

OCBC NEW YEAR'S DAY TRADITIONS

*It's only fitting that the newsletter features in its 2019 first edition
An ode highlighting OCBC's annual New Year's tradition.*

*With absolute certainty it can be said
New Year's Day would not be complete*

Without Meyers'-style black eyed peas and cornbread.

*And, of course, to kick-start the merriment, a few pints of Bayless Kirtley's
imbibable, truly delectable Bloody Mary inebriant treat*

guaranteed that will clear your head!

And to top it all off, if one can avoid getting seasick,

A first sail of the year in frigid weather,

By sailors enjoying fun and camaraderie together

Now that's a courageous trick!

Tradition, good drink, good food, good fun, good friendship

And Esprit de corp

Fond memories, here's to many more!...Editor



Dan Camp, Jim Blakewell, John Barnett, James Blakewell, Caroline Blakewell, Art Caples

WELCOMING 2019: SAILING, BLACK EYED PEAS AND BLOODY MARYS



Above: Steve Meyer, Myona Baser, Matthew Meyer, Lori Meyer (Photos: John Walters)



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Calendar

2019

- 1/10 GEN. MEMBERSHIP MEETING
- 1/12 RACE MGMT. WORKSHOP
Registration: 8:30; Workshop: 9
- 1/11, 18, 25 Yoga for Sailors

- 2/7 BOG MEETING
- 2/14 OCBC MEMBERSHIP MEETING



New crew ... man overboard??

Photo: Bruce McDermott



"No wonder why our computer is slow. You have 17,987,623 photos of you on your boat on it."

Commodore's Blog

It's a new year and there is a lot of water.

Steve and Lori Meyer put on a really good party on New Year's day. The Black-eyed Peas and corn bread were awesome as usual and there was a great turn-out. A few sailors went out sailing and braved the weather. It was too cold for me to go sailing that day but I did go on the 5th when the weather got nice.

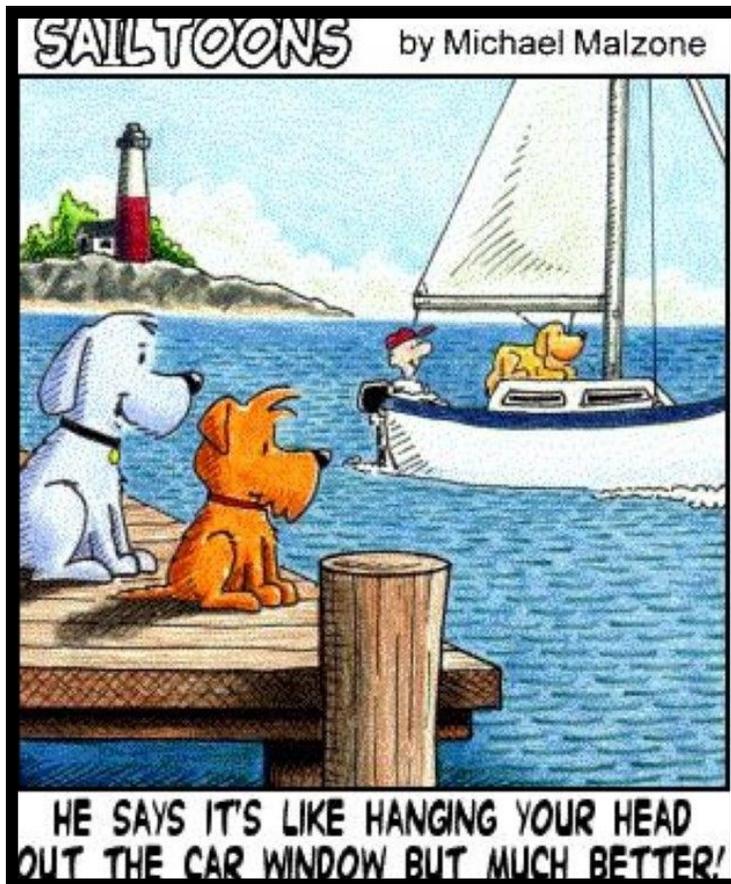
Becky Archibald was the hostess for a baby shower for Jenny Walford that was well attended. Jenny got a lot of nice things to help get the baby setup and everyone had a good time.

You have heard this before, but the BOG is going to put on a big push for every boat on our property to be compliant with State, City, and OCBC requirements. There are a large number of boats on our property that do not have current Lake and State stickers on their boats. Please get that taken care of immediately so that there will be no fines, suspension of OCBC privileges, and loss of your wet and dry slips.

The Board is posting a notice in *Ye Logge* and on the bulletin board so that everyone can see what the consequences of not complying with the bylaws will be.

I hope you all have a happy and compliant new year.

Ric





Vice Commodore—Craig Bilodeau

A few years ago, I stumbled upon a boat that was very reasonably priced on the internet. Although I am a sailor at heart and have owned primarily sailboats, this large power boat caught my eye. It had quite a range with two turbo diesels and 500 gallons of fuel and a displacement of 29,000 lbs. I was sure I could buy the boat and sell it for a profit. There were certainly some obstacles to overcome, one: the boat was too large to be transported over the road. Two: It was also on north Lake Michigan. Since the Great Loop has been on my bucket list I thought why not bring the boat home via the waterways and at least do a 1/4 of the loop.

I decided to put the boat in Muskogee on the Arkansas River, part of the McClellan Kerr Navigational Waterway. After a short sea trial, I told the broker I'd take it. From Northport Michigan, I made my way over to South Manitou Island. Lake Michigan was amazingly clear (zebra mussels there, too) in depths of ice cold water over 500 feet deep. It was not uncommon to see 50 ft. to the bottom. Over the next few days I made it as far south as Grand Haven, Michigan known as Coast Guard City USA. Leaving the boat at Grand Haven it was time to get back home and regroup. The next leg would require crew I thought and the goal was to go through Chicago and down the Illinois Waterway to Grafton, Illinois often referred to as "The Keys" of the Midwest. My wife and I spent two weeks taking the boat from Grand Haven to Grafton. Home to work and regroup again then another 2 weeks from Grafton to Muskogee. All in all, the trip was approximately 1600 miles with a little over 30 days to complete. My wife travelled about 1200 miles of the trip, and my brother David joined me for the last 200 miles. We passed through 24 locks, 14 of which were on the Arkansas. 2/3 of the world's grain goes down the Mississippi River and it was not uncommon to see 50 barges bundled together with a very large tow behind it. We met lots of nice people along the way and it was one of the most interesting voyages of my life. In Peoria, we met Chuck and his wife who travelled with us all the way to Muskogee on his large power boat. Last time I talked to Chuck, he had logged another 10,000 miles on navigable rivers in the eastern US. I hope I can get out again someday and do the rest of the Great Loop. By the way the Great Loop is considered one of the safest cruises one can make. And I sold the boat for a profit. Is this a great country or what?

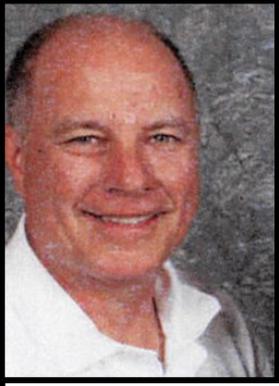
Hope to see you on the water!

Best Regards, Craig Bilodeau, Vice Commodore

Photos: a lock on the Arkansas and Pequod on Lake Merrisach in S.E. Arkansas



Rear Commodore—Greg Thomas



I hope everyone had a great holiday season. The north fence is supposed to be repaired as I am writing this report. David Bilodeau serviced two of the RC boat trailers over the holidays. Jake Langthorn and Inacia White helped with moving the boats on and off the trailers. If you see them please thank them for their work. This month we will take the outboard motors in for maintenance so they will be ready for the racing season.

Please check on your boat stickers to be sure they are current and make sure your trailer has your name on it and it is working condition. Any flat tires need to be addressed. The city requires boats to be in compliance under our lease. We will be conducting an audit of all boats on the club property this month.

There are lots of boats still in the water and we have had some good days this winter. Enjoy sailing!
Rear Commodore,
Greg Thomas

SUMMARY: BOARD OF GOVERNORS MEETING JANUARY 3, 2019



Hello Members:

This month's board meeting was productive, with several guests attending the meeting to discuss or present various topics to the board. Among other things, the Lighthouse Committee is in the early stages of planning this year's Lighthouse Regatta, so if you know of people or companies that might be interested in participating at a sponsor level this year, those introductions would be very welcome for that committee.

Dwight Bays is trying to get a remote-controlled sailboat club more active, so you may start seeing some RC sailboating happening around the club—way to go, Dwight! The board is very supportive of anything that promotes the sport of sailing and can help improve our club's image and involve our local community, and miniature boats are no exception. It would be very neat to see OCBC be able to "host" an RC sailboat regatta someday.

The board is working on implementing several initiatives that will help improve our image and continuity of leadership as boards change each year, including improving our website functionality, implementing standing email addresses for board positions (such as: commodore@okcboatclub.com) and making inquiries about our club more accessible to the general public. Additionally, the planning committee has recommended a process to improve the long-range planning continuity of the club, and this board will be working to adopt their recommendations over the next few months in an effort to help our club make as much forward progress in coming years as possible.

Glede Holman has agreed to become the Entertainment Committee Chair (Thanks, Glede!) and is working on the club's social calendar, so stay tuned for future announcements about this year's social activities and get involved as much as you can!

Respectfully submitted,
Timothy Harlin, Secretary



OKLAHOMA CITY BOAT CLUB
A PROUD MEMBER OF US SAILING
www.ussailing.org
401-683-0800

THREE SLOTS STILL OPEN!

Oklahoma City Boat – Race Management Workshop **January 12, 2019**

Registration: 8:30AM; Workshop: 9 AM

Contact: Gary Sander gksander@cox.net or 405-808-5018

Instructor: Gil Greenwood

US SAILING requires you to sign in on line and join US SAILING before you can register for the workshop.

\$50 registration fee includes course materials, online testing, coffee and doughnuts as well as a sandwich lunch. Seminar runs from 0900-1700 at the Oklahoma City Boat Club. Registrants will receive a link for online testing in the week before the start of the seminar. Online testing is available for four weeks following the end of the seminar. Please contact Gary Sander (405-808-5018) for additional information.

Registration is online with the following US SAILING link (Do not try to use the Home page):

<https://www.ussailing.org/competition/rules-officiating/resources/find-a-seminar/race-officer-seminar-calendar/>

The OCBC Race Management workshop is the third course down and follow the defaults. I realize the process is awkward but rather than quit, call me, (Gary Sander – (405-808-5018) and I will help you through the process. If you plan to take the test and certify, I highly recommend that you work through the study questions.

ATTENTION MEMBERS!!

STICKER ENFORCEMENT NOTICE

Our lease with the City requires that all boats on club grounds must be in compliance with all state and city regulations. On our last city inspection, we were cited for non-compliance of state and city stickers on many of our members' boats.

Effective immediately any boat that has state registration* or city lake stickers that are expired by more than 30 days is subject to a \$100 fine. The Club will notify you by certified mail of your non-compliance. You have 30 days from the notice to pay the fine to the club treasurer and bring the boat into compliance with current state and city stickers. If after the 30 days from your notice, the boat is still non-compliant (even if you have paid the fine) the member's dry slip and wet slip assignments will be rescinded. The member must either bring the boat into compliance or remove the boat from club property within 15 days. Failure to remove a non-compliant boat from the property after the 15 additional days will result in loss of membership privileges and the boat will be declared abandoned and will be disposed thereof.

*Those boats that are exempt from state registration because they are used only for racing must notify the rear commodore by email immediately stating the slip number where the boat resides. Boats that have been previously registered with the state will need to have current state stickers, even if used only for racing. This does not exempt the boat from the city sticker requirement.

Respectfully

Board of Governors, Oklahoma City Boat Club

Boating

All boats on city waters (including kayaks, canoes and paddleboats) are required to have a city boating permit and follow boating regulations for each body of water. Oklahoma boat registration is also required, except for kayaks, canoes and paddleboats. Boating permits can be purchased at one of our authorized vendors.

<https://www.okc.gov/departments/parks-recreation/lakes-and-fishing/boating>

Boating Permits

A City boating permit is required for all watercraft used for transportation or recreational purposes on City waters and must follow boating regulations for each body of water. The following watercraft require a boating permit:

- Authorized motorboats, ski boats & fishing boats (including those with an electric motor)
- Personal watercraft
- Sailboats
- Racing shells and water skulls
- Kayaks, canoes & paddle boats

Inflatable boats used for boating/fishing and are not categorized as a toy
Boating permits are not required for fisherman floats/tubes.

Permit Costs

Daily Permit: \$6.25

Daily permits are valid for 24 hours from time of purchase.

Annual Permit: \$33

Annual permits are valid for one year from the date of purchase.

OK Boats You Must Title & Register

ALL boats used as a means of transportation on Oklahoma state waters with an outboard motor of **more than 10 HP MUST** have an OK title and registration.

Exceptions to the titling and registration rule include:

Canoes and kayaks propelled by paddles only.

Paddleboat's less than 8 ft long, propelled only by humans (with the assistance of a belt, chain, or gears).

Boats not registered in Oklahoma, using OK state waters for no more than 60 calendar days over the course of 1 calendar year.

Watercraft owned by an entity of the U.S. government.

Lifeboats.

Vessels involved in a race.

Commercial flotation devices.

Call the MVD at (405) 521-3221 if you're not sure whether your watercraft requires a title and registration.

OCBC RACE COMMITTEE: For Starters ...

Submitted by Mike Anderson

We use four different starting procedures for our racing events. We use RRS 26 for most of our races and regattas, Appendix U Audible-Signal Racing System for youth, collegiate and small boat/centerboard competitions, the Reverse Start or Pursuit Race System for special races like the Long-Distance Race and the Harbor Start for our Family Fun Race Series.

Rule 26 Start (RRS 26)

This system uses a combination of visual and sound signals to make competitors aware of where we are in the five-minute sequence.

At 6 minutes before the start we make a courtesy signal of several horn signals, we do this to get the competitors attention that we are going to start a sequence. At the same time, we remove the "L" flag to indicate we are no longer checking in boats.

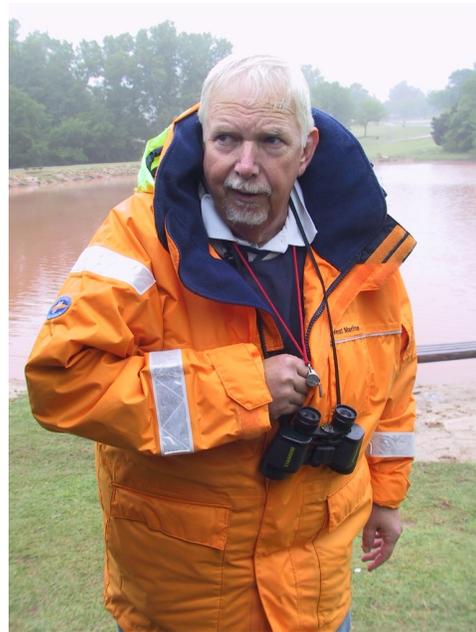
At 5 minutes before the start we raise the warning signal (class flag as defined in the Sailing Instructions) along with a sound signal. If a competitor wants to set their timer it should be set by the hoist of the flag and not the sound.

At 4 minutes before the start the preparatory signal is raised with one sound signal. Normally the signal is code flag "P" (blue with a white square in the center). Once the preparatory signal is made, the RC cannot make any communication to a competitor without communicating to all also the RC cannot make any adjustments to the starting line. If you ask the RC a question after the "P" flag is up and we don't respond, we're not being rude, we're just following the rules.

If there had been a General Recall, the RC may choose to impose a penalty, in that case the penalty flag will take the place of the "P" flag. The penalty flags are "I", "Z", "I" over "Z", "U" or Black. "I" means if you are over the line or extensions in the minute before the start, you must go "around the ends" to start, the "Z" flag is an automatic 20% scoring penalty for being over the line in the last minute. "U" or Black means disqualification if you are over the line in the last minute.

At 1 minute before the start the "P" flag or any penalty flag(s) is dropped with a long sound signal. This means that the penalty zone is active.

At the start the warning flag/class flag is dropped and the race is started with one sound signal.



CONTINUED ON NEXT PAGE

Appendix U Audible-Signal Racing System

This is a 3-minute sequence using only sound signals which makes this system ideal for centerboard boats with multiple races. We can also use this system when we are shorthanded on the Race Committee. The sequence is announced with a courtesy signal as with the Rule 26 description.

- At 3 minutes before the start the warning signal is made with 3 long sounds.
- At 2 minutes before the start the preparatory signal is made with 2 long sounds.
- At 1:30 before the start there is 1 long sound and 3 short sounds.
- At 1 minute there is 1 long signal.
- At :30 seconds there are 3 short sounds.
- At :20 seconds there are 2 short sounds.
- At :10 seconds there is 1 short sound.
- At :05 seconds there are 5 short signals 1 second apart.
- At 0:00 is the start with a long sound signal.

Reverse Start/Pursuit Start

This is used in special races such as our Long-Distance Race. When a boat enters the race at registration they are assigned a starting time based on their handicap rating. The lower the rating the later the starting time. For example, a Catalina 22 would start relatively early while a J-22 would start fairly late and the VX-1 would start the next day. The ideal if all the boats were prepared and equipped to sail to their number and the skippers sailed the perfect race then by all rights all the boats should finish at the same time.

Harbor Start

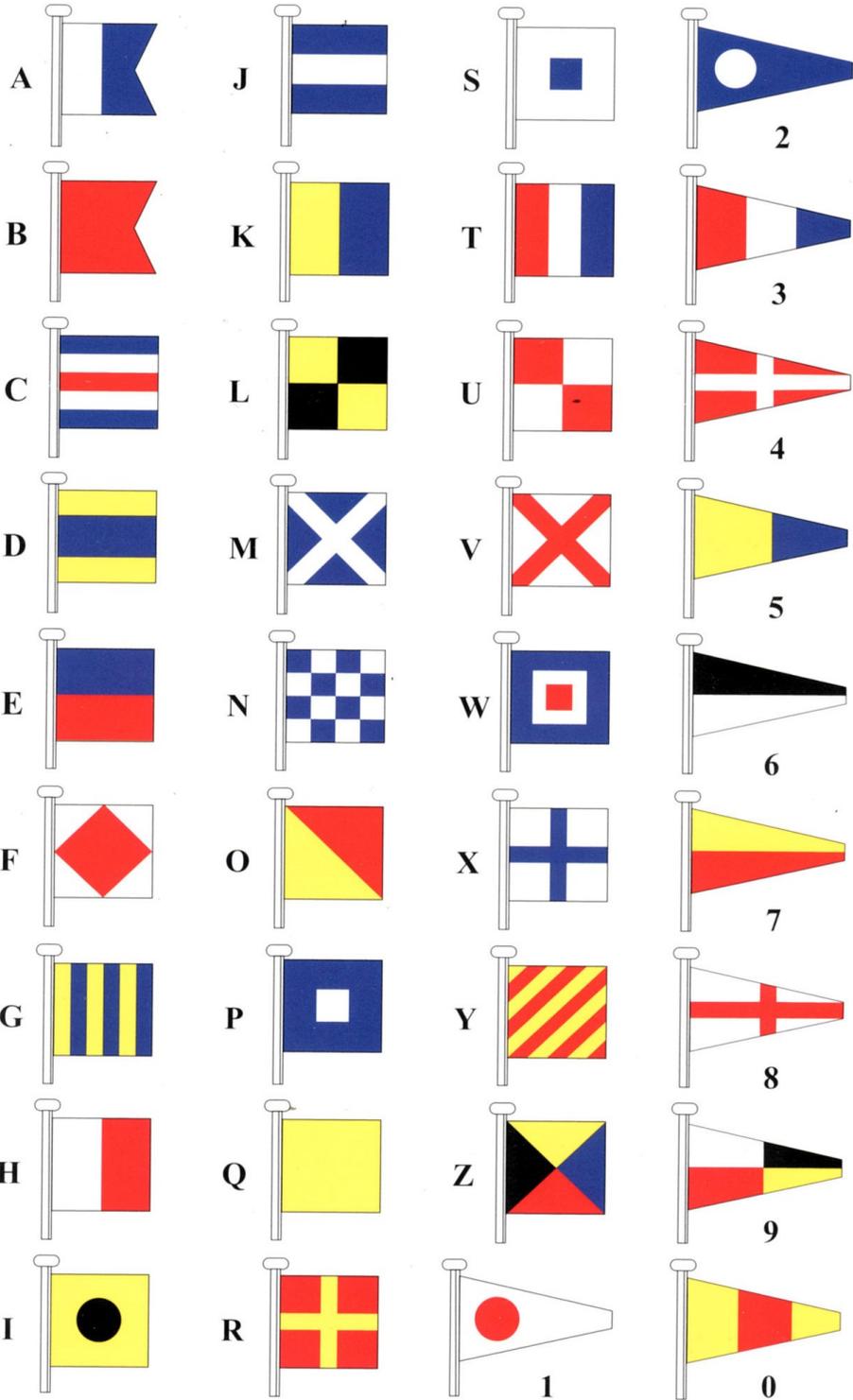
This is used primarily for the Family Fun Race or it could be used for Beer Can Races. The RC will designate a point-to-point starting line usually between the inner break water points. They will observe and record the starting time for each competitor as they cross the line and record the finish time when the competitor returns. There is usually a 20-minute window for competitors to start from the harbor.

Our Race Committee conducts a full calendar of competitive events that covers a wide range of skill levels and intensity during the sailing season. I would encourage all members to come out and sail in some of our events, the more boats equals more fun for all.

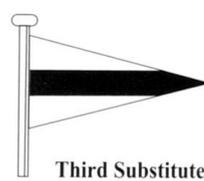
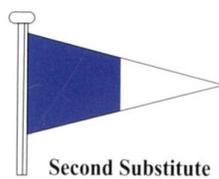
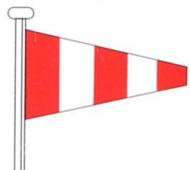
SEE NEXT PAGE FOR INTERNATIONAL CODE FLAGS

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International Code Flags

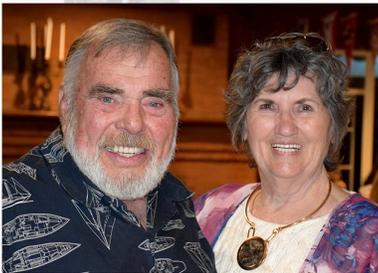


Code and Answering Pennant



OCBC Gastronomic Voyage 2017

In April, 2017 the Entertainment committee invited members to sample cuisines found in ports of call around the world.



BRAZIL The famous Brazilian carnival is a world-renowned event that takes place in Rio de Janeiro every year. It is a celebration of music, dance, and culture.	BRITISH VIRGIN ISLANDS The British Virgin Islands are a group of islands in the Caribbean Sea, known for their beautiful beaches and clear blue water.	CHILE Chile is a country in South America, known for its wine, seafood, and the Atacama Desert.	FRANCE France is a country in Europe, known for its cuisine, art, and culture.	HAWAII Hawaii is a state in the United States, known for its tropical climate, beaches, and culture.	INDIA India is a country in South Asia, known for its diverse culture, history, and cuisine.	JAPAN Japan is a country in East Asia, known for its technology, culture, and cuisine.	MASSACHUSETTS Massachusetts is a state in the Northeastern United States, known for its history and education.	NEW ORLEANS New Orleans is a city in the state of Louisiana, known for its music, culture, and cuisine.	PANAMA Panama is a country in Central America, known for its canal and culture.	SAN DIEGO San Diego is a city in the state of California, known for its climate, culture, and sports.	SCOTLAND Scotland is a country in Northern Europe, known for its history, culture, and landscape.	SOUTH AFRICA South Africa is a country in Southern Africa, known for its diverse culture, history, and landscape.	SPAIN Spain is a country in Southern Europe, known for its culture, art, and cuisine.	THAILAND Thailand is a country in Southeast Asia, known for its culture, cuisine, and tourism.	BRAZIL The famous Brazilian carnival is a world-renowned event that takes place in Rio de Janeiro every year. It is a celebration of music, dance, and culture.
OCBC															OCBC

UPCOMING AMERICA'S CUP YACHT RACE

The America's Cup is the oldest trophy in international sport, dating back to 1851. It is the highest prize in sailing. The 36th America's Cup race is scheduled to be held March 6-21, 2021 in Auckland, New Zealand. Emirates Team, New Zealand, of the Royal New Zealand Yacht Squadron is Defender, the last winner of the America's Cup in 2017, after defeating Oracle. Six challengers have thus far entered the match race: The Netherlands; Luna Rossa; INEOS TeamUK – Britain; Malta Altus – Italy; and two American teams: American Magic sponsored by the New York Yacht Club; and Stars and Stripes sponsored by the Long Beach Yacht Club. As of this writing, the vessels will be competing in AC 75s, a 75-ft. foiling monohull without a keel, with an open hull design, and twin canting T foils, displacement is approximately 7 tons. These yachts are capable of speeds up to 50 mph in appropriate conditions. The cost of developing such vessels is typically between \$8-\$10 million. Additionally, thousands of dollars in entry fees are assessed. Given the immense expense involved in the America's Cup, sponsors typically are large international corporations, or syndicates.

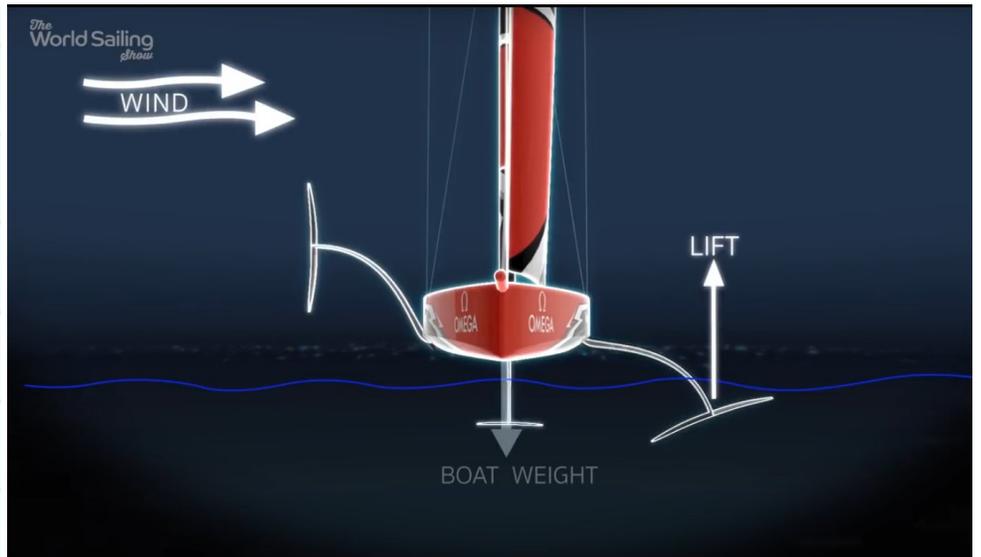


Photo Credit: The World Sailing Show

YOGA FOR SAILORS

Following is an article submitted by Nova Phu, current leader of the Yoga classes at OCBC held on Friday evenings from 6-7PM. Please come out and join our Yoga class.



HOW YOGA HEALS

It has become common knowledge that yoga is good for you. Currently yoga is being used as a therapy for cancer, infertility, lung disease, multiple sclerosis, Parkinson's disease, insomnia, high blood pressure, and joint pain. Yet there is very little awareness and understanding on exactly how yoga heals, even in the yoga and medical communities. The key is to understand the relationships between stress, yoga and disease.

Medical research estimates as much as 90 percent of illness and disease is stress related. A few of the many diseases and conditions that have been linked to an overactive stress response include: cardio-vascular disease, depression, anxiety, obsessive-compulsive disorder, some types of diabetes mellitus, some autoimmune diseases, colitis, irritable bowel syndrome, reproductive problems, and suppression of the immune system.

What we feel as stress, is the product of the sympathetic nervous system or the "fight or flight" response: an almost instantaneous surge in heart rate, cardiac output, blood pressure, sweating, shallow breathing, and metabolism, combined with a tensing of muscles. Internally, the "fight or flight" response shuts down digestion and elimination and reduces blood flow to the internal organs. Short term, this stress reaction is a good thing. The "fight or flight" response prepares us to respond to any environmental threat by fighting against it or fleeing from it. But long term, continuous exposure to stress is harmful, placing excess wear and tear on the body's systems and severely limiting the body's natural maintenance and healing abilities.

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HOW YOGA HEALS, CONTINUED

Chronic stress can lead to continuously high levels of cortisol. This hormone at normal levels helps to maintain an active, healthy body (including regulation of metabolism and blood pressure). But excessive amounts of cortisol can suppress the immune system and cause sleep disturbances, loss of sex drive and loss of appetite. High levels of cortisol can also increase your heart rate, blood pressure and your cholesterol and triglyceride levels (risk factors for both heart attacks and strokes). The byproducts of cortisol act as sedatives, which can lead to changes in mood, especially to feelings of depression.

Fortunately, the body has a natural counterbalance to the “fight or flight” response, called the parasympathetic nervous system or the “relaxation response.” The parasympathetic nervous system becomes activated when the threat or stressor has passed or ended, but it can also be consciously activated by deepening the breath and by relaxing the skeletal muscles.

When activated, the parasympathetic nervous system lowers blood pressure, heart rate and respiration (the pace of the breath). Digestion and elimination are allowed to be stimulated, and blood is free to travel to the digestive, reproductive, glandular, and immune systems — systems necessary for the promotion of long-term health. The “relaxation response” is also known as the “rest and renew” stage, when the body has the time and resources to heal the body and to respond to illness. Obviously, by increasing the frequency, time and depth of the “relaxation response” we not only allow our body to recover from illness and disease, but we also practice preventive medicine by allowing the body to perform all of its essential maintenance tasks.

Yoga’s emphasis on long, deep breathing and conscious relaxation activates the parasympathetic nervous system and promotes its “rest and renew” functions. In fact, a recent study has shown yoga to decrease the level of the stress hormone cortisol in the blood. The meditative practices of yoga help to reduce the reactivity of the mind to stressors and to lessen the intensity of the “fight or flight” response. Yoga also teaches us to see potential stressors as challenges rather than threats, enabling one to avoid the stress response entirely.

Not only does yoga’s ability to activate the parasympathetic nervous system reduce stress and allow the body to heal itself, but the practice of yoga also improves the body’s inherent healing abilities. The inverting, twisting and compressing that occurs in yoga postures enhances the circulation of blood and body fluids. This increase in circulation not only improves the body’s ability to deliver the materials needed to allow healing to take place, but also activates the lymphatic system to maintain normal functioning of the immune system and inflammation response. Yoga poses also improve muscle strength, flexibility and range of motion, all very important for the healing and prevention of musculoskeletal diseases such as arthritis and osteoporosis. Yoga’s emphasis on deep breathing combined with backbends improves lung capacity and function. Practicing yoga also encourages one to lead a healthier lifestyle, through developing the self-awareness and discipline required for positive behavior modification.

While yoga possesses such a strong support to the body’s healing mechanisms, it is important to view yoga as an adjunct or complementary therapy, and not relied upon as the only therapy for healing disease.

Written by Timothy Burgin, Kripalu Teacher & Mentor

ABOUT THE AUTHOR:

Timothy Burgin is a Kripalu & Pranakriya trained yoga instructor living and teaching in Asheville, NC. Timothy has studied and taught many styles of yoga and has completed a 500-hour Advanced Pranakriya Yoga training. Timothy has been serving as the Executive Director of YogaBasics.com since 2000. He has authored two yoga books and has written over 500 articles on the practice and philosophy of yoga. Timothy is also the creator of [Japa Mala Beads](#) and has been designing and importing mala beads since 2004.

JANUARY QUOTE OF YE MONTH:



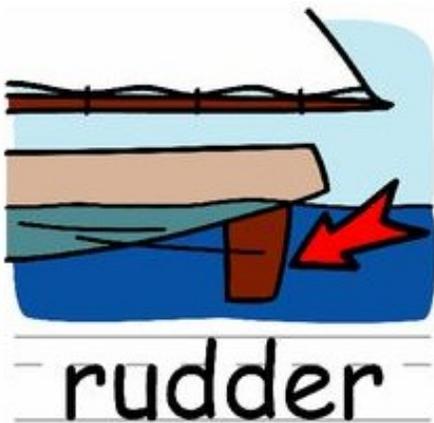
Photo credit: OCBC FACEBOOK PAGE

“There are three sorts of people; those who are alive, those who are dead, and those who are at sea.”

-Old Capstan Chantey attribute to Anacharsis, 6th Century BC

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

From the Dictionary for Landlubbers, Old Salts, and Armchair Drifters



Rudder A large, heavy, vertically mounted, hydrodynamically contoured steel plate with which, through the action of a tiller or wheel, it is possible, during brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size and angle of the waves, and the shape of the hull, it does not wish to go.

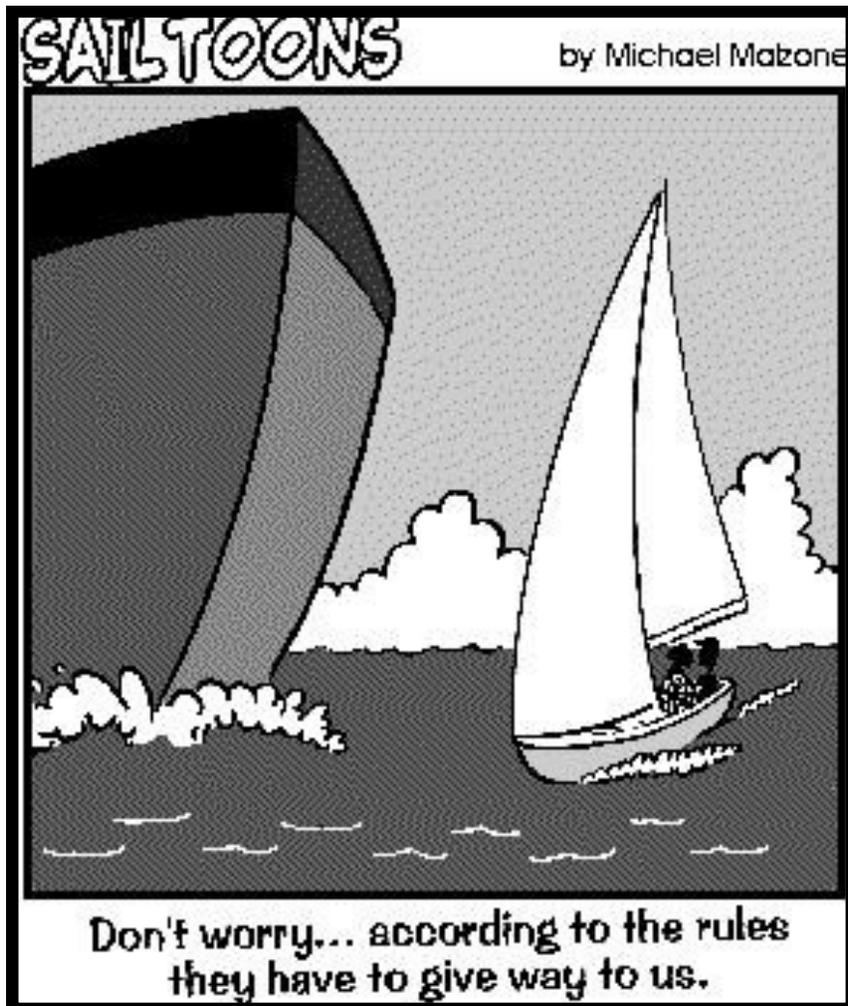
Submitted by: John Barnett

THE TRADING PAGE

WANTED: Cruiser sailboat. A new member needing a boat. Will consider boat and/or trailer , but prefer the combo, one with the other (will buy the boat elsewhere and haul it back to OK if necessary). Beam 9 ft. or smaller. Ramp launchable. Headroom of at least 6 ft. in the cabin. Length 26-28 ft. Prefer ready to sail rather than a “project boat.” Mike Magee, 405-209-6430.⁽²⁾



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

2018-19 BOG MEMBERS

Commodore	Ric Drennen	rdrennen@gmail.com	405-778-4010
Past Commodore	Stan Nieves	stan.nieves@gmail.com	405-474-2860
Vice Commodore	Craig Bilodeau	crlabilodeau@yahoo.com	405-250-5431
Rear Commodore	Greg Thomas	gregory.thomas01@gmail.com	405-203-4795
Secretary	Timothy Harlin	timothy@trustpointok.com	918-348-2064
Treasurer	Frank Beling	f.j.beling@protonmail.com	405-509-0105
Treasurer-elect	Richard Walford	rwalford@outlook.com	405-834-6582
Member-at-Large	Gary Derrick	derrick@derrickandbriggs.com	405-235-1900
Member-at-Large	Kevin Kendall	sailman6@yahoo.com	405-640-7989
Member-at-Large	Mac Kilpatrick	wmk@kilpatrickassociates.com	405-919-1661

2018-19 COMMITTEECHAIRS (Standing Committees in BOLD)

Planning:	Craig Bilodeau, Bill McMillan Ann Kilpatrick, Van Downing, Michelle Shafer	Hoist:	Mike Hahn, Robbin Phillips, Kenny Parker, Greg Thomas, Stan Nieves
HD&A:	Greg Thomas, Jeff Stoabs, 1 more to be appointed	Ladies:	Anita Endres
Race:	Mike Anderson, 2 more to be appointed	Landscape:	Keith Green
Regatta:	David & Becky Archibald, 2 more to be appointed	Lighthouse:	Craig Bilodeau
Scoring:	Ann Kilpatrick	Membership:	Joel Males, Liz Eagan, David Snow
Protest:	Gary Sander	Nominating:	Chris Bayouth
Handicap Rating:	Mike Kelly, 2 more to be appointed	Procedural:	Bill Brett
Education:	Allistair Charlton	Protocol:	Steve Bryant
USSA:	Gary Sander	Photography:	Bruce McDermott; John Walters
CSSA:	Dan Camp	Public Relations:	Cindy Friedemann
Commodore's Cup:	Richard Walford	Roster:	Liz Eagan
Youth:	Richard Walford/Shawn Cina	Technology:	Dwight Bays
Collegiate/UCO	David & Donna Bass	Ye Logge:	Keith & Ginny Green
Eight Bells Society	Bill Hesse	Government &	
Entertainment:	Liz Charon, Ethelyn Barnett, 1 more to be appointed	Business Relations:	Commodore, Vice Commodore, Rear Commodore, Mac Kilpatrick, Gary Derrick
Finance:	Danny White, Liz Eagan, Eric Lunceford		
Historian:	Bruce McDermott		



www.okcboatclub.com



EDITOR'S EPILOGUE

For the next few issues of the newsletter, we are planning to publish OCBC trophies and awards, descriptions and criteria for each, as well as a list of past winners and honorees. Also forthcoming will be information presented by Scott Law on how to best utilize the club's website, once plans to proceed are finalized. In addition, Liz Egan has promised to do a write-up about the membership process.

If there are any cruisers in the club, this is a reminder that cruising articles from members are a highlight and will qualify authors of these articles to be candidates eligible for becoming a recipient of the Jim Caldwell Cruising Trophy, an honor which is voted upon by the membership. Other articles are invited to be submitted by members, who may have a secret desire to engage in journalism and submit articles of general interest to the club. Please also let us know if there are topics about which you would like more information.

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Trading Page: Free to OCBC members. No pictures. Ads will run three times, then must be renewed via email to the Editor.

Personals/Custom Ads/Announcements (Charitable events exempt): 1/4 pg. @ \$30 for 1 month, \$75 for 3 months; 1/2 pg. @ \$45 for 1 month, \$120 for 3 months; Full pg. @ \$75 for 1 month, \$180 for 3 months.

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Corrections & Clarifications:

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