

The OYC News

The Newsletter of the Orient Yacht Club
Volume 10, Number 2

Larry Jungblut & Betty Rowe, Editors
June/July 2010



Photo by Larry Jungblut, August 11, 2009

Lightning Start



Commodore's Comments

Summer is upon us and we are all ready for one of the Club's best summers ever.

The Vice Commodore has been sure to have the club house and all that goes along with it in tip top shape.

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Thursday Night Dinners To Begin This Week!!

Thursday, June 24th is the start of the very popular weekly Thursday Night Dinner at OYC. As in past years, the first dinner will be Pork.

As you may be aware, OYC By-laws allow for a maximum of 175 club memberships. This number has been reached and presently there is a waiting list of new prospective members. The clubhouse kitchen facilities, along with parking, codes, physical space, and other regulations, limits the number of people who can occupy the clubhouse. Therefore, the OYC Board has determined that priority will be given to members and **only if space permits, can guests be scheduled.**

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At Sunset Be Prepared To Honor The Colors

As the sun lowers in the western sky, a bell will ring and those in attendance are called to "attend the colors". Please stand quietly facing the flag pole. The cannon will be fired as the sun disappears beneath the horizon. The flag is lowered and folded with traditional ceremony into a triangle. This will be followed by another ringing of the bell and the announcement of "as you were". This is a time honored tradition adhered to by seamen and yacht clubs everywhere.



To reserve a space, members must contact Paula Thorp, no earlier than 9AM on the Friday before and no later than 12 Noon on the Tuesday before, at 631-477-2392 or by e-mail at puttingpaulat@netscape.net with the number of members attending. As some weeks there may be limited space available for guests, you can contact Paula from Tuesday afternoon until Noon on Wednesday to find out if you may bring a guest(s). If there is space for guests, please be considerate of other members and limit the number of times you do bring guests. You are also requested to bring a salad, side dish, or dessert, large enough to serve at least 8 people (if bringing guests-another dish for every two guests.)

Due to the popularity of these dinners, it is a real shame to reserve a space and be a "no-show" which prevents another member from attending. To discourage this practice we are imposing a fine on those inconsiderate members who reserve and do not cancel when they know that they will be unable to attend. If you make a reservation, and cannot attend, you must contact Paula prior to 12Noon on the Tuesday prior to cancel the reservation. If you fail to cancel, **you will be billed \$5.00 per person.** If you reserve space for a guest, and then become a no-show, you will be billed for that space as well. Please be considerate of your fellow members and their desire to bring a guest(s).

To ease the parking situation and to allow for those who may have difficulty walking, you are requested to bring only one vehicle and to car pool if possible.

Should you wish to bring guests for cocktails and to watch the Thursday night races, you may do so, however, if you do not have reservations for dinner, you must leave the premises after the races. We thank you for your understanding.

~The Directors and Officers of the
Orient Yacht Club

Kevin Horne is our new head steward and is filling those big shoes handily, stop down and say hello. Steve is back and Wally Sorenson will be coming on as a steward as well.

The Rear Commodore has been able to fill our program to capacity and all of our highly qualified instructors now come from our own sailing program. I am really pleased to tell you that our own Lauren Gillooly will be Head Instructor along with her very accomplished and knowledgeable expertise in sailing and sailing instruction.

Our Social Committee has been really hard at work as you can and will see from our calendar of events. The Thursday Night dinner crew has not skipped a beat and we look forward to another great season.

The Junior Yacht Club folks have also been working hard to have many events and activities over the summer. Come down to the club on Fridays to their hot dog lunches. The juniors have many more activities for you so check the board for their posts. So many members have stepped up to participate that I find it hard to list them all. As this summer unfolds you will notice their hard work at every turn.

So, have fun all summer. As an Orient Yacht Club member you'll have a hard time not having fun.

"See you on the water."

Gary Parker
Commodore
Orient Yacht Club

2010 Club House Hours

If all goes as planned, the clubhouse will be open daily from 08:30 to 21:00 (8:30 AM to 9:00 PM) from Thursday, June 25 until Labor Day Weekend. This will allow members greater access to the club's facilities and services. We hope that now you will be able to spend more quality time with your family and friends at your Club.

The Lightning Sailors or Would Be Sailors

Two Things!!

Thing One: If you would like to learn to crew on a Lightning (it would require 4 or 5 meetings of one and a half to two hours), I would be happy to set up a convenient schedule on week-ends or during the day. If you are interested and you are one of the first seven to contact me, you can be racing in a Lightning this summer. Adults are especially invited – now is your chance to join the races. Junior sailors who are at least 12 years old will be considered. See below for contact.

Thing Two: If you as a parent, junior sailor or just someone interested in sailing and are considering buying a boat may I suggest that this is the time to purchase a Lightning. Prices for a good boat begin around \$4,000 and go up to almost \$20,000 for a brand new one with all the whistles and bells. Financially, the Lightning keeps its price with older boats usually selling years later for the same price at which they were bought.

If you are thinking of purchasing a Lightning and don't feel confident sailing the boat, I will provide any lessons necessary and I will guarantee that by the middle of the summer you will be sailing your own boat.

Here is some useful info on the Lightning.

The Lightning class is, consis-

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Any changes to this schedule will be posted at the clubhouse.

Also note that we now have WiFi throughout the clubhouse for your convenience and soon you will be able to access our new weather station (under construction) on our website www.orientyc.com

tently and by far, the largest multi-crew (3 persons) one design in the world in terms of number of fleets, active class members, and regatta participation. Lightning's are extremely technical & tactical to race due to a hard-chine hull and advanced sail plan. The Lightning class is, very arguably, the strongest level of competition in all of one design racing. This combination of comfortable size, depth of talent, and a technically challenging design has generated the premier one design racing platform in the World.

The Lightning, a 19-foot trailerable centerboard sloop, was originally designed by Sparkman & Stephens as an affordable family day-sailor and racing boat. She has evolved into one of the most popular and competitive one-design racing classes in the world. Awarded ISAF International Class status, the Lightning is sailed in more than 13 countries and in the Pan American Games, and the class provides a professionally-managed association that is among the largest in all of one-design sailing. The Lightning's rig is simple, but offers sophisticated sail shape controls. The hull features a unique hard chine design that combines the stability that provides sail-carrying power, with flat bottom sections that promote planing.

Whether racing or daysailing, the Lightning offers a combination of performance and stability that eludes most one-designs. The Lightning's hard chine and 130 lb centerboard give her the stability and power of a small keel boat going to weather in strong winds and allow her to carry a very large spinnaker for breathtaking offwind rides.

There's room in the cockpit for two couples or a family to day-sail, but the Lightning is easy to ramp launch and light enough to trailer with ease. In the event of a capsized, she can be righted and sailed dry by her crew.

Whether you're more inter-

ested in how a boat looks or how it behaves, it's hard to beat the Lightning. The Class maintains an attitude that promotes conservative innovation, making the boat faster, safer and more maintenance free, while keeping prices affordable. Most Lightnings built in the last 25 years can be made competitive and it's not uncommon to see those winning races right along with new ones. In fact the 1995 World Champion sailed a boat built in 1969!

Modern Lightnings are built in foam-cored fiberglass with stainless steel centerboards and black anodized aluminum spars. The world's top sailmakers give the class their best efforts. In short, there are enough controls to keep the most technically inclined happy, but it's good tactics, boat-handling and hiking that win races. The ILCA is one of the oldest and best organized class associations in sailboat racing. Its primary purpose is to serve its membership, preserve the integrity of the Lightning and provide high-quality competitive events. In addition, the ILCA publishes a monthly newsletter Lightning Flashes with up-to-date regatta news, boat brokerage and ideas on how to get the most out of your Lightning. An annual Yearbook, containing many illustrated articles, reports on major championships, fleet reports and a complete association mailing list, is also published. The professional ILCA staff is always on hand to assist both current and potential members.

David Dellenbaugh, former Lightning World Champion and starting helmsman for 1992 America's Cup defender America 3, lists the top ten things he likes about the Lightning:

1. There's Lightning racing almost everywhere.
2. Some of the best sailors in the world sail the Lightning.
3. Lightnings are available from more than one high-quality builder.
4. Lightnings even 20 years old are still competitive.
5. The boat is one of the best crew trainers on the water today.
6. The class is not so strict as to discourage experimentation which

makes the boat faster and easier to sail.

7. The Lightning has interested the finest sailmakers in the world so the sails and the tuning guides look great and are easy to use.

8. The Lightning is a very roomy boat for daysailing.

9. Lightning sailors sail hard, but they're not too cutthroat - someone's always ready to answer questions.

10. The class management is as good as you'll find in one-design sailing. Sparkman & Stephens certainly got it right with the design and the class setup, because here's a classic, durable boat which provides a very level playing field for crews of varied weights. At the 2001 NAs, there were wins by 430# crew combos, and 530# ones; new boats and older ones. It is clear that good racing judgment and an understanding of how to tune one's boat for varying conditions, are the real keys to victory; not crew weight, boat vintage, or cubic money.

If you're looking for a boat, one that offers dinghy handling with the performance of a sport boat, a refined design that's free of fads, complete with the technology of today for both racing and daysailing - Get The Best Of Both Worlds. Get into a Lightning.

Any questions - feel free to contact me.

John Holzapfel
jj11957@optonline.net
323-3774

- Design: Sparkman & Stephens, 1938
- Over 15000 built
- More than 500 fleets worldwide
- Length: 19'0" (5.8m)
- Beam: 6'6" (2m)
- Displacement: 700 lb (318 kg)
- Draft (board down): 4'11" (151.3cm)
- Draft (board up): 5" (12.8cm)
- Mast height: 26'2" (7.9m)
- Sail area (main & jib): 177 sq.ft.
- Sail area (spinnaker): 300 sq.ft.

The Spindrift Trophy 1975 – 2010

The Spindrift Trophy for the winner of an overnight race out of Orient was presented to OYC by William Rich, Jr. thirty five years ago.. The first race for this trophy was won by Settler skippered by James H. Rich, Jr. In the years since 1975, the race has changed from an overnight race to a late afternoon race out to the Ruins and back. Several boats have won the race more than once, among them Settler (Jim Rich), Menance (Tony Dill) and Osprey (George Martin.)

Although the race was originally conducted as an overnight race in

1975, there were some years that the was shortened or not conducted due to weather, lack of entries or other reasons. The course and duration of the race may have changed, but not the excitement for the participants and spectators. This will be the third year running on its present course and now has three classes – Spinnaker, Non-Spinnaker and Multihull.

This is especially exciting as it depends on the skipper's (and crew's) sailing skills as a small non-spinnaker vessel has equal chance of winning the overall race, and not only its class, because the final times are adjusted by the Performance Handicap Racing Fleet (PHRF) handicap system. The race is open to sailors, the world-

wide, so we encourage OYC sailors to sign up and have an OYC vessel once again the overall winner (Kee-Nee-Noh skippered by Chris Wedge was the 2009 winner.) The first warning signal for this year's race is set for 15:00 hours, Saturday, July 17th with the first boats crossing the starting line five minutes later.

All members are invited to watch the start and finish of the race which can easily be observed from the clubhouse and attend the "After Race Party." Some come and enjoy the festivities and welcome the sailors back to terra firma at Orient. More information on the race plus entry forms are on our website, www.orientyc.com, and follow the sailing link to "Spindrift".



A Long Sail — But — Home at Last

2010 Orient Junior Yacht Club Schedule

June 27 - 4:00 PM Junior Sailing Kickoff BBQ Program meeting.

OJYC schedules and information will be discussed as well as the sailing program.

July 2 - First hot dog lunch - run by parent volunteers

July 6 - BBQ & making lanyards and bracelets

July 9 - Hot dog lunch

July 13 - Italian dinner and game night

July 16 - Hot dog lunch

July 20 - Pizza and tie dye

July 23 - Hot dog lunch

July 25 - 8:00 AM to 11:00 AM -- OJYC Pancake breakfast fundraiser

July 27 - BBQ Chicken and make your own sundaes

July 30 - Hot dog lunch

Aug. 3 - Tacos and painting shoes

Aug. 6 - Hot dog lunch

Aug. 10 - Heroes and bingo

Aug. 13 - Hot dog lunch

Aug. 13 - 7:00 PM to 9:00 PM -- Dance for ages 12 and under

Aug. 13 - 9:00 PM to 11:00 PM -- Dance for ages 13 and up

Aug. 17 - Last OJYC event - BBQ and ice cream

Aug. 20 - Last hot dog lunch

Welcome New Members

Jane Friesen & Ed Manning

Child: Anna Claude F. Manning

Lynne B. Gray & Thom Gray

Children: Elaina Gray, TJ Gray

Judith VanSitteren & Brent Robertson

Child: Zoe Robertson

We congratulate them and look forward to their active participation in the club.

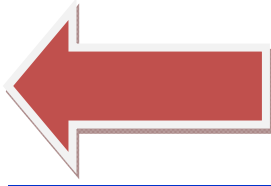
Notice !!!

The OYC News is looking for member's articles, inputs and suggestions. Please contact one of the editors.



There are nice new things to see at the Club House!

Nautical Trivia ***Why Port and Starboard*** ***Why not just*** ***left and right??***



We all have grown accustomed to certain terminology and often wonder how and why a particular word or phrase developed and are used in certain situations. Sailors especially have a special and unique vocabulary. However, their vocabulary just did not occur, there are reasons for many of the words sailors commonly use.

Port and Starboard are two terms you learn when you first get on board a dinghy, an Opti, a power boat or a cruise ship. Did you ever wonder why port and starboard and not just left and right? In early sailing days, the rudder or steering board was on the right hand side of a vessel (looking forward) and was called a "steer board" which eventually evolved to "starboard." The "starboard" or "steer board" side was on the side of the vessel which was not up against the wharf or dock. The dockside of the vessel was often loaded with supplies or cargo and needed more room for ease of loading and unloading. Thus this side was called the "load board" or "larboard" side. All was well and

good with these words and there was no problem except when there were strong winds and crashing seas. The captain or helmsmen would call out "larboard" which in a noisy environment may be interpreted as "starboard." As you can envision, this could be a major source of trouble. So the "larboard" side which was on the port side simply became known as the "port" side or just port.

Now you may say why just not call the right side of the vessel "right" instead of "starboard" and the left side "left" instead of "port." Easy, but not so fast, sailing terms have good reasons. When the captain wanted a crew member on a certain side of the vessel, and if the captain was looking forward and said "right" and the crew member happened to be facing aft which way should he go - to the captain's right or the crew's right. To avoid any miscommunication or misunderstanding the starboard and port side of the vessel are always the same whether you may be facing forward or aft. Simple - and extremely necessary in emergency situations on the high seas.



Orient Yacht Club 2010

Commodore: Gary Parker
Vice Commodore: Jan (Larry) Jungblut
Rear Commodore: Peter McGreevy
Secretary: Ed Leary
Treasurer: Walter Millis
Past Commodore: Mary Dorman
Directors: Kathleen Becker, Pat Caffery,
George Koch, Frank Passanante,
Martha Tuthill and Matthew Webb

Committees

Archives: Alison Millis
Finance: Lloyd Kanev (chair)
Membership: Deb Freil (chair)
Newsletter: Betty Rowe, Larry Jungblut
Nominating: Larry Sutter (chair)
Race: Peter McGreevy (chair)
Safety: George Koch
Sailing Program: Peter McGreevy (chair)
Social: Martha Tuthill, Kathleen Becker (co chairs)
Thursday Night Dinners: Paula Thorp, Barbara Koch

Coming Events 2010

June 24	First Thursday night dinner First Lightning Race
June 25	First Friday "Open Grill Night" (Club will be open for member use every Friday eve)
June 27	Junior Sailing Kick-off Luncheon
June 28	First day of Junior Sailing lessons
July 3	Annual Steak Night Dinner
July 10	Wine Tasting Event
July 17	Spindrift Race "After Race Dinner and Party"
July 30	Clam Bake
August 14	DJ Night
August 21	Junior Sailing Awards Ceremony Family Dinner
September 2	Last Thursday night dinner Last Lightning Race
September 4	Annual Business Meeting Last Saturday Race
September 11	OYC End of Summer Party
November 6	Fall Dinner at Hellenic Restaurant

**Orient Yacht Club House, end of the Wharf at Village Lane
Mailing address: Orient Yacht Club, PO Box 161, Orient, NY 11957**