as we passed through the cut and into the pass at the mouth of the Bay.

As we were entering the pass, the tide was falling, so there was a moderate current flowing out (south) into the Gulf. The winds had been north to northwest so there were 2-3 foot waves. But when the storm winds blew up from the southwest it didn't take long for it to confuse the seas and the waves to pile up to 3-4 feet. We made it across the pass just as another storm gust hit. This time it was from the north and was warmer. Being from Oklahoma, when we felt warm air from one storm and cool air from another we immediately became concerned that the weather would turn violent, as in large hail and possible tornados. We looked back and saw Champagne on Ice furl their genoa and head into the wind to drop their main. At that moment they were lost behind a wall of rain. We debated turning back but with an engine I didn't trust and not knowing the area, we didn't think that wise. Besides, before the rain hit them, we saw Rhapsody in Sea turning toward them. They had been on the cruise before and were more experienced. We would later learn that Champagne's genoa "ballooned" as it was furling, producing a mini-spinnaker high in the rigging. The storm winds knocked her on her ear, first to starboard, then to port, while Roger struggled to unfurl and re-furl the sail. While this was happening, they were being pushed closer to the sand bars and to the mouth of Pensacola Bay. After a few scary minutes, the sail was furled and they motored away from the shallows.

So we sailed on through the worsening storms, hoping to reach Pensacola Beach Yacht Club before dinner. As we looked back we saw Line Dancer following us about a quarter mile back. Almost immediately, they vanished behind a gray wall of rain. Over the next couple of hours they would appear and disappear as the walls of rain swept past.

At this point one of our biggest fears began to make itself known. There would be a flash of light followed in several seconds by the rumble of thunder. Here we were, in the open water during a thunderstorm, sitting at the base of a 25 foot aluminum mast! Not where we wanted to be!! Our other big fear was that the mist would part to reveal the huge bow of a string of barges bearing down on us. Combine that with a motor I still didn't trust and I was getting just a bit anxious.

The wind shifted again to the northwest and the waves had the full length of Pensacola Bay to build. My hope was to get around the point and into the Santa Rosa sound as quickly as we could before the waves got too big. But we were wrapped in rain so heavy that we couldn't see the shore anywhere. The world was reduced to water and gray rain for 360 degrees. The depth sounder/GPS had been giving us problems, turning off at irregular intervals. It appears I need to replace the electrical panel in the boat, but this was no time to find that out. Fortunately it stayed on the entire afternoon. For several hours all we could do was watch the screen and aim for the buoy it showed us was ahead. It seemed like hours before we saw it emerge from the mist ahead. It felt like making landfall after being at sea. A little while later the hulk of the Pensacola Beach Boulevard Bridge appeared ahead. Although it disappeared a couple of times in waves of rain, we knew we were getting close to our destination.

Finally, as we got to the entrance to the channel into Little Sabine lagoon, the rain eased up. We motored in and tied up in the same slip we had occupied on Sunday night. The storms were now past us and the other boats followed in over the next half hour or so.



Storms have Passed, peaceful sunset

May 15, Thursday

The winds were blowing over 20 knots so most of us stayed put in Pensacola Beach/Little Sabine. Over the course of the day the winds dropped a bit and a couple of brave souls left around noon for the long trip back to Spectre Island, as called for by the itinerary. We walked the beach, shopped, had another good meal at Flounder's and a good night's sleep.



Wind & Waves on the ICW

May 16 , Friday

We awoke about 7 a.m. to find most of the fleet was gone. Either they were very quiet or we were sleeping soundly. I suspect the latter. We got up, grabbed some breakfast, and got ready to depart. There would be three of us bringing up the rear, Champagne on Ice, Almost Done, and us. We motored out then raised sails. About noon the winds began to die, and since we had to get back to the Yacht Club, we fired up the engine. It caught first pull and ran beautifully. I am now convinced that my engine problems have been caused by the carburetor the whole time. I will be ordering a new one ASAP.

The trip was uneventful and we loaded Serene Dream back on the trailer for the trip home. The club has freshwater hoses at the top of the ramps to wash off the salt water after launching or loading.

The parting dinner was a crawfish boil and we learned the art of eating boiled crawfish, also called "mud bugs" in some areas.

It was a great trip, and one that we want to do again. We're not sure we want to do it twice in a row, as Gloria only gets limited vacation from one of her part-time jobs. We think we'd like to do something different next year, but time will tell. It really was a lot of fun. We learned a lot and I would recommend it to any C22 sailor. ##

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, 802-1886.³

For Sale: 1984 Mistral 404 with trailer. \$1,000. Contact prindle1995@gmail.com or 405-226-6077, Andy Davison.³

For Sale: Mainsail (used) \$100: Luff 208”, Foot 104”, Leach 232.” Contact Ken Cathey at obuoy4848@sbcglobal.net or 580-564-4888.¹

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; 842-2525.³



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.

LOST/FOUND/BORROWED

If you see something



say something!

Brand new tiller and tiller extension “borrowed” from Gary Sander’s Flying Scot. Gary would appreciate the borrower returning it soon or letting him know how long the borrower needs it. Any knowledge of the whereabouts, please contact gksander@cox.net.²

Missing Utility Trailer. Contact Charles Friedlander at clfriedlander@yahoo.com if you know the whereabouts.¹

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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.

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EDITOR'S LOGGE:

Perusal of the pages of Ye Logge, containing so much informative and creative content, enables the energy and esprit de corps that makes OCBC a unique organization to leap out at the reader, a fact that has been acknowledged by people around the country who have seen Ye Logge on the internet.

The "Your Two Cents" column, rather than being a regular feature, will be included in future issues of Ye Logge only as members submit thoughtful and enlightening content on issues relevant to the general membership and the general welfare of the club.

Keith Green, Editor

Deadline for submission of content for *Ye Logge*, and publication dates, will be the first Sunday and Monday following the BOG meeting, respectively, each 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 August 1 to be considered for the trophy. Contact the Editor for article parameters.

Corrections & Clarifications:

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