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**PLEASE RETURN  
ANNUAL TROPHIES**

**A QUORUM IS NEEDED AT THE  
NEXT MEETING SO PLEASE  
MAKE EVERY EFFORT TO AT-  
TEND**

**ANNUAL ELECTION ISSUE  
OF YE LOGGE  
WILL PUBLISH SEPT. 24**

Get to know the nominees. Voting will take place at the October membership meeting.

## **EVENTS:**

- 09/14 General Membership Meeting
- 09/15-17 Commodore's Cup
- 09/30 Oktoberfest, 6:30PM
- 10/05 BOG Meeting
- 10/12 General Membership Meeting
- 11/02 BOG Meeting
- 11/09 General Membership Meeting
- 11/11 Annual Banquet, 6:30PM
- 12/02 Christmas Party, 6:30PM

## **SPECIAL ANNOUNCEMENTS:**

**SUNDAY SERIES 1:00PM  
THROUGH SEPTEMBER**

**TUESDAY NIGHT SAILING  
THROUGH SEPTEMBER  
6 PM No Harbor gun**

**WEDNESDAY NIGHT SAILING  
THROUGH SEPTEMBER  
6 PM No harbor gun**



## COMMODORE—Glede Holman

Greetings OCBC!

Wow, it is amazing how fast a year goes. It only seems like yesterday that the current Board of Governors took office and here we are staring at a rapidly advancing election. With that said, I would like to take a moment to thank the Nominating Committee, under the leadership of Chris Bayouth, for their hard work in the development of a slate of candidates. I would also like to thank the candidates themselves for stepping up to serve our club and its membership.

As I write this, I am still in awe of all the hard work that went into the planning and execution of last month's Dustbowl Regatta. While this was a Lighthouse Charities event, OCBC was the host, and in concert with Lighthouse, reaped the rewards and recognition for its success. In addition to accolades for the event, several of our youth athletes took home awards and "braggin' rights." Thank you to all who made it possible.

While we have had a very busy maintenance year, we have recently faced a few other serious issues that have resulted from an aging infrastructure. The separate air conditioning for the restrooms, locker area and board room went out and has been replaced. Additionally, the entry gate has broken down several times and currently those that utilize remote openers are experiencing intermittent functionality. Unfortunately, the system is old and repair/replacement parts are difficult to obtain. Further, the stove in the kitchen continues to be a safety issue that needs to be addressed. We will be presenting some proposals for your consideration at the upcoming meeting.

I hope to see you at the next membership meeting, as a quorum is needed to conduct business. I look forward to seeing you on the water and around the club.



## VICE-COMMODORE—Jay Collins

**Time Flies by.** Well, it is almost the end of our racing season. It has been a strange year for water in our lake. No water in the lake at the start of our season, then the rain came and the lake filled up fast. A shortened race season but it is nice to have water in the lake for us to sail in.

### **Projects:**

During our last board of governors meeting, we discussed some ongoing and long-term projects that need to be done for the safety of our facility and our members.

First one was the east side heating and air conditioner. It failed and needed to be replaced. Another problem is the main gate (the remotes not working and occasionally not closing). We are looking at replacing it with a newer model that is WiFi compatible. We are also looking at replacing our clubhouse doors locks with smart locks that are WiFi compatible so they can be locked remotely if needed. We have also had a continuing problem with our kitchen range (pilots going out and gas spewing, lack of repair parts, no kitchen hood above it to take out the smoke and grease) (this is a city code issue). We are looking to replace it with new professional residential ranges and a new hood.

We have been getting quotes to replace these items. The next step after that will be presenting these needs to the club for discussion and a vote to use our special funds.

Other long-term projects are being looked at to determine the best replacement products for club's needs. Docks, deck, boat motors, clubhouse, parking lot, and others. We thank you for your input.

We also realize that some emergencies can come up and they may take priority over planned items.

## Mandy Brown—Rear Commodore

[rear-commodore@okcboatclub.com](mailto:rear-commodore@okcboatclub.com).



I love the sight of our full harbor, full of water and full of boats.

We have several new and prospective members, many of whom would like to bring sailboats to the club. This is wonderful! However, we are running out of space. In order to accommodate the slip requests for sailboats, we will be reaching out to members in regards to non-sailing vessels that are not used to support sailing programs as well as vessels that are not seaworthy. Please refer to Facilities Use Policy Section 4.C and Section 4.E.

I am very excited to update you on the window replacement project. The first set of windows will be delivered on Friday! Installation will begin next week.

Member of the Month is Lynn Pinegar for her hard work and dedication with the Youth Sailing Program.

Please let me know if there is anything I can do for you.

# NOMINATING COMMITTEE SLATE FOR 2023-24 OFFICERS AND BOARD MEMBERS

This year's Nominating Committee has a slate of officers and board members that we are pleased to announce at the September Club meeting.

The annual Election Issue of the *Ye Logge* will be sent out on or about Sunday, September 24. The 2021 amendments allow the spouse of a Regular Member (i.e. Joint Member) to vote if the Regular Member is unable to attend a regular meeting. (Article I, Section 1b).

We hope you will come to the meeting as the Board of Governors did not deem it necessary nor approve providing electronic or paper Absentee Ballots to any Regular Member (or spouse) requesting one. Therefore, you (or your spouse) must be present at the Thursday, October 12, Annual Election meeting to vote in person and be counted towards a quorum. (Article X, Sections 2 and 4).

Thank you to all the members, especially the Nominating Committee and all those who agreed to run for a position on the 2023-24 Board of Governors.

Chris Bayouth, Nominating Chair

Committee Members: Mike Anderson, David Bass, Scott Law, Joel Males, Kevin Mott and Robbin Phillips

The slate for 2023-24 Board of Governors announced at the Board Meeting is as follows:

Commodore: Jay Collins (move up from Vice Commodore)

Vice Commodore: Mandy Brown (move up from Rear Commodore)

Rear Commodore: John Barnett

Secretary: Allyn Baskerville and Justin Howard (vote for one)

Treasurer: Brian Wiesner (move up from Treasurer-elect)

Treasurer-elect: Kevin Gatewood and Danny White (vote for one)

Members at Large: David Cheek, Colin Feik, Richard Lane, Bruce McDermott, Bill McMillan and Steve Meyer

## LADIES SAILING—Anita Endres, Ladies' Committee Chair

Hello everyone,

Despite the scorching temperatures, we had good turn-outs for Friday, Saturday and Sunday small boat sailing. Being on the water is the 'coolest' place to be to beat the heat! We will continue Saturday morning sailing throughout September except for the weekend of Sept 16-17, Commodore's Cup. Come out and watch the races!

Also, Yoga has been cancelled on Fridays. Let's go sailing instead, but don't forget to exercise.

Hope to see you on the water,

Ann, Ryan, Rachel, Puff, Larkin, Jean



# ***DUST BOWL REGATTA***

## ***AUGUST 25-27, 2023***

The Dust Bowl Regatta was a huge success! The race committee was charged with running 3 separate race courses and 12 marks simultaneously, along with mark set boats and safety boats. It is the largest regatta the boat club performs from year to year. The only regatta that had more boats was the J22 North Americans in 2005 (62 boats), but just one race course. This event hosted 50 boats, and it was evident that the club grounds could handle more. It is our hope that next year it will grow to 75 boats.

We had 50 kids entered, and our own Lighthouse/OCBC racing team took home 7 trophies!!! We've had lots of compliments on how great OCBC did with the event. Lynn and all her coaching staff did a fantastic job and should be very proud.

**Race committee PROs:** David Bass, Scott Law, Robin Phillips

On Opti RWB Course was, Scott Law, Donna Law, Daryl Ingram, Blake Howard, Justin and Karen Howard. On the Opti Green Fleet was, Robbin Phillips, Tracy Pinegar, on the Laser, 420 Course was David Bass, David Archibald, Andy Rihn, Neil Roberts, Kelly Cole, Kevin Kendall, Frank Beiling, Colin Feik, Ian Jones, Richard Walford, Shawn Cina

### **Food Support**

Bruce and Pam McDermott, Mac McDermott, Christi Cina, Christy Hrencher, Inacia White, Nora Hrencher, Dan Boyle, Robert Buswell,

### **Other support**

Matt Hrencher, Robert and Katie Broadbeck, John and Nicki O'Dowd, Jessica Robinson

### **Coaches**

Lynn Pinegar, Sydney Pinegar, Lauren Pinegar, Evelyn Hrencher, Griffin Orr

**Judge**        Rick Mallinson

Thanks again for all the work put in by our huge group of volunteers that made this happen.

Shawn Cina  
Regatta Chair

PHOTOS ON NEXT PAGE

# DUST BOWL REGATTA PHOTOS



# Cruising San Diego Harbor—Scott Law

To properly tell this story, you gotta put a little background into it. One day Bruce McDermott calls me on the phone and says, "Have you heard about the new J/22s that are out?" And I said, "Yeah, I've seen the ones at the Club but I don't know much about them." So Bruce went on to ask "Do you remember Ralph Wiser from the Santana 21 days?" And I told him that I remembered Ralph and I remembered racing against him when I was crewing with Roger Robinson. Bruce went on to state that Ralph had purchased a J/22 #282 out of the Ft. Worth Boat Club and was looking for a boat partner. So, I went to the Boat Club and looked up Ralph and checked out the boat which was a pretty nice boat, especially since it was only a couple of years old at that time. The boat was originally named "Teal" and had a picture of a duck on the side. Ugly duck, kinda cool graphics.

I thought the boat was pretty cool, liked the way it was laid out and decided I wanted to give J/22 sailing a chance. So, Ralph and I became partners on the J/22 and for some strange reason they wanted to change the name of the boat from "Teal" to "Island Ice" which was a fruity shaved ice drink from Hawaii. So now we got a new graphic that sort of looked like a giant snow cone. And we are now in the J/22 fleet at OCBC, and like every newcomer in a new fleet, we are getting our butts handed to us every Wednesday, Saturday and Sunday. This went on for a couple of years and the J/22 fleet was growing and getting more competitive, but it seemed to be proving too much of a competitive level for Ralph who was looking for a slower pace and a boat a little more exciting to him than a J/22.

So, Ralph comes to me and says he wants to move our partnership to an Olson 25 and he's got one spotted in San Diego, California that he is ready to buy. I, on the other hand, was having too much fun in the J/22 class and frankly learning to be a much better sailor than I had ever been. So, I turned Ralph down and told him I wanted to stick with the J/22 and Ralph said he understood and respected my decision, but asked if he could ask one final favor of our partnership, and I told him that I would be more than happy to help. Well, of course the favor was to go to San Diego and help Ralph pick up the Olson 25 and bring it back to OCBC.

Now the real interesting part of this story starts to happen. You see, the Olson did not have a

trailer with it, it had always been kept in the water in San Diego Bay. So Ralph goes over to Dave Stone's trailer shop, a local sailboat trailer builder, and orders a trailer for the Olson 25. Now my friend Ralph was always trying to get out of everything as cheaply as he possibly could, you know the type. Why buy a Harken block when a cheap Nico Fico will do? So Ralph, not really paying attention to the weight of the boat, orders a single axle trailer and no frills on the trailer whatsoever, just four bolsters, a keel board and a tongue ladder.

We make plans and of course I'm still working for the Fire Department and I don't want to have to take any time off, so we work it out in our heads that we can make it to San Diego, pick up the boat, and make it back to Oklahoma City in four days. Of course, all taking turns driving: Ralph, myself and Donna for two-hour stints and sleeping the back seat in between driving turns.

Here's where the first caveat comes into play. Dave Brinker finds out we're going to San Diego with an empty trailer and he offers to help pay for part of the trip if we haul 20 kayaks to San Diego for him. Now you remember my cheap friend Ralph. He jumps all over this. So now we're loading kayaks on the empty trailer and we make our plans on when to leave and I guess I just wasn't smart enough at the time to really wonder what we were going to use to haul the trailer to California and back. I knew Ralph owned a small Nissan truck and my truck was only a two-door, not large enough for three people, but Ralph said he had it covered, not to worry. So, the plan was to meet at Ralph's house the minute I got off duty which was around 6:30 a.m., he would already have the trailer hooked up and ready to go. All we had to do was show up, jump in, and take off. So that was the plan.

We show up that morning and low and behold, our tow vehicle is a 1969 Ford Ltd hard top, 2 door, painted black, with air shocks in the rear. I tell Ralph, "You've got to be kidding me!" He proceeds to tell me it's his mom's car, it has really low mileage and has a 460 cubic inch engine under the hood which has more than enough power to pull anything. OK. So, in the car we go and now we're off.

CONTINUED

First part of the trip was uneventful till we got to the mountainous area east of New Mexico. Now the car is starting to overheat and we can no longer run the air conditioner, so we are in a black car with the windows down.

We finally make it into San Diego and we call the guy we're supposed to deliver the kayaks to, and he's telling us that we have to wait for him to show up, but Ralph tells him that we've got a schedule to keep to pick up the boat and we can't wait for him. So we off-load the kayaks in the parking lot behind the hotel where we stopped to shower since we hadn't had one in two days.

Now we're off to the marina, a place called Carey's. When we get there, we find there is no parking anywhere for us and we are confused by this. Someone from the marina informs us that the America's Cup trials were in progress and all parking had been taken by the teams and we can't find our broker anywhere. Ralph is on the phone trying to find the broker, and Donna and I are driving the 1969 Ford Ltd with trailer attached in circles around the parking lot because there's nowhere to park. Ralph finally comes out and tells us he found the broker but the bad news is that we have to find a place to park and the broker is coming to find us. We finally convinced a restaurant, by giving them some cash, to allow us to park the car and trailer in their parking lot temporarily.

The broker shows up, we get in his car and he begins to explain to us that the boat is in a different marina than Carey's on the other side of the San Diego harbor and he has gas cans in the back to fill up on the way to the marina. We proceed to drive to the other marina, leaving Ralph at Carey's trying to convince them to let us use the travel lift to get the Olson onto the trailer.

The other marina was slightly more than an hour away, so now we're carrying the gas cans down to the boat and it's just Donna, me, and the broker. You could tell the broker is rather inept at sailing. He was a good salesman, not a sailor. To my great surprise, what's on the back of the Olson was a Tohatsu 3.5 hp outboard motor. We fill it up with gas and after several pulls, it finally starts. We cast off the lines and we are on our way back across the harbor.

Light breeze that day, but a tremendous amount of foggy overcast, can't really see the other side of the harbor, but the broker assures us we are going in the right direction. We motor for what

seemed like an eternity, engine finally runs out of gas. We fill it back up, pull the cord to fire it back up and are on our way once again.

When we are in the middle of the harbor, I see a huge structure in the middle of the harbor and it looks like there are men on the structure holding machine guns. I asked the broker what it was and he immediately says we can't go over there. He states that we are looking at a submarine repair center that is high security and they'll shoot us if we approach. We obviously don't go that direction. We keep motoring toward our destination and we had to fill the engine two more times.

We start to get close enough that we begin to believe we can see land through the fog. And suddenly, out of nowhere, you hear this loud, obnoxious, piercing sound, going woop! woop! woop! I immediately asked the broker what that sound was and he was unsure. But the sound persisted. We stared everywhere to find out what that sound is like we're doing something wrong. And suddenly, the broker exclaims that it is an aircraft carrier entering the harbor, and I immediately ask where it is because I can't see anything.

Finally the broker says I was looking in the wrong place and points up, toward the sky. Sure enough, like a scene from a movie, we started to make out the shape coming out of the fog. While we are standing there and staring in amazement, all of a sudden, over a PA speaker comes a voice from one of two rigid inflatable boats containing multiple military police personnel, all sporting automatic machine guns. The voice is yelling, "Sailing vessel, sailing vessel, you must move immediately!" I replied to them that we were moving as fast as we could go. Again, the voice indicated that we must immediately get out of the way and again, I replied that we were going as fast as we could go and I point to the 3.5 hp Tohatsu. This time, the MP yells back that if we don't move the boat any faster, they were going to move it for us. I replied, "Have at it."

About that time, we realized that the aircraft carrier was much closer, close enough to be quite impressive. I remember looking up and seeing that the mast on the Olson 25 didn't even come close to being as high as the water line on the carrier. At this time, our MP escorts have decided that we might be out of the way enough but have yelled to advise us that we are going to be hit by a tremendous bow wake and to be prepared. And boy they weren't kidding.

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I had never done a bare pole broach until that time and it's quite shocking when it happens. We recovered and the aircraft carrier went on into the distance and we were still amazed that we actually got to witness that.

We made it into the marina at Carey's and Ralph meets us on the dock. He says that he has negotiated exactly one hour for us to drop the mast so they can pick the boat up with the travel lift and put it on the trailer. So with no assistance and no mast hoist to be used, the three of us proceeded to handily drop the mast to the utter amazement of the crowd of Carey's employees who had gathered to watch what they thought was going to be a great show.

Travel lift comes over, picks up the Olson and proceeds to drop it on the trailer which Ralph has now brought into the marina. This is the very trailer that has never seen a boat before now. We're running out of time, our hour is almost up, and we are adjusting the bolsters the best we can with only one crescent wrench between us because that's all Ralph brought. The operator goes to drop the final weight of the boat onto the trailer and the weight of the boat takes the back end of the Ford Ltd straight to the ground. We tell the marina manager that we need to make some adjustments to the trailer so we can get the weight distributed properly and the marina manager tells us our time is up and we can adjust the trailer out on the street.

We start the car and drag the boat and trailer out of the lot and onto the street. This is when I asked Ralph to get us the floor jack and Ralph said he didn't bring one, just the bumper jack that came with the car. I knew this was going downhill really fast. We worked very hard for the next couple of hours to move the single axle as far forward as possible to pick up the back end of the car. But we ran into a problem because the uprights for the bolsters stood in the way of the U-bolts and we couldn't undo them to get past them, so we were stuck. About this time, a local cop who has determined we have been sitting in the street far too long tells us to move it along or we were going to be impounded. We pile into the 1969 Ford Ltd and start to move and I could tell right away that the Ultimate Tow Vehicle is going to have some problems.

As we are progressing through the San Diego traffic, we begin to realize quickly that we need to anticipate slowing and stopping as the weight of the boat really forces the car forward and I tell Ralph we're going to have to find some place to fix this problem as the axle is still way too far back.

As we approached the California border on I-10, we spot a McDonald's with a filling station next door to it. We pull in between the filling station and the McDonald's and I proceed inside to ask the kid running the station if we could borrow a couple of floor jacks. He proceeds to tell me he can't, that his boss wouldn't allow it, so I offered to pay him to do the job. He declined as he was the only employee there and had to watch the front of the store. I was begging him to help us out because we had to get back to Oklahoma City. He finally said, "You know, I could probably put the floor jacks on the side of the building where I couldn't see them if you would put them back where you found them." I then proceeded ask him what he would like for lunch from McDonald's and I sent Donna over to get us all something to eat.

We were able, with the use of the floor jacks, to lift the boat and trailer, to undo the U-bolts, and move them forward far enough to lift up the back of the car further. We put the floor jacks back where we found them and put our trusty crescent wrench back in the trunk. Since Ralph had not brought a tape measure, we used one of the spinnaker sheets as a measuring tool to check the distances of the U-bolts from the trailer tongue to see if the axle was square on the trailer frame. We're ready to hit the open road again, fully gassed up, food in our stomachs, ready to face what lies ahead.

The climb up out of California through the mountains was quite painful. We were frequently on the right shoulder going as quickly as we could and the 1969 Ford Ltd was beginning to overheat, again. As we make it up the mountains and are finally on the downhill side, engine braking has now become a major problem. We simply have too much weight pushing the short wheelbase of the Ford Ltd, 1969 edition. We are also starting to smell the transmission fluid burning.

We pull into the first full-service gas station we encounter, put the Ltd on the lift and change the burned transmission fluid. With fresh transmission fluid installed, we are on the road again. With the downhill momentum, we are actually getting up to highway speed and sure enough, the right-side trailer tire blows out. If you'll remember, this is a single axle trailer. I am driving at this time and pull off to the side of the road as safely as can be managed.

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At one point I felt like the trailer was going to lay over on its side with the blown tire. We pull out our one and only spare, proceed to change the tire. Now we have no spare, and are on the road again, car overheating, no air conditioning, windows down in the hot, black 1969 Ltd.

We're progressing along nicely, just east of Tucson, Arizona as it begins to get dark and, low and behold, the left side trailer tire blows out. I happened to be driving again at this point. As we have no spare, the decision is made to disconnect the car from the trailer and Donna and I are in search of a tire. We go to several truck stops and nobody has anything small enough. Finally, we end up at a tire store, but they don't open until 8:00 a.m. so now we're sitting at Hardee's eating breakfast and waiting for the tire store to open. We get the tire and return to find Ralph on the side of the road guarding his boat. We install the tire back onto the trailer. We've almost completely worn out the bumper jack at this point, and proceed down the road.

We make it quite a ways and the right tire is starting to show bulging at a fuel stop, so we made a conscious decision to stop at an auto parts store and purchase a floor jack. Good choice as several hundred miles down the road, that right tire did finally give out. We changed the tire again and now we're back to no spare. I tell Ralph, "The very next town we come to, we've got to get rid of these radial tires for 6-ply tires or we're never going to get home." We spot a town off of I-10 somewhere in south Texas and we pull off and there is a parade going on. Now we're pulling the boat in the parade like we belong there.

We make it through the parade to a filling station and we ask the man there if he has two 6-ply tires. Miraculously, he does have two. Ralph thinks they're too expensive and I just turned to the man in the station and said "I don't care, we're getting both of them." I have had it at this point. We get the tires changed; the man gives us the best looking one as a spare. We are fueled and fed and back on the road again. We make it to the highway headed north into Albuquerque to join back up with I-40.

But before we make it to I-40, the transmission in the 1969 Ford Ltd decides it also has had enough, forcing us to do a transmission fluid flush in the middle of a deserted parking lot next to the car parts store where we purchased the fluid. With a fresh pan of transmission fluid, and the overheated transmission cooling down somewhat, she decides she wants to run again and we are on our way home. Final stretch.

We make good time across New Mexico into west Texas, where a 20-30 mph crosswind finds us, making the single axle trailer a nightmare to pull. Strangely enough, the minute we cross into Oklahoma the crosswind ceases making the last two and a half hours of driving somewhat manageable. We finally pull up to Ralph's house. Nobody says a word. We all just grab our stuff, pile into our own vehicle and depart.



Ralph went on to sail the Olsen 25 for a couple of years. Turns out it really wasn't the boat he wanted after all. I stayed in the J/22 fleet and got a new boat partner in Dr. Jerry Parrish. Jerry later decided he was tired of sailing and Donna and I bought him out and kept the J/22, eventually replacing it with our current J/22 #1547. But I will tell you that J/22 #282 turned out to be a really good boat and I still miss

her at times. Ralph eventually sold the Olson 25 and shortly after that he dropped his membership from the club.

The Olsen 25 has had a couple of owners since Ralph and somewhere along the way, somebody was smart enough to get rid of the inadequate single axle, four bolster trailer and replace it with a tandem axle, six bolster trailer. The Olsen 25 still resides at OCBC and Kenny Parker is its current owner. Kenny's done a nice job of maintaining the boat and she still looks good. He recently purchased some new sails for her.

The reason I called this story Cruising San Diego Harbor is because it was truly the highlight of the trip getting to see the Aircraft Carrier so close and upfront personal. The rest of it was a total nightmare.

# MEMORIES



***DANCING  
UNDER THE  
STARS  
2014***



# TRADING PAGE

**FOR SALE:** 1973 Ranger 33 "Island Time" \$13,000; Racer/Cruiser with Huge Sail Inventory; Atomic 4 Engine; Upholstery is in great condition; Galley, Navigation Station, Private Head, Hanging Locker, Long V-Birth, Salon. Contact Mandy Brown, 405-706-9126. \*The trailer that Island Time is on is NOT included. There is a yard trailer available.\* <sup>(3)</sup>

**FOR SALE:** 23' Macgregor Venture Newport 1976. \$4000. 23' Cutter Rig (2 head sails). Boat, Trailer, and small outboard gas motor. Hull ID MACN0846M76F. See Keel Boat Lot 144 SE Dry Slips. Contact Dane Wiggins 405-697-7374 or [dane.wiggins@outlook.com](mailto:dane.wiggins@outlook.com) <sup>(3)</sup>

*Items on the Trading Page will run for three issues. To continue publishing your ad for an additional three issues, please notify Ginny Green, Editor, [green3000@sbcglobal.net](mailto:green3000@sbcglobal.net)*



# FLAG OFFICERS, BOARD OF GOVERNORS, COMMITTEE CHAIRS

## 2023 BOARD OF GOVERNORS

Commodore	Glede Holman	commodore@okcboatclub.com	405-416-0112
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Treasurer-elect	Brian Wiesner	treasurer-elect@okcboatclub.com	832-499-3001
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Member-at-Large	Bill Graham	board2@okcboatclub.com	405-923-4334
Member-at-Large	Justin Howard	board3@okcboatclub.com	405-508-9951

## 2023 COMMITTEE CHAIRS

**Race:** Mike Anderson

**Regatta:** Charlie Shafer

**PHRF:** Mike Kelly

**Hoist:** Robbin Phillips

**House, Dock & Anchorage:** Mandy Brown

**Historian:** Bruce McDermott

**YeLogge:** Ginny Green

**Entertainment:** Charn Langford

**Youth:** Shawn Cina

**Finance:** Danny White

**Roster:** Ethelyn Barnett; Casey Barnett

**Commodore's Cup:** Becky Archibald

**CSSA:** Dan Camp

**Education:** Ali Charlton

**Eight Bells:** Bill Hesse

**Technology:** Scott Law and Dwight Bays

**Protocol:** Steve Bryant

**Protest:** Gary Sander

**US Sailing:** Glede Holman

**Photography:** John Walters

**Collegiate:** David Bass

**Ladies Activities:** Anita Endres

**Scoring:** Ann Kilpatrick

**Bylaws:** Ann Kilpatrick

**Membership:** Liz Eagan

**Planning:** Jay Collins

**Nominating:** Chris Bayouth

**Lighthouse:** Jay Collins

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



<http://okcboatclub.com/>

## EDITOR'S EPILOGUE -

We have a jam-packed issue this month. Please be sure to review the Nominating Committee Slate for next year. On September 24, we plan to issue the annual ELECTION ISSUE. This issue will contain the voting procedures as outlined in our bylaws; the duties of the various offices to be voted upon; a sample ballot and statements from those running for office. Also included will be the full articles to be considered for the Jim Caldwell Cruising Trophy. It is only fair that these articles be published in their entirety in the Election Issue in the event you cannot recall previous articles that were published during the year.

The months of September and October are very busy at OCBC. Please make every effort to attend both monthly meetings, as a quorum is required for voting.

The Official Publication of the Oklahoma City Boat Club  
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