

OYC

N e w s l e t t e r



COMMODORE JIM'S COMMENTS

Hello OYC!

Commodore Jim Juhl

Your board of directors met at our regularly scheduled meeting on Thursday, September 8. As usual, we focused on ways to enhance keelboat sailing opportunities on Lake Norman and improve your organization. Minutes from the meeting are posted on the web site, but here is a quick snapshot of some of our discussion items.

1. 2012 Nominations - Vice Commodore, Sara Butler is heading the nominating committee for OYC's open 2012 positions. We are a great club, with an active social calendar, and a keelboat racing tradition that is unmatched by any club on Lake Norman. Our organization and leadership are made up exclusively of volunteers. Sara may be contacting you to ask for your help with next years racing, social, or administrative functions. If she contacts you, please step forward and become an active participant in your club. You will be surrounded by a great group of like minded sailors having a good time making things happen on and off the water.
2. Board of Directors - As with many sailing organizations, OYC membership has decreased over the past several years. Because of our reduced membership, a unanimous decision was made to reduce the number of board members from eight to five. The new Board of Directors will consist of: Commodore, Vice Commodore, Rear



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VICE COMMODORE SARA'S REPORT

This is my favorite time of year...the best sailing on Lake Norman.

Unfortunately, it started on a bit of a sour note after the Peninsula Cup last weekend. We lost the "Yacht Club Challenge" to PYC, and our Burgee is no longer hanging in the bar at the Peninsula Yacht Club. We will have to remedy that situation next year.

October 8th is the 150 Bridge Race. Aaron Wood is printing the T-shirts as we speak, and you all know how I feel about t-shirts... wouldn't it be great to have your picture on it next year? Please join Race Chairman Richard Mayberry in a great day of taking the scenic route to the 150 Bridge via sailboat. Also, rumor has it that a bunch of U-20 sailors are lending their boats to the Mallory Cup, so they may be ready, willing, and able crew.

October 22nd is the Second Annual Leukemia Cup Regatta, with a skipper's meeting on the twenty-first. Martha and Roger Staley have organized a fantastic weekend of fun, and camaraderie. Steve Battel is serving as the the race chairman for the regatta, which will consist of one distance race on Saturday. The NOR is posted, and you will find all of the needed information for on-line donations, and all of the fun planned.

November 5th and 6th is the Wilmer Cup sponsored by the Lake Norman Keel Boat Council. Mark it on you calendar, and let's help support Doug Riley and all of his efforts on the behalf of all sailors on Lake Norman.

See you out there...
Sara Butler

VICE COMMODORE SARA BUTLER





OYC NEWSLETTER

REAR COMMODORE BILL'S REPORT

The Outrigger Yacht Club/ West Marine Wednesday Night Series Award Banquet was held at Mac's Restaurant on August 24th. The most popular sailing event on Lake Norman experienced another highly successful year of participation and fun.

Congratulations to the winners and all participants. Thanks to all of our altruistic members that pulled Race Committee duty. Imagine the challenge of conducting 18 races on Lake Norman, where every race is unique. Thanks to Doug and Neil for compiling the results and disseminating the information to the membership so quickly.

Special thanks to our sponsor, West Marine who provided the trophies for the second year in a row. From everyone I spoke to, it was a gorgeous Wednesday night and all the skippers, crews and supporters of OYC sailing appeared to have a delightful time at the banquet.

The remaining social events this year are the Leukemia Cup party on October 21 & 22, 2011 and the Oyster Roast on November 19, 2011. We are anticipating an enthusiastic attendance by all members of OYC and their guests. Mark your calendars today.

Martha Staley is working like crazy to make sure the 2011 Lake Norman Leukemia Cup Regatta is a big success. This event is an important fundraiser for the Leukemia & Lymphoma Society and OYC is honored to be the host for all sailing aspects of the event. Check out the links on the OYC web site for all the details or click on www.leukemicup.org:80/nc/ to register and see how your boat can participate in the fundraising.

The skippers' meeting on Friday will be held at the Kings Point Marina, and food will be provided by Peninsula Yacht Club (PYC). A special attraction this year that will be introduced at the skippers' meeting is the **photo fun run**. All boaters can register for this event. You do not want to miss this event.

The celebration banquet on Saturday, October 22, 2011 will be held at the PYC, starting at 6:00 PM. There will be a silent auction, door prizes, awards plus viewing and judging of the Lake Norman photographs.

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REAR COMMODORE BILL
HARTWELL



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Photos from Wednesday Night Sailing Awards Ceremony



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1. (the three flag officers), Past Commodore, and one at large board member.
2. Lake Norman Keelboat Council funding – The LNKC (<http://www.lnkc.com/>) is made up of representatives from OYC, LNYC and PYC. The principle responsibilities of the LNKC are establishing **PHRF ratings**, the **Lakewide Sailing Instructions**, and maintaining the permanent **race marks** on Lake Norman. Historically, LNKC funding came from the annual Icicle Series and Wilmer Cup Regatta registrations. Occasionally, the LNKC required special assessments of the clubs to carry out their responsibilities. In order to reduce the need for special assessments, the LNKC has decided that each club will be responsible to pay a \$5.00 fee for each boat participating in a Lake Norman PHRF regatta. I support the efforts of the LNKC and this new policy.

With Labor Day in the rear view mirror, summer is officially behind us. Of course, we know the next few months will provide some this year's best winds and weather. Be sure to mark your calendar for the 150 Bridge Race, the Leukemia Cup Regatta, and the Commodore's Cup.

See you on the water,

Jim



REAR COMMODORE's Report Continued from Page 3

The Oyster Roast on November 19, 2011 will be our final get-together of the year. We have always had an excellent turnout for this event and we expect the 2011 party to be a great time for all our members and guests to relax and reflect on all the couda, wouda, shouda starts, roundings and finishes of the past year.

Bill

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This is a chronicle of Steve Battel's and my
August trip to Maine

ALMOST DOWN EAST

John Guthrie

No, we didn't get to Bar Harbor and be truly "DownEast", but we did sail some ninety miles due east before we headed north. The "we" here are Steve Battel and me. This trip to Maine was supposed to be a group of four guys, but circumstances made it necessary for two of our group to drop out. That left Steve and me with a 39 foot C & C sailboat to share. No, we didn't get in each other's way and maybe only saw each other a few times during the day.



We picked up "Phoenix" at the Maine Yacht Center outside Portland, Maine on a Saturday afternoon and received a quick check-out from the owner whom we had chartered with in August of 2010. Next we were off to Trader Joe's to stock the boat and buy a few bottles of Two Buck Chuck. Then to J's Oyster house. If you're ever in Portland, J's is the place to go. It's one of the smallest restaurants you'll ever go to and the wait is long, but the food is worth it.

Sunday found Maine and us in rain with cool temperatures. Some would even call it cold. The winds were twenty knots gusting to twenty five from the south, and the seas were three to five feet. Perfect conditions to make the trip to Boothbay Harbor in record time. With the rain and low temperature, Steve and I elected to rig the cockpit enclosure and side curtains to stay a little bit comfortable. That meant we could not raise the mainsail. However, the 150 % genoa gave us speed over ground of seven plus knots. We were hauling and No Hands was doing all the steering. We were living large.



We pulled into Boothbay about three in the afternoon and picked up a mooring at Tugboat Marina. Tugboat is our favorite place in Boothbay due to its convenient location and a nice restaurant on the grounds. There may be nicer restaurants in Boothbay, a touristy town to say the least, but Tugboat offers all the regional specialties prepared well and reasonably priced. I had the Lobster Mac and Cheese, again, and it was as good as I remembered from years past. If you're thinking this

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was Steve and John's culinary cruise, you may be on the right track. In fact, we pick the port by the restaurant quality rather than the scenery.

On Monday morning, we set sail for Camden, one of our must go to towns. The winds were light and in the wrong direction, so we had to motor most of the way. The sun was out and it felt much warmer even though the temperatures were in the low sixties. Phoenix can cruise under power at six knots so the trip only took about eight hours.

After picking up a mooring at Wayfarer Marine (they are very proud of those moorings), we headed into town to explore and check out the restaurants. We settled on a new one to us, Cappy's Chowder House, and that decision proved to be a good one. We both had boiled lobster, and I must say it was the sweetest I've ever eaten. An excellent meal and under \$20.00.

Tuesday morning, we were off to Castine where the Maine Maritime Academy is located, but little else. Bad weather was predicted for Tuesday evening and Wednesday, so we called ahead and reserved a slip at Dennett's Marina, one of the few places in Castine with transient slips. That proved to be a good decision as we arrived early in the afternoon and the only bar in the town that was open was right next to the marina. And continuing the culinary theme of this cruise, the restaurant at the bar was pretty good by our standards, but a little below what we had become accustomed to in Maine.

Wednesday morning was dreary, but we had seen Castine and were ready to leave. So to the dismay of our neighbors, we set sail. We didn't decide on our destination until we were underway, and with the wet weather, we decided we needed to be at a slip (nothing like a wet bottom riding in on the dingy). Rockland fit the bill for what we needed and neither of us had been there. A quick call to Landings Marina and we were set.

Rockland is the second or third largest city in Maine, which isn't saying much, but we figured there would be things to do there even though it's more a blue collar working town versus a tourist town. And maybe even a few good restaurants to choose from. Well one out of two ain't bad I guess. Plenty to do in Rockland, but the worst restaurant choices we had on the trip. I had lobster in one restaurant that was just plain yucky. I still do not know how you make lobster taste bad. And it wasn't cheap.

The following morning, we had breakfast at a local diner, did some laundry at the marina, and got underway to Seal Bay on Vinalhaven Island. That's a fairly short trip of perhaps twenty miles. Halfway to Vinalhaven, the sun came out, and we got out of our foulies and were comfortable again.

Fox Thoroughfare is the navigable waterway through the two islands that make up Vinalhaven. The thoroughfare takes several turns as it winds its way through, and is a challenge to sail all the way.

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Steve took the challenge as the wind was almost in a perfect direction to make it possible. It probably took us a couple of hours to do it, but Steve sailed the entire way.

We spent the night anchored in Seal Bay which, to my eye, is one of the most scenic and pristine locations I've ever seen. Others may have their own special place, but this is mine. It's a little difficult to get in going through a narrow channel with hidden rocks, but the big old chart plotter on the helm made it easier. Once in the bay, one of the most protected in Maine, you only share it with five or six other boats. In years past, we've gathered mussels on the banks and had them over pasta. A very good dish. But this year, we didn't have a cook so it was sandwiches for dinner (heated in the microwave of course).



We left early the next morning for the long sail back to Boothbay Harbor, and with light wind, had to motor most of the way. Tugboat Marina was our destination in Boothbay, and we called ahead and reserved a slip. And the restaurant was as good as always. If you ever do this trip, you'll understand why Boothbay is always a stop going and coming. There just isn't anywhere else around to service the boat and the crew. Plus, it's a lovely place.

The following day, we headed to Portland and had the best sail of the cruise. A steady fifteen knot wind from the north and we were heading west. The seas were one to two feet. Perfect! We averaged over seven knots all the way into Portland harbor and to our marina. We left Boothbay late, about eleven, and arrived in Portland about five-thirty. Tired and hungry, we decided to eat at a Vietnamese restaurant across the street from the marina which we had visited last year and found delightful. They did not disappoint this year.

Our plan for Sunday was to spend some time cleaning the boat and going into Portland to do touristy things and enjoy another meal at J's (the marina is about five or so miles out of Portland). These plans were changed after the owner called about noon and asked for a special favor. Would we deliver Phoenix to his shop on the Royal River in Yarmouth? Steve and I said yes if he would pilot it. The Royal River is a very narrow, winding estuary with depths at low tide of six feet. Phoenix draws seven and one half feet. We had not damaged the yacht to that point and we were not about to risk our deposit on the Royal River. The owner said he would and he did. When we arrived in Yarmouth, he gave us his van to go to dinner and wherever else we wanted to. We

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decided on a very nice white table cloth restaurant in Yarmouth further up the river. The food was good, but not up to J's.

Morning morning, Jan (the owner), took us to the bus station in Portland where we rode to Boston's Logan Airport (We flew into and out of Boston versus Portland due to price and convenience).

OBSERVATIONS: This was Steve's and my third trip to Maine together and my sixth total. There are fewer pleasure boats on the water now versus pre-recession years, especially power boats. In fact, many of the boats were still on the hard in August. There are also fewer lobster buoys. I assume that a is reflection of the recession as well with the fishermen aligning supply with demand.

THE YACHT PHOENIX: Phoenix is a very nicely equipped charter. The genoa furler is electric as is the in-boom mainsail furler. The primary winches are manual, but oversized. Jan Peterson owns her and he is a noted sailmaker and rigger in the Portland area. Phoenix is a showcase for his work. She will accommodate up to six, but four is more comfortable (and extremely nice for two). The cockpit can be fully enclosed with the Bimini, sea hood and side curtains, but is too short to sleep in.

THE WEATHER: This was the coldest trip of the six I've made to Maine. We didn't have any fog to contend with, but it did rain two days. The only warm day was on the return trip in Boothbay. I packed several pair of shorts, but only one pair of long pants. Good thing my legs don't get cold. I now understand the question, "how do you know it's summer in Maine? You only have one layer of fleece on."

