

OkeLays

PUBLISHED MONTHLY BY THE OKLAHOMA CITY BOAT CLUB, INC.

January, 2021



Photo Credit: John Walters (left); Glede Holman (right)

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Events

2021

- 1/14 Gen. Membership Meeting
1/15 Handicap Fleet @ Clubhouse
1/21 Lighthouse Charities Meeting
2/4 BOG Meeting
2/11 Gen. Membership Meeting
2/18 Lighthouse Charities Meeting

DANCING UNDER THE STARS

Winter 2021 Ballroom Dance instruction by
Certified Instructor, Keri Johnson
Tuesday, February 2 through
Tuesday, March 23, 2021
7:00PM

TO VIEW THE WEBSITE:

<https://okcboatclub.com/>

TO VIEW CLUB EVENTS ON THE WEBSITE, CLICK ON: "CALENDAR"

TO VIEW THE YeLOGGE ON THE WEBSITE, CLICK ON "ABOUT"

NEW SERIES

The Burgee Pole by Don Garrison

CRUISING ARTICLES

MEMBERS ARE INVITED AND ENCOURAGED TO SUBMIT ARTICLES DURING THE YEAR FOCUSING ON THEIR ADVENTURES IN CRUISING. PLEASE SUBMIT ARTICLES TO THE EDITOR. ONE CRUISING ARTICLE WILL BE PUBLISHED PER ISSUE. PLEASE CONTACT EDITORS FOR GUIDELINES.

TRADING PAGE

What has happened to our Trading Page? Is no one in the club looking to sell or buy anything? Please contact editors for publication.

KELLY/ELLIE

For those who wish to help

Kelly/Ellie

With a donation,

Please go to their website:

<https://www.kellyelliefx.com/>

Rear Commodore—Glede Holman

secretary@okcboatclub.com

Happy New Year everyone! Winter raised its head, leaving us with a nice covering of snow for the New Year. That didn't dampen spirits though, and we enjoyed black-eyed peas and cornbread on New Year's Day. A few even ventured out to sail. As always, with the cold weather comes some small operations changes. There are two cabinet doors in the sink area of the kitchen that must be left open. This is to help prevent pipes from freezing. Also the door which is marked "keep door closed," separating the main building from the lockers/rest rooms, needs to be left open to keep the heat circulating in the building. We're using the fireplace more. Please ensure the fire is dead out before closing the flue. Lastly, we have two propane heaters for use during club functions. These should not be used under the patio roof due to potential fire hazard.



Turning attention to other facilities, the East dry electric hoist is back and has been rehung. We should get the electrical connection completed this week. The damage resulted from the hoist being repeatedly raised block to block, which put stress on the motor. Please do not raise the block any higher than the bottom of the chain bag. The pressure washers are out of service.

Lastly, during the New Year's snow, someone with access to the club spun donuts in the snow near the west hoist area. I truly don't believe this was done to be destructive, but the end result was damage with ruts about 6 inches deep over an area about 75 feet in diameter. Further, the tire marks are within 20 feet of the boats on Flying Scot Row, which means the vehicle was even closer. Rocks and other debris could have easily damaged someone's boat. Let's slow down while driving on the grounds and be respectful of other members' property.

Have a great month and I look forward to seeing you around the club.



Secretary's Corner—Jake Langthorn

Board of Governor's Meeting—December 3, 2020

secretary@okcboatclub.com

The Board of Governors met on January 7, 2021. We accomplished/discussed the following:

Finalized the Budget for this Board.

Received a build proposal for the new centerboard building. In order to meet a May 1 in-service date, the Board will conclude our discussions regarding the building prior to the January Membership Meeting.

In accordance with the Board vote at our last meeting, the Board directed the Treasurer to pay off the Seawall debt.

The Rear Commodore reported damage to the west parking/boat storage/west hoist area caused by a vehicle doing doughnuts. Deep gouges in the surface will require grading and likely additional gravel for repair.

Ethelyn Barnett has volunteered to prepare a new Member Directory, which the Board will then publish. Yay Ethelyn!

The east electric yard hoist is back in operation!

Entered into a Lighthouse Board Meeting to discuss the Lighthouse contribution to the new building. While we were in the Lighthouse Board meeting, we discussed the purchase of new training boats for Lighthouse. The Pico's are becoming a maintenance challenge, and the plan has always been to replace them as necessity dictated. The time has come.

Jake Langthorn
Secretary



NEW YEAR'S DAY AT OCBC

Despite the snow, 25 MPH winds and freezing temperatures, a few courageous souls, Kevin Mott & Allan Baskerville and their crews, made the obligatory sail on New Years Day. They were rewarded with a traditional meal of black-eyed peas with sausage and cornbread with plenty of refreshing drinks prepared by Steve & Lori Meyers, and served by Casey Barnett, Jeff Stoabs, Cliff Holman, Charley & Michelle Shafer and Sandra & Ane Baskerville.

OCBC encourages all to stay safe and follow the THREE W'S: Wear a Mask, Wash Your Hands; Watch Your Distance.

To view all photos:

<https://photos.app.goo.gl/zS3fKYK8wK71c3io8>





"I don't get upset over things I can control, because if I can control them there's no sense in getting upset. And I don't get upset over things I can't control, because if I can't control them there's no sense in getting upset."

-Mickey Rivers

Since last checking in in October, we have completed three, 3-week training blocks in Miami. During these blocks, we were able to race in two regattas and participate in Olympic Development Camps. Oh, and a small tropical storm!

We had a couple of breakdowns, more than we would have liked, including a mast track, multiple sails that had to be repaired, foot straps that blew out, and a centerboard that now needs a bit of TLC. Needless to say, we had an interesting two and a half months.

The first event of the year was the Skiff Generation Grand Prix, November 14-15, which was meant to "bridge the gap between youth and Olympic class athletes." It was a great chance to sail around a course with low pressure. The conditions were light and lumpy with some typical Biscayne Bay motorboat chop to add to the excitement. After racing, it gave us the chance to rethink our process goals and how we want to attack them before heading into North Americans.



Leading up to North Americans in December, US Sailing provided some great days on the water for our regatta prep with excellent coaching. Then we got to race! Our goal was on moding (who can make the best out of their speed while keeping the highest angle to the mark). We proved to be fruitful in our process, and put all the pieces we learned together, allowing us to get a bullet!

The final two days left us with no breeze and we were unable to get more racing in. It's times like these we are humbled and reminded that our sport is dictated by something so out of our control, Mother Nature.

Racing makes you realize what you need to focus on and what's in your control to practice. And, with our original goal of putting in a set number of hours, we ask ourselves how can we put in even more? More productive hours, too; it's going to seem monotonous at times. In our next few

months, we will be primarily focused on boat handling. All the maneuvers that Kelly and I do throughout the racecourse and within the boat. Where to put our legs, how forward or aft our weight should be, pulling and pushing the right amount. All of this will lead to better boat speed. And in a class where speed is King, we are striving for speed! As we head into the New Year, we are going to push ourselves mentally and physically to reach and exceed our hours on the water goal. We finished the year with more hours than we originally planned and know we can strive to exceed our hours' goal for 2021.

Thank you to everyone who helped us get through the last few months of our training. Thank you, especially to everyone who let us stay with them while in Miami, we wouldn't be able to do this without you. We also appreciate the support US Sailing has given us throughout the year between training camps and the events. We are excited to keep training in Miami and would not be able to do so without all of your support and encouragement.

Sincerely,

Team Kelly Ellie

<https://www.kellyelliefx.com/>



UPDATE 36TH AMERICA'S CUP MATCH

The match will be held in Auckland, New Zealand from the 6th to the 15th of March, 2021. The defender, Emirates Team, New Zealand, will race against the winner of the Prada Cup, a race consisting of the Challenger Selection series. Those contestants are as follows: Luna Rossa (Italy) – challenger of record; American Magic (USA); Ineos Team (Great Britain). These contestants will compete between January 15 – February 24, 2021. The challengers will be competing to see which qualifies to race against America's Cup defender, Emirates Team, New Zealand in the America's Cup match.

The Prada Cup consists of 17 racing days starting with a multiple round-robin format where the three challengers will race against one another four times. The team with the most points accumulated at the end of the round-robins will move directly to the Prada Cup final, while the remaining two teams will compete in a best of seven wins, semifinal from January 29 – February 2. Two races each day will be scheduled on the race course with a windward – leeward configuration, which is estimated to be approximately 1.1 to 2.2 nautical miles in length. The estimated wind range will vary between 6.5 and 21 knots for the round-robins and the semifinal wind range will be between 6.5 and 23 knots for the Prada Cup final. Time limits include 12 minutes for leg 1 while the entire race cannot exceed 45 minutes. The Prada Cup final will be contested between February 13 – 22, and will consist of the best of 13 races. The first team to reach seven wins will win the Prada Cup trophy and have the privilege of being awarded the rights to be the challenger of the 36th America's Cup match contested by the challenger and defender Emirates Team, New Zealand.

The America's Cup match is scheduled for two races per day as follows: March 6, 7, 10, 12, 13, 14 and 15. Additional reserve days have also been booked.



*Ineos Team UK and Team NZ
Facing off (New Zealand Herald)*

Team New Zealand's Te Rehutal AC75 has already come under close scrutiny from America's Cup rivals. Photo/Michael Craig



The Burgee Pole by Don Garrison

Anyone who enters the OCBC clubhouse will notice the colorful flags hanging near the ceiling and spanning much of the main hall and spilling over into the seating area. Are they somehow significant? They are indeed. They are burgees!

Okay, so what's a burgee? Dictionary.com defines it as "a triangular flag or one having a shallow, angular indentation in the fly, forming two tails, used as an identification flag, especially by yachts." Almost every yacht club (or boat club, sailing club, etc.) has a distinctive burgee for its members. The shape may be becoming looser over time. Most burgees are still triangular or swallow-tail shaped, but a few are rectangular.

Similarly, the etiquette of flying a burgee is a bit confused. It seems to be common knowledge that the burgee is flown from the starboard spreader of a sloop. But I didn't find much support for that position during my research for this article. Then I found the U.S. Power Squadron website has this: "If your boat is a mastless or single-masted yacht, fly your burgee from the bow staff. Boats without a bow staff should wear a burgee at the truck of a single-masted yacht. On the other hand, if the truck is occupied with instruments or other conflicting gear, a pigstick can be affixed to a halyard so as to carry a flag above the truck. Alternatively, the burgee may be worn at a spreader halyard."

So, the preferred places to fly burgees are:

1. a bow staff;
2. mast truck (a fitting with sheeves or pulleys to raise and lower things to the top of the mast);
3. a pigstick (a pole like a long dowel with the burgee at the top and the lower part wrapped in the hoist line) hoisted to fly above the top of the mast, and FINALLY;
4. at the starboard spreader.

I suspect most, myself included, will continue to fly the burgee at the starboard spreader, if they fly a burgee at all.

So, how did we wind up with a bunch of burgees hanging around the clubhouse? If a member of our club is visiting another club, it is a common practice to exchange burgees. The member gives an OCBC burgee to the host club, usually to a club officer, and receives a burgee of the club being visited. The new burgee is often given to OCBC at a subsequent meeting and will be added to the display. Similarly, if a member of another club visits OCBC, they may exchange burgees with us.

If you know you will be visiting another club and anticipate a burgee exchange, please see one of our flag officers to get a burgee to take with you.

So, our burgee display consists of those given by OCBC members upon returning from another club and also burgees exchanged with OCBC directly. Over the years, efforts have been made to keep track of the source of the burgees, but the origin of many is a mystery. Hopefully, you can help. Beginning now, when I indicate a gap in our information, if you can fill in the details, please contact me.

In future installments I hope to present and discuss 10 burgees each time. We now have over 140 burgees, so it will take some time to get through them. Here are the first ten to get us started. I have no record of how any of these burgees except #2 came to us. Were they brought back by traveling members or exchanges from visitors to OCBC? Also, a piece of info I don't have for the majority of them is date. Even an approximation of the year would be helpful. If you have any information about them, please let me know.

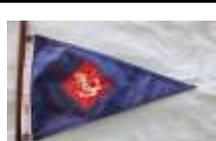
The burgee display begins in the corner next to the trophy case and proceeds clockwise around the fireplace room. There is a small metal disk on each one with the number corresponding to its place on the list.

The images below are ones I took to show the burgees we have and their condition, which in some cases is rather faded and tattered.

I would be remiss if I did not credit Gene McClendon, now living in Jacksonville, FL, for the initial effort of putting together the database of burgees. I am simply doing cleanup and updates.

You can reach me at don.garrison@hotmail.com. That's all for this month.

CONTINUED NEXT PAGE.....

Tag	Burgee	Yacht Club	City	State	Donor, Event, or NOTES
1		Jacomo Sailing Club	Kansas City	Mo	
2		Keowee Sailing Club	Seneca	SC	Bill & Gay McMillan
3		Mentor Lagoons Yacht Club	Mentor	OH	Background dark blue. Burgee faded
4		Nantucket Yacht Club	Nantucket	MA	Background dark blue. Burgee faded and torn
5		Nockamixon Sail Club	Bucks County	PA	
6		Pleasantville Yacht Club	Pleasantville	NJ	
7		Royal New Zealand Yacht Squadron	Auckland	NZ	Liz Eagan
8		San Diego Yacht Club	San Diego	CA	
9		Scituate Harbor Yacht Club	Scituate	MA	
10		Seilklubben Koge Bugt	Greve	DK	

OCBC

Saturday, January 30th
\$10 per person to eat
Free to compete

Chili
COOK OFF



Bring Entries by 6:30pm
We Eat at 7:00pm
Prizes to Winners

Dessert Provided

ROSTER COVER PHOTO CONTEST



Submit a picture that you took and you believe illustrates OCBC at its finest by February 15 and your picture could grace the cover of the 2021 OCBC Roster.

The New Rule Books are Here

The new Racing Rules of Sailing (2021-2024) went into effect the first of the year. The hard copies should be shipped to USSailing members latter this month but the new app is available now through the USSailing website, it is free to members and a nominal charge for non-members. I would encourage anyone participating in our events to get the app.

The app has an interactive version and a PDF version, the interactive version links to Dave Perry's explanation of the rule with diagrams. The new rule changes are highlighted and you can click on them to see the old rule. There is also a reference library you can go to with articles and videos of Dave Perry's explanation of the rule. Another feature is the white board function, it has the ability of drawing up to 6 positions depicting a racing incident and then animating the incident, it can be saved to be automatically attached to a protest form. Protest forms are no longer in the RRS, there is a protest button on the app to file a protest online and emailed to the Protest Committee for review and action.

There are no huge sweeping changes to the rules, mostly they have changes in wording and numbering of the previous rules, but there are some changes in meaning that everyone should be aware of. I will list a few that would most be needed by those participating in our club's events.

Race Signals:

Code flag "V" flown with one sound signal means monitor communication channel for safety instructions. (RRS 37)

Solid orange flag flying is one end of the *starting* line.

Solid blue flag flying is one end of the *finish* line.

Definitions:

Finish A boat *finishes* when, after *starting*, any part of her hull, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

1. (a) takes a penalty under rule 44.2,
2. (b) corrects an error in *sailing the course* made at the line, or
3. (c) continues to *sail the course*.

Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

Mark-Room *Room* for a boat to leave a *mark* on the required side. Also,

1. (a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and
2. (b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

Proper Course A course a boat would choose in order sail to *sail the course* and *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Sail the Course A boat *sails the course* provided that a string representing her track from the time she begins to approach the starting line from its pre- start side to *start* until she *finishes*, when drawn taut,

1. (a) passes each *mark* of the course for the race on the required side and in the correct order,
2. (b) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
3. (c) passes between the *marks* of a gate from the direction of the course from the previous *mark*.

Start A boat *starts* when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crosses the starting line from the pre-start side to the course side.

Rules:

5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS

The organizing authority, race committee, technical committee, protest committee and other race officials shall be governed by the *rules* in the conduct and judging of the event.

28, 28.1, 28.2

SAILING THE RACE COURSE

A boat shall *start*, *sail the course* described in the sailing instructions and then *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

A boat may correct any errors in *sailing the course*, provided she has not crossed the finishing line to *finish*.

Rules 29.1, 30.1, 30.2, 30.3, 30.4 Change wording to “hull”, eliminating crew and equipment from the rule.

43. EXONERATION

(a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat is exonerated for her breach.

(b) When a boat is sailing within the *room* or *mark-room* to which she is entitled and, as a consequence of an incident with a boat required to give her that *room* or *mark-room* she breaks a rule of Section A of Part 2, rule 15, 16, or 31, she is exonerated for her breach.

(c) A right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, is exonerated for breaking rule 14 if the contact does not cause damage or injury.

A boat exonerated for breaking a *rule* need not take a penalty and shall not be penalized for breaking that *rule*.

64.6 Discretionary Penalties

When a boat reports within the protest time limit that she has broken a *rule* subject to a discretionary penalty, the protest committee shall decide the appropriate penalty after taking evidence from the boat and any witnesses it decides are appropriate.

It's not too early to start reviewing the rules for next season and with the new easy to use app and the incorporated reference material and videos you'll be ready for the season. We will have at least 2 seminars covering the rules in the next month or two so be watching for an announcement.

Sail friendly,

Mike Anderson, Race Committee

M E M O R I E S

OKC BC XMAS, NY EVE & NY DAY 2015



Submitted
Monthly
by
John
Walters

From the Dictionary for Landlubbers

AUSILIARY: Any object, animate or inanimate, which is in the way when it is not needed and missing or broken when it is.

...Submitted by John Barnett

LOCKERS AT OCBC

There are 111 lockers for use by club members; however, we have 190 members currently. I would like to identify the owners of three small lockers in the club outside the restrooms, Lockers #6, 35, and 53. Please notify me if you know who the owners are.

Also there are two lockers in the large locker building by the docks. I threw away a bunch of old sails that people piled on the floor that were blocking some lockers, and before I had time to put my locks on them to give out to members on the waiting list, someone put two identical locks on them. These are Lockers #116 and 117. Please identify yourself to me as soon as possible. Also, we currently are permitting only one locker per person in order to accommodate those waiting for a locker.

John Walters bigjohndiego@sbcglobal.net

TRADING PAGE

NOTHING FOR SALE AND
NOBODY IS LOOKING TO BUY ANYTHING

Items on the Trading Page will run for three issues. To continue publishing your ad for an additional three issues, please notify Keith Green, Editor, green3000@sbcglobal.net



FLAG OFFICERS, BOARD OF GOVERNORS, COMMITTEE CHAIRS

2020-21 BOG MEMBERS

Commodore	Terry Carlson	commodore@okcboatclub.com	405-694-7011
Past Commodore	Craig Bilodeau	past-commodore@okcboatclub.com	405-250-5431
Vice Commodore	David Archibald	vice-commodore@okcboatclub.com	405-414-6894
Rear Commodore	Glede Holman	rear-commodore@okcboatclub.com	405-416-0112
Secretary	Jake Langthorn	secretary@okcboatclub.com	405-824-5809
Treasurer	Danny White	treasurer@okcboatclub.com	405-406-3919
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Member-at-Large	Karl Benzer	board1@okcboatclub.com	240-822-2454
Member-at-Large	Jim Blakewell	board2@okcboatclub.com	405-760-7291
Member-at-Large	Charlie Shafer	board3@okcboatclub.com	405-388-2563

2020 COMMITTEE CHAIRS

Race: Mike Anderson

Regatta: Jeff Stoabs

PHRF (Handicap Rating): Mike Kelly,
Bruce Marshall

Planning: David Archibald

Hoist: Mike Hahn, Robbin Phillips, Stan Nieves,
Kenny Parker, Terry Carlson

Lighthouse: David Archibald

House, Dock & Anchorage: Glede Holman

Landscape: Keith Green

YeLogge: Keith Green, Ginny Green

Entertainment: Casey Barnett; Cliff Holman

Youth: Shawn Cina, Richard Walford

Finance: Danny White

Database & Roster: Liz Eagan

Scoring: Ann Kilpatrick

Commodore's Cup: Ian Jones

CSSA: Dan Camp

Education: Glede Holman

Eight Bells: Bill Hesse

Historian: Bruce McDermott

Technology: Dwight Bays, Scott Law

Protocol: Steve Bryant

Protest: Gary Sander

USSA: Glede Holman

Photography: Bruce McDermott, John Walters

Ladies: Anita Endres

Nominating: Chris Bayouth

Public Relations: Cindy Friedemann

Collegiate: David Bass

Procedural: Ann Kilpatrick



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

<http://okcboatclub.com/>



EDITOR'S EPILOGUE—Keith Green

36th America's Cup match rapidly approaching!



The Official Publication of the Oklahoma City Boat Club
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green3000@sbcglobal.net

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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.

Business Cards: \$30 for 6 months; \$50 for 12 months.

CRUISING ARTICLES FOR THE JIM CALDWELL TROPHY: Articles must be submitted for publication from November through August. See the Deed of Gift for details.

PHOTOS published in *YeLogge* are Staff Photos unless otherwise credited.

SUBMISSION OF CONTENT: Please submit content via email to the Editor. If you do not receive a reply, send it again or call the Editor directly to confirm receipt.

OKLAHOMA CITY BOAT CLUB

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Corrections & Clarifications: *Ye Logge* is committed to accuracy. Please contact the Editor with corrections or comments.