

UpLap

PUBLISHED MONTHLY BY THE OKLAHOMA CITY BOAT CLUB, INC. P.O. BOX 20245, OKLAHOMA CITY, OK 73156

January 2018

VOL. 88 ISSUE 1



**CHECK THE
CLUB
CALENDAR
FOR
IMPORTANT
EVENTS**

Photo Above:

With the articles in this issue about racing and protests, the photo above of RC3 taken during a cold weather race seemed appropriate. The editor has no information on who took the photo.





Commodore's Report Stan Nieves

Happy New Year Everyone! I hope everyone had a great and safe New Year's Eve and New Year's Day! On what has become a long standing tradition, New Year's Day festivities of black eyed peas and cornbread, were provided by Steve and Lori Meyer. And let's not forget Bayless Kirtley serving the "hair of the dog" bloody marys. This event seems to be one of the top draws for Club members, with attendance seeming to grow every year. The weather was cooperative for some New Year's Day sailing and it was heartwarming to see enough water in the harbor with several sails leaving the harbor, crewed by bundled up and not-so-bundled up skippers and crew.

On to other news. The West Hoist Harbor Depth! After giving some time for the dirt to somewhat settle, Tony Fuller and Shawn Cina took "official" measurements at the west hoist to be given to Mark Phillips to change the boat club's website "West Hoist Harbor Depth" program. There is a variation in depth. The West Hoist Harbor Depth program will now have two measurements. The "West Hoist Maximum" is measured adjacent to the seawall ladder. The "West Hoist Minimum" is measured adjacent to the hoist itself. We will get some signage posted to reflect these locations. Keep in mind that Hammer Construction did the best that they could at **No Additional Cost** to the boat club. It is adjacent to the hoist itself that the Hammer Construction's track-hoe operator had the most difficulty removing debris because of the physical location of the West Hoist and length of reach of the track-hoe itself.

When measured (on 1/9/2018), the East Hoist depth was at 8' 7". The West Hoist maximum depth was measured at 8' 6" and the minimum at 6' 10'. The website will show the measurements for the West Hoist as follows:

West Hoist Minimum Depth: 6' 10"

West Hoist Maximum Depth: 8' 7"

Rest assured there we are still investigating ways to remove the variance between the two. We should ALL thank those who have been involved in the project. This project will benefit us all for MANY years to come!

Further business. As everyone knows by now that our landlord, The City of Oklahoma City, is taking notice to things that are going on at OCBC. The Secrete Society of Lake Sticker Enforcement Elves have been doing a Great job getting the boat club back in compliance with the city with the lake stickers. The S.S.L.S.E.E. attempted to email me the Compliance List...unfortunately, the attachment did not come through and the particular Elf in charge is in Florida. The Compliance List will be posted on the "Notification Board" and emailed to the membership upon his return. We have made great strides forward in this task! Let's keep the momentum going!

2018 promises to be a great year! There are several new projects, events, and regattas on the horizon!

Best Regards,

Stan Nieves, Commodore



Vice Commodore's Report

We had a brief Lighthouse planning meeting on December 21st and ironed out a few more details about the upcoming event. We are going to be talking about creating a web site devoted to Lighthouse and the Youth program at the next meeting. Any ideas would be welcome and all help is appreciated.

Please join us at the usual date and time which is the third Thursday each month January 18th at 18:00.

Thanks,
Ric Drennen



Rear Commodore's Report

Hello OCBC Sailors, the New Year brings the promise of a new sailing season and I can't wait. I'm looking forward to some leisurely sailing as well as some exciting racing. It was good to see so many at the New Years celebrations. And speaking of can't wait, many went sailing on the 1st even though it was a bit chilly, congrats to those who went. Many thanks to Steve and Lori Myers, Don Steeber, Bayless Kirtley and the many others who put on such nice events to start our new year.

If anyone needs ice we have some in reserve but our indoor ice machine has broken, a repairman has looked at the machine and recommends replacement. Until we purchase another please contact one of the flag officers or anyone with an ice box key.

Hope to see you on the water, Best Regards Craig Bilodeau

Congratulations Rick Mallinson

We all know that some members have been involved in training to be race judges on a local and regional level. Rick Mallinson has achieved the level of **International Judge**. This is the highest level attainable as a judge. When I spoke to Rick, he wanted to make sure I mention that he is grateful to the club and especially Gary Sander and Steve Taylor for their guidance and help in attaining this level of judge. This is a great achievement Rick. Congratulations.

Business Card Ads in YeLogge

You may notice that no business cards or ads appear in this issue. All of them have expired. If you want your ad or business card to appear in every issue of the YeLogge for 2018, please email the editor at captainbilly_0043@hotmail.com. Business card ads are \$50 for the full year, \$30 for 6 months. Larger ads can be purchased. The rates for larger ads are listed on the last page of the YeLogge.



Photo by Robbin Phillips

Erosion of Fair Sailing at the Club Level

Published on December 12th, 2017

RacingRulesOfSailing.org is an online platform that assists in the understanding of the racing rules and provides answers to rules questions. In this [report by Angelo Guarino](#), he discusses the impact of how unhealthy mindsets are impacting the sport.

The very first things the Racing Rules of Sailing (RRS) establishes are the Basic Principles and the very first Principle is 'Sportsmanship and the Rules' which says:

"Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire."

FOLLOWING the rules and ENFORCING the rules are the first things the RRS call upon us to do, and are of EQUAL importance. The second demand put upon us is to police ourselves, and take our penalty when we know we have committed a foul, regardless if we are protested or not.

Follow the rules. Enforce the rules on yourself and others. Do your turns if you commit a foul without being prompted or protested. Pretty simple stuff.

But, over many years in the sport, I've consistently observed some sailing-community "cultural mindsets" which suppress the even application of the RRS across the fleet and erode the adoption of this Basic Principal, and thus fair-sailing in club-level racing.

Some of these can be categorized as attitudes, others are peer-pressure and misunderstandings, but taken together they combine to suppress the improved-understanding and fair-application of the rules by inhibiting racers from embracing their responsibility to enforce the rules, not only to their benefit but more importantly for the benefit of all competitors in the race.

At the heart of these erroneous mindsets, is a me-centric point-of-view in deciding how to handle on-the-water fouls. These racers ask themselves...

"Can I ignore my foul because my competitor let me go by saying, 'You owe me one!'"

"Did the foul effect MY score or standing?"

"I am not in contention for silver, so why ruin a top boat's chances?"

"Will I get a reputation if I keep protesting boats that foul me?"

I short-cut the above as...

- I owe you one.
- Was my score effected?
- I'm Not Worthy.
- Stigma.

I OWE YOU ONE

I put this one first because it's so emblematic of the me-centric thinking at the heart of the problem. The bottom line is that it is NOT at the discretion of a fouled-boat to let another boat off the hook. The rules are very clear. If a racer knows they have committed a foul, they must take a penalty whether they are protested or not. Period. A boat saying 'I owe you one' is acknowledging that they committed a foul and their intention to not take a penalty.

On the surface, this might seem "friendly", but the absence of the fouled-boat's protest, and the fouling-boat's turns, cannot be described as anything less than collusion between boats to break the rules ... basically forming a rule-breaking compact to benefit each other to the detriment of all other fleet competitors. When put in these terms, it becomes obvious how corrosive to fair competition for all "I owe you one" is.

WAS MY/YOUR SCORE EFFECTED?

I put the "my/your" in the title because this question is just as often asked by others as it is to ourselves. We've all had the experience of being asked after protesting, "well, did the foul really hurt you?". The notion underlying this question is the idea that one needs to justify enforcing the rules based upon a calculation of whether or not the infraction was significant enough to affect the fouled-boat's score. That somehow it is incumbent upon us to do a complicated analysis projecting the race forward and predict if infraction had a significant effect.

Again, it's me-centric thinking which totally misses the point. The question is not, "Was the fouled boat harmed?", but rather it is, "Was the fouling boat advantaged?" The fouling-boat is advantaged against all other racers in the fleet by not taking their proper penalty. Fair sailing requires all of us to enforce the rules upon ourselves and upon others regardless of the perceived gravity or impact of the foul upon the boat(s) directly involved.

I'M NOT WORTHY

I put this one between 'Was my score effected' and 'Stigma' because I feel it incorporates a little bit of both. There is pressure on boats who are at the bottom of the fleet's standing to not 'ruin-it' for the top boats. This stratifies the fleet into sub-classes where the top boats can unfairly gain advantage when interacting with 'lower boats'.

Some may think, 'why protest as I know I won't be in the mix anyway'. Others may associate top sailing performance with top understanding of the rules which results in an improper deference to the top boats during incidents.

But these concepts aren't completely self-inflicted as I think there can be social pressure on boats that are consistently in the bottom half of the fleet to understand their place and that there are really two races going on ... the race between the top boats and the race between everyone else.

STIGMA

Let's face it, if you are a racer who accepts the RRS's 'Basic Principal – Sportsmanship and the Rules' and accepts what it says, that it is each of our responsibility to enforce the rules to ensure fair sailing for all, you are going to feel peer-pressure to not be.

I've heard it coming from respected sailors suggesting that, '... you don't want to get a reputation'... or '...you don't want

to be that-guy'. These are typically from those same top performers that are first to think it's their prerogative to yell, 'I owe you one', or be the ones to ask 'was your score effected?' and fouling lower-performing boats figuring that they are protected from 'I'm not worthy' thinking.

Sometimes the Organizing Authority or Race Committee (OA/RC) can inadvertently support this environment with short-hand statements like, "Let's keep the protests down," at a pre-race briefing or, "We had very few protests .." at an awards ceremony, which could be misconstrued that protests should be avoided. Instead, they should be more deliberate and spell it out to support the Basic Principal with something like...

"Let's have clean racing out there people. Follow the rules and if you know you fouled someone, just do your turns like you are supposed to. Let's reserve the protest hearings for only those incidents where the foul or fault is in question".

Or after the race, praising the number of turns they saw people do on the race course"We saw great sportsmanship out there, we saw boats doing their turns for clear fouls without any fanfare."

Both of these would continue to remind and reinforce racers of their obligations and help support the correct mindset.

Concluding Remarks

I don't have a silver-bullet to address this, but I think a first step is to shine light on it and start the conversation. There needs to be more emphasis on what the RRS's Basic Principal says, means and how important it is in club-level racing. Somehow, we need to turn the page on the ME-centric thinking and the stigma and turn both 180 degrees on their heads. So that ...

Instead of the one-on-one thinking that 'I owe you one' represents, we think about our responsibility to the entire fleet and how unfair it is to all competitors in a race for one boat to let another boat break a rule without penalty.

Instead of asking ourselves if the foul was significant enough to change MY score, realize that no one can project what advantage the fouling-boat might have gained, as even the smallest change in course might make the difference in that boat's next crossing with another competitor.

It's an impossible task to project all those outcomes, so let us just stop. The realization must be that a fouling boat has gained an incalculatable advantage against all other competitors in the fleet and that boat must take a penalty.

That lower performing boats need to evenly enforce the rules, not to improve their own score, but to ensure a fair race for all racers from the bottom of the fleet to the top.

And finally, that the stigma and reputational fear of protesting too much disappears and instead that reputational fear and stigma is turned toward its proper target... on those competitors that try to get away with fouling, on those who shirk their responsibility (for whatever reason) to enforce the rules for the benefit of all, and onto those who socially intimidate others from doing the right thing.

Misconduct Guidance: What is misconduct?

Published on December 5th, 2017

Dealing with misconduct is probably the least pleasurable part of the work of race officials but an important part that must not be ignored. There is considerable evidence that misconduct in the form of bad behaviour has a detrimental effect on our sport, even causing some to choose another way to spend their time.

In the Racing Rules of Sailing, [Rule 69](#) covers misconduct and [a guide has been published](#) to help deal with it promptly, fairly and following established rules and practices. Here's an excerpt:

MISCONDUCT

What is Misconduct?

• Misconduct is defined by rule 69.1(a) as being conduct which:

1. Is a breach of good manners, sportsmanship or unethical behaviour; or
2. Conduct that may bring the sport into disrepute.

• There is no longer any requirement for misconduct to be 'gross misconduct'. This means the level at which conduct becomes misconduct is much lower than under previous editions of the rules.

• This has been a deliberate policy decision of World Sailing and intended to ensure a greater range of bad behaviour is addressed by protest committees. In order to ensure that competitors are still treated appropriately and proportionately, greater flexibility has been given to protest committees and other disciplinary bodies.

Examples of Misconduct

• All cases must be judged on the specific facts of a situation and bearing in mind all relevant circumstances.

• The following are examples of misconduct. They are not exhaustive:

1. Engaging in any illegal activity (e.g. theft, assault, criminal damage)
2. Engaging in any activity which brings the sport into disrepute
3. Bullying, discriminatory behaviour and intimidation
4. Physical or threatened violence
5. Deliberate damage or abuse of property (including a boat)
6. Deliberately disobeying the reasonable instructions of event officials
7. Repeated breaches of rule 2
8. Inciting others to break rule 2
9. Deliberately breaking a racing rule with the intention of gaining an advantage
10. Deliberate interference with another competitor's equipment
11. Repeating a measurement offence (intentionally or recklessly)
12. Lying to a hearing
13. Other forms of cheating such as falsifying personal, class or measurement documents, entering a boat known not to measure, missing out a mark to gain places etc.

14. Foul or abusive language intended to offend (see below)

Foul or abusive language

- Bad language (including that not directed towards an official) must be carefully judged in the context.
- If you are uncomfortable with the language being used, then action should be taken. It is quite proper for clubs and organisers to make clear before an event that the use of inappropriate language will lead to rule 69 action. If the organisers have made this statement, then the protest committee should be prepared to enforce the standards expected.
- Equally, foul or abusive language at youth or junior events should not be tolerated. Events which are televised or streamed live should also not tolerate bad language.
- However, if an event or club has tolerated such language in the past, then a single incident of bad language should not trigger rule 69 action. This is not to condone such a language, but World Sailing supports the principle that clubs and events must set and improve their own standards.
- Foul and abusive language towards race officials should be considered under the dissent guidance found in Appendix F.

POLICY & JURISDICTION

When should rule 69 be used?

- Rule 69 should be used when there are allegations of behavior which are unacceptable and contrary to the spirit in which the sport should be conducted. The sport should not tolerate bad behavior, and action under rule 69 is a potent way of dealing with this problem. Turning a blind eye to misconduct only serves to damage the enjoyment of those who behave properly, which in turn puts people off participating in the sport.
- It is the responsibility of all race officials to deal with misconduct in an appropriate and timely manner.
- World Sailing undertook a thorough review of the rules dealing with misconduct between 2014 and 2016. The 2017 – 2020 RRS contain significant changes aimed at giving greater powers to protest committee and greater flexibility with how misconduct can be dealt with at an event.

Who is subject to rule 69?

- In this Guidance, we use the term ‘competitor’ for brevity. Under the RRS, a competitor is a person who races or intends to race in an event. In addition to competitors, rule 69 covers the boat owner and support persons.
- “Support person” is a new defined term in the RRS and means any person who:
 1. Provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
 2. The parent or guardian of a competitor.
- In addition to the definition of support person, other persons may become subject to the RRS (and therefore to rule 69) through their agreement to other documents (such as the rules of a club or other event documentation).
- For ease of reference, this Guidance refers to competitors instead of ‘competitors and support persons’ unless the con-

text requires otherwise.

The extent of rule 69 jurisdiction (the time and location of misconduct)

- The jurisdiction of the protest committee under rule 69 extends from the earlier of:
 1. The time the competitor arrives at the venue for the purpose of the event; or
 2. The time the competitor registers their intention to enter and be bound by the rules; and continues through till their departure from the venue after racing (but may extend beyond this time – see section 6.4).
- If the competitor can readily be associated with the event, or if there is an incident in a public place between competitors, or if several competitors join together in bad behaviour, then the protest committee can take action.
- The important question is whether the behavior of the competitors can reasonably be said to be associated to the sport or to the event. For example, if a club or event receives a complaint from someone who is not associated with the event about the behavior of one or more competitors, this indicates that a connection has already been made and the sport in general (and the event in particular) may have been brought into disrepute.
- Misconduct occurring after the end of the event, possibly even away from the event location, could be considered under rule 69 if sufficient association to the event is established.

Types of behavior justifying rule 69 action

- All behavior must be considered in context – some types of behavior should be treated as ‘zero-tolerance’ issues, others (such as bad language) require consideration of the context and nature of the event.
- It is for the whole protest committee to consider this however – what one race official perceives as acceptable may be regarded by others as clear misconduct.

Interaction with teams, squads and training processes

- All competitors must be treated equally. Membership of (or potential selection to) a national or regional team or squad does not affect the role of the protest committee and are irrelevant considerations when considering action under rule 69.
- Most MNAs will adopt the policy that an adverse rule 69 hearing will not automatically worsen a competitor’s future prospects but they must know if they commit misconduct at an event in order that their suitability for selection can be properly assessed.
- Therefore, a protest committee must not allow future decisions on a competitor’s prospects to affect how they treat him or her at an event.

MAKING A REPORT

Who may make a report?

- A report alleging misconduct can be lodged by any person (who need not be a competitor). This can include:
 1. The race committee, or one of its members;
 2. The protest committee, or one of its members;
 3. Spectators;
 4. Passing cruising boats;
 5. Local residents; or
 6. The host club (if not already the organizing authority).

Form of report

- There is no definition of what a report is. It may be a written or oral complaint. However, it is preferable that the report is put into writing. If a report is made orally, then the recipient should make a full written note of it as soon as possible and then sign and date/time the note.

With whom should the report be lodged?

- If a protest committee (or international jury) has already been appointed, then the report should be lodged with it. However, if the event is a major international event (as defined by Part C of World Sailing Regulation 35), then the report must be lodged with the Event Disciplinary Investigating Officer (it cannot be considered by the international jury).
- The protest committee should involve the organizing authority at the earliest opportunity, as the hearing might better be conducted in front of a different or strengthened protest committee. It is for the organizing authority to appoint the protest committee who will conduct any rule 69 hearing.
- If no protest committee has been appointed, the report should be lodged with the organizing authority, which should then appoint a protest committee. Once appointed, the protest committee should be given the report to consider.

Reports lodged with organizing authorities/clubs/other authorities

- If a report is lodged with the organizing authority, club or race committee, there is no obligation on it to refer it to a protest committee. However, it is firmly recommended that they do so.

- It may be appropriate for a report also to be lodged with a host club or another authority (such as a class association etc.) for action under their own disciplinary processes.

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- Action under rule 69 does not preclude action by a club or other body and vice versa. However the powers of a club (which will include the suspension or removal of membership) are unlikely to be powers available to the protest committee.

- At an event organised by a club or a class, it may be prudent and helpful for the protest committee chairman to inform a relevant official (for example a flag officer or responsible member of the class committee) of a potential rule 69 hearing. A constructive dialogue between race officials and the club/class is important to maintain at all events: the club/class may be able to give important contextual information and inform the committee of the class's disciplinary ethos.

- It is also important that event organizers are not caught unaware by a rule 69 decision, particularly at the end of the event. However, any information given to them should be limited to the identity of the competitor and boat involved and only to those who may need to know such information. Under no circumstances should event organizers be permitted to influence the protest committee's decisions.

- It may be that the protest committee considers that the misconduct is best left to the club or class to deal with under their own disciplinary procedures. The committee must be confident that the club or class will take real steps to address the misconduct, as once the event ends, it will be unable to go back and investigate if matter has not been dealt with.

- Remember, it is inappropriate to discuss the specifics of a case with anyone outside the protest committee. The committee should also be wary of being told too much about the background of the competitor as this may lead it (inadvertently) to consider irrelevant information during a hearing.

THE TRADING PAGE

For Sale: EDSON 28' WHEEL — Six spoke, Stainless steel, Straight hub, Excellent condition \$150 or best offer. Contact David Bass at dbass@uco.edu or 405-517-8483 (2)

For Sale: 2006 Compac Picnic Cat with dark red hull, toast colored boom, gallows and full boat cover. Performance galvanized trailer new tires and spare. Boat has hinged mast, boarding ladder and motor mount. Picnic Cat has been garage stored since new and hull is waxed annually. Wood is varnished and in excellent condition as is the entire boat. Like new. Priced at \$8,900. Contact Rick Young (405) 650-5089. (1)



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If you have something for sale or trade and want to place an ad here, it's FREE. Just email the editor, Billy Pratt, at captainbilly0043@att.net to have it put in the YeLogge. The ad will run for three issues. If you want to run it longer, notify me and we will extend it. This page is not for commercial venture ads. If you want to run an ad for your commercial venture, notify the editor and we will discuss rates.

The Official Publication of the Oklahoma City Boat Club
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Published monthly the Monday following the BOG Meeting. Please email all submissions by Sunday following the BOG Meeting. Manuscripts submitted will not be returned. The Oklahoma City Boat Club accepts no responsibility for the content of any item published in this publication.

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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.

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

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Oklahoma City Boat Club

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If you have an article or ad you want to place in the Ye-Logge, please contact me at (405)706-4941 or email me at "captainbilly_0043@hotmail.com." If possible submit photos in word, jpg or pdf format and articles in Word format.

I also solicit constructive suggestions of things you would like to see or change.

Billy Pratt