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February, 2019 Volume 89, Issue 02

SAILORS ARE WELL-SUITED TO BE GOOD LOVERS

A visit from cupid is near at hand: it's the time of year for all of us to pay tribute to our sweethearts!

Many authorities agree that the ability to think critically about one's romantic relationship, as well as the capacity for promoting a friendship with one's beloved, are essential traits for one to hone in order to establish and maintain healthy, intimate relationships. Successful sailors have to be able to think strategically to be competitive, and they'll be ahead of the pack if they have promoted friendship among crewmembers. Plato, one of the world's foremost philosophers, taught that the one who thinks about love makes the best lover because reflecting upon love enables one to focus on the question, "What does it mean to love well?" After all, love is something that one can either succeed or fail at. Thus, it behooves lovers to give serious thought to the notion of, "What would make my beloved happy in our relationship?" Plato also asserted that love inspires one toward self-improvement, namely, "love can light that beacon which a man must steer by when he sets out to live the better life." In other words, love awakens an awareness within one that it matters how one lives one's life, whether well or badly. Similarly, for the sailor, the skipper must ponder the questions, "What does it mean to sail well?"; "How can I sail faster?" (Plato, "Collected Dialogues", 2nd printing, 1963).

*Dr. John Gottman, a renowned psychologist who spent much of his professional life studying the elements that can guide couples toward a harmonious and long-lasting relationship, like Plato, asserted that friendship is an essential element of a successful marriage. Dr. Gottman encourages couples to develop "love maps", or cognitive reservoirs of intimate knowledge about the inner life of one's spouse. Such maps might include categories of information like: life history; likes and dislikes; aspirations; major life stresses and sources of conflict; interests and hobbies; wishes and desires; and philosophy of life. Dr. Gottman's research has also highlighted the importance of a spouse's ability to note and respond to their partner's attempts to gain attention, affection and support. He argues that when these overtures are snubbed, the offending spouse is, "turning away" from the other; on the other hand, when there is a response to these gestures, or "bids", couples are "turning toward" each other, that is, "connecting." Being opened to influence from your spouse fosters a mutual decision-making partnership in one's romantic relationship, a collaboration which, when routinely practiced, deepens the friendship between them (John Gottman, Ph.D., "The Seven Principles for Making Marriage Work", 1999).
...Editor*



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Calendar

- 2/1, 8, 15, 22 Yoga for Sailors
- 2/5, 12, 19, 26 Dancing with the Stars
- 2/7 BOG MEETING
- 2/14 OCBC MEMBERSHIP MEETING
- 2/16 Mardi Gras Party 
- 2/23 OCBC Race Committee
- 3/2 OCBC Race Committee
- 3/5, 12, 19, 26 Dancing with the Stars
- 3/16 St. Patrick's Day Party 
- 4/13 Ladies' Luncheon

WHAT IS A VAMPIRE'S
SWEETHEART CALLED?

His ghoul-friend!

WHAT DID THE VALENTINE CARD
SAY TO THE STAMP?

Stick with me and we'll go places!

WHAT KIND OF FLOWERS DO YOU
NEVER GIVE ON VALENTINE'S DAY?

Cauliflowers!

WHAT DID THE ELEPHANT SAY
TO HIS GIRLFRIEND?

I love you a ton!

WHAT DO FARMERS GIVE THEIR
WIVES ON VALENTINE'S DAY?

Hog and kisses!

WHAT DO YOU CALL
TWO BIRDS IN LOVE?

Tweethearts!

WHAT DID THE BAKER SAY TO
HIS SWEETHEART?

I'm dough-nuts about you!

Commodore's Blog

commodore@okcboatclub.com

Thanks to Greg we are working with the City to be able to sell lake stickers to the membership. We will let you know when this comes about. This should help solve that age old problem and help with our compliance to the City and Boat club rules.



Scott Law has been given the go-ahead to begin implementing the new OCBC web site. The new site will be written in a more modern language and should be more reliable and solve some of our down time. It should be up and running by mid-month in March.

The BOG has reinstated the budget for trophies by moving funds from the banquet gift category to the trophy category.

There have been several emails sent out from commodore@okcboatclub.com claiming to be me. The emails ask for you to buy \$500.00 worth of gift cards and then send the numbers on the cards to me. I hope that all of you know that I would never do that by email and I probably would just go down and buy them myself if they were needed.

It's good to see all that water in the lake, I hope we have some warm days to get out and sail.

Ric



Photo Credit: Bruce McDermott



Vice Commodore—Craig Bilodeau

vice-commodore@okcboatclub.com

Hello OCBC Sailors,

It has been 222 days since the start of 2018 Golden Globe Race, 18 sailors signed up for this ultimate endurance race. Sailors competing must have a boat built before 1986 between 32' and 36' and sail without the aid of GPS, auto pilot, water maker, or outside assistance and sail non-stop 30,000 miles around the globe. The race is to commemorate the 1968 Sunday Times Golden Globe race in which only one boat finished. Sir Robin Knox Johnston sailed his 32' boat Suhalli to win in 1969.

So far 13 of the entrants in the race have dropped out either from damage sustained in storms or other reasons. First and second place have been secured. First place goes to Jean-Luc Van Den Heede, a 72-year-old Frenchman finishing in 212 days. Second place goes to Norwegian Mark Slats finishing approximately 2 days behind Jean-Luc.

Third, Fourth and Fifth place are still up for grabs. Currently Uku Randmaa from Estonia is in third place and Istvan Kopar a Hungarian-born American is in fourth. Far behind is Tapio Lehtinen in fifth place. Its amazing to follow the adventures of these brave sailors and the challenges they face.

The race started in Les Sables-d'Olonne, France and finishes there as well. When Jean-Luc finished in first place in his home country he received a hero's welcome home. Despite having a damaged mast that he was able to repair at sea, the veteran seaman won. It has been reported that Jean-Luc and Mark were struggling with life ashore. I can only imagine, after I spent only 30 days travelling by boat on our waterways with stops along the way, I also struggled with life ashore.

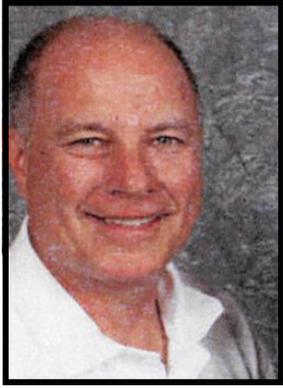
I take my hat off to all the entrants, these brave men and one woman dared to do what I have only dreamed of. I encourage the members of OCBC to visit www.goldenglobrace.com and read a lot more about this amazing race. You can track the race live with interactive maps.

It's only a short time before we hit the water and start our racing season. I hope to see you on the water. Fair winds and smooth sailing to you, my fellow boat club members.

Best Regards,

Craig Bilodeau, Vice Commodore





Rear Commodore—Greg Thomas

rear-commodore@okcboatclub.com

While winter is upon us with cold weather, activities are still going on at the club. Luther Curtis has donated a small icemaker for the kitchen and Scott Law has done much this month in getting club emails established and is working on a new website for the club with increased functionality. If you see these folks, please give them your thanks. Somebody, unknown to me, took down the Christmas tree with all the trimmings and put it away. This person just saw the need and did it. Volunteerism is how our club operates and all your efforts are appreciated. Thank you.

We have been in contact with the City to sell Lake permits to our members. Response from the City has been favorable, and we will keep you updated. This should result in convenience to our membership. Please do your part and keep your boats and trailers in compliance with the club facilities policy. It is a non-value exercise for us to contact you because your boat or trailer is not in compliance.

We are in the planning stages for some projects after the weather breaks. These projects include: servicing the outboard engines on the race committee boats, figuring out what options we have for RC #2 which is damaged, repairing the end section of C dock, repairing the youth shed, land improvements to the area behind the seawall, permanent buoy repairs or replacements, just to mention a few. If you can help on any of these projects, please let me know.

We have updated the master list of all wet and dry slip assignments that have been made. Eventually, we hope to put this on our website but for now it will be posted at the club house. Please look it over and let me know via email of any mistakes as it has been awhile since it has been updated.

Again, thanks for all the help.

Greg Thomas, Rear Commodore

Opti one design action during the Great Plains Regatta at OCBC on July 8, 2006



Photo by Bruce McDermott

SUMMARY: BOARD OF GOVERNORS MEETING FEBRUARY 7, 2019

secretary@okcboatclub.com



Hello Members:

There were a handful of visitors present at the February Board meeting, but not enough visitors on hand for the meeting to be moved out to the main clubhouse room, although that was discussed. I would like to remind all of you that Members are welcome to attend board meetings and can speak at Board meetings when permitted by the Commodore, which Commodore Drennen has been gracious to accommodate every visitor that has appeared since he took the office of Commodore.

Entertainment Chair Glede Holman has put together a great calendar of social events that the club should be looking forward to this year. Please be sure to come out and enjoy the club and its camaraderie as often as possible. Glede will be looking for some volunteer help along the way, so please jump in where you can and support Glede and the entertainment committee this year.

Vice Commodore Bilodeau reported that Lighthouse Charity Regatta is officially scheduled for June 21-22 this year. Please mark that on your calendars and come out to enjoy sailing, competition, friends, and some good cheer as we raise money for Lighthouse Charity this year.

Three members of the Board attended a fundraiser last month for Councilman Stonecipher. Thank you to Rear Commodore Thomas, Member-at-Large Derrick, and Member-at-Large Kilpatrick for representing the club at this event as we seek to grow OCBC's involvement in the community and improve our relationship and healthy visibility with local government.

One of the most exciting items discussed was Rear Commodore Thomas' announcement that OCBC has received verbal permission from the City to be able to sell lake permits to members. This will be a major convenience to the members and will help all of us as we work to keep our boats in compliance, because, if you're like me, the hassle of finding a vendor that has permits in stock can be more painful than the actual cost of the permit every year! Fingers crossed this will be finalized soon for everyone's convenience.

Scott Law has graciously agreed to take the lead on getting our new website ready to launch. Some of the site architecture and design work has already been completed so he expects the site to be ready before summer. It will include many of the features members use today on the old site while adding some very useful functionality in the Members Only area.

Last but not least, the Board increased the trophy budget from \$500 to \$2,500 to match last year's trophy budget by reducing the banquet line item by \$2,000. The Board hopes to raise some money for this year's operating budget by admitting new members between now and the November banquet so we can restore banquet funding to its original projection, but we are committed to finding ways to keep the banquet on-budget even if that \$2,000 is not made up elsewhere.

Respectfully Submitted,
Timothy Harlin



Celebrating Like Sailors!

O.C.B.C.

Saturday, February 16th

Drinks at 6:30pm, Dinner at 7:00pm

\$10.00 per person

ENTERTAINMENT PROVIDED BY SPUNK ADAMS @ 6:30

Hosted by the Handicap Fleet!

MARDI GRAS PARTY ENTERTAINMENT



SPUNK ADAMS IS OKC'S JAZZ SAX PROPHET

By Christian Pearson—August 15, 2018 in Artist Profiles, Blog

“I believe every musician has something to say. Every musician I play with has a story to tell.” Rhyan “Spunk” Adams said at the Monday Night Jam at Ice after ripping blues with Chopz and Adam Ledbetter. “Every time I step on stage, I feel like I got something from God to share with people,” the saxophonist gestures skyward, “what it is may not be for me to know, I just try to be in the moment when I play. I believe I got something to say to the people.” Spunk is a supernatural jazz, funk, and fusion tenor sax player and band leader based in Oklahoma City.

THE ORACLE OF ORIGINALITY

Spunk is an inspired teacher. Spunk shows his audience how to let go and to be themselves for a time. Although highly improvisational, his live show intentionally takes listeners on an expedition from the banal to the ethereal.

Spunk’s musical voice sounds inspired, especially considering he has had little formal training. He’s never taken a theory class and navigates complex music with intuition and a watchful presence. Spunk doesn’t go weeks subsisting on wild honey and locusts (as far as we know), but you might find him in the wilderness. You’re as likely to see Spunk busking solo under a bridge downtown as you are to see him opening for Layla Hathaway at Tower Theater. The man is there for the music.

THE SOOTHSAYER OF SOUL

All saxophonists move their fingers to make music; some move their bodies; Spunk moves the room. Whether leading the Spunk Adams Experience or supporting other projects like the Elizabeth Speegle Band, Spunk communicates with musical queues, body language, hand signals, and the tried-and-true ‘yell out what needs to happen next’ to build energy, hits, or reign in excited musicians to create clement moments between musical storms.

OCBC History from 1997...

The Passageway regatta was the predecessor to the Lighthouse Regatta.

THE DAILY OKLAHOMAN

Thursday, July 24, 1997

5

Hefner Regatta To Aid Domestic Violence Victims

Sail boats from several states will be on Lake Hefner this weekend as the Oklahoma City Boat Club holds its annual regatta to benefit victims of domestic violence.

The Passageway Regatta on Saturday and Sunday features a series of sailboat races and a benefit auction.

Money raised through the events, racing fees and corporate sponsorships, benefits the YWCA's Passageway Shelter for battered women and children.

In addition to Oklahoma's yachting teams, the annual regatta draws sailing crews and boats from Texas, Arkansas, Kansas and Colorado.

"This year, more than 75 boats are expected to be under full sail, with more than 250 skippers and crew members participat-

ing," said '97 Regatta chairwoman Patrice Greenawalt.

"Our regatta combines the ancient craft of sailing skill with the immediate civic need for supporting an invaluable community service — helping and healing domestic violence victims," Greenawalt said.

More than 5,600 people received services from the Passageway Shelter last year. Since 1990, proceeds from the regatta have exceeded \$27,000, Greenawalt said.

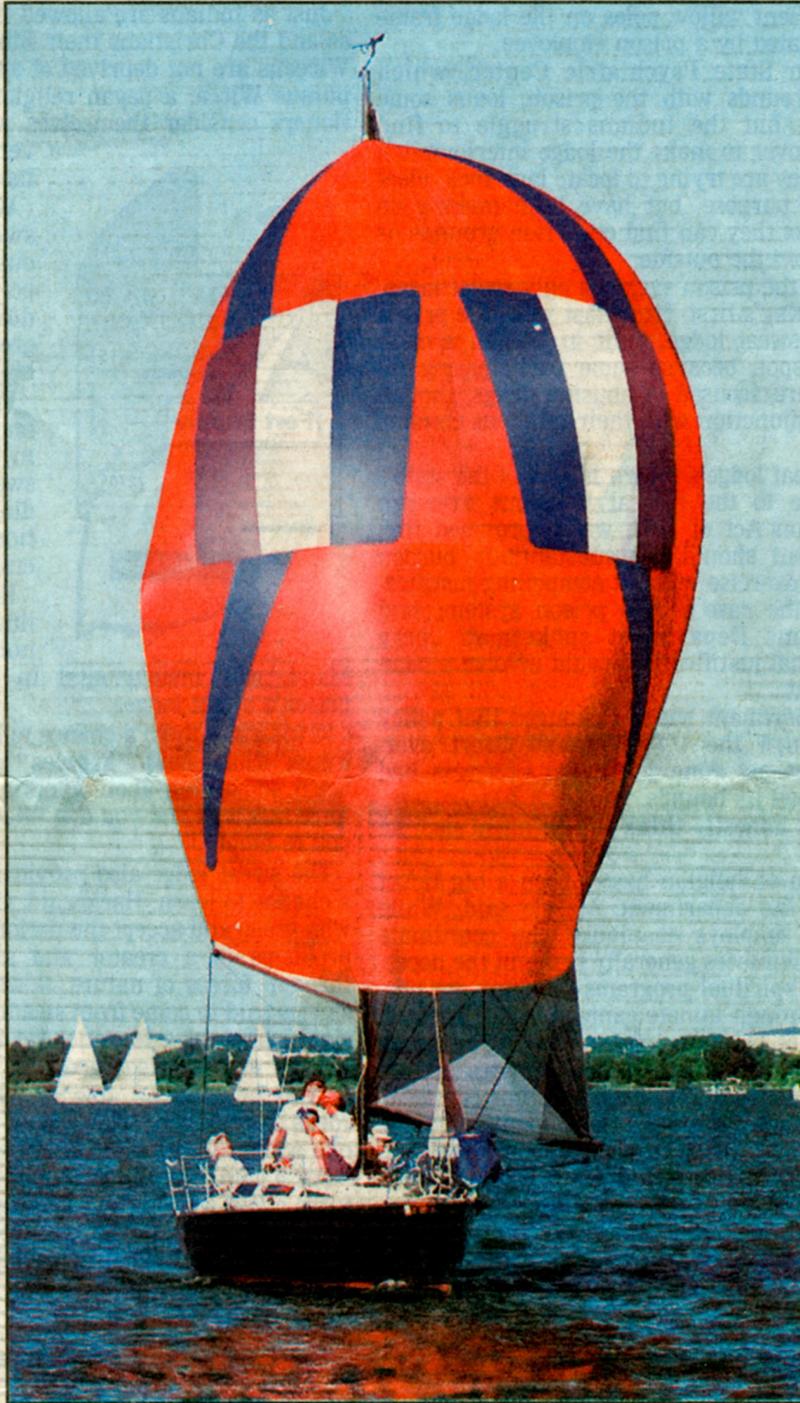
Lake visitors may view the events from many locations. The walking path and playground on the east side of Lake Hefner are favorite spots, she said.

Races run from 11:30 a.m. Saturday into the afternoon and from 9 a.m. to noon on Sunday.

Full Sail

THE DAILY OKLAHOMAN
28 JULY 1997

PAGE 1



— Staff Photo by David McDaniel

With its spinnaker raised, Voodoo, skippered by Rick Hudak, sails before the wind on Lake Hefner during Sunday's final day of the two-day Passageway Regatta. The regatta drew sailboats from several states and was held to raise money for the Passageway Shelter for Battered Women and Children. The shelter is associated with Oklahoma City's YWCA.

Pictured is Hobie 33 One Design christened *VooDoo* sailed by then member Rick Hudak and Bayless Kirtley, Bruce McDermott and others.

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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 noncompliance. 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.

We are working with the city to sell lake stickers to our members and we will advise once we have the details worked out.

Respectfully, Board of Governors, Oklahoma City Boat Club



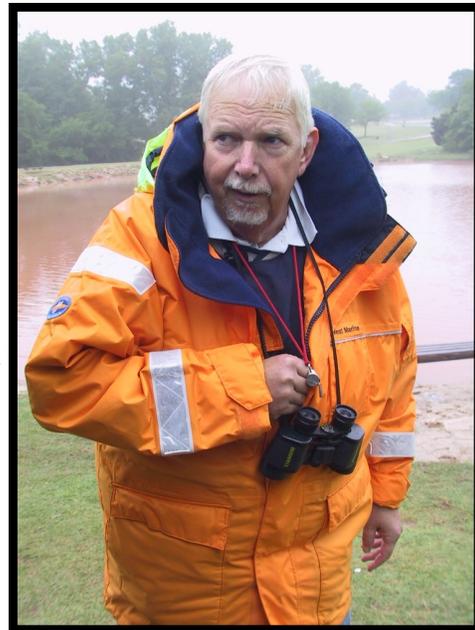
BOATING
you are doing it wrong

Changes...Finishes...and a Little String Theory

Submitted by Mike Anderson

After the start I start checking the wind, I want to know if there are any significant changes in direction or velocity. On inland lakes wind shifts are going to happen, mostly they oscillate back and forth anywhere from 10 to 30 degrees but if the shift becomes persistent to more than 10-15 degrees from the weather mark then we need to change the course just to keep the course fair. If the wind speed increases or decreases we need to lengthen or shorten the course to make sure that the race meets the desired time on the water or the time limits for the event.

RRS 33 allows us to change a leg of the course from a rounding mark to the next mark by signaling boats at the rounding mark by displaying code flag "C" and a compass heading to the new mark. If we are using permanent marks we state the number of the new mark, if we are using inflatables the Sailing Instructions will describe the changed mark. If we need to shorten or lengthen a leg we will display code flag "C" with a "-" or "+" sign indicating that the course direction is the same but the length has changed. Every time code flag "C" is displayed, it is accompanied by repetitive sound signals. After the course has been changed the new marks and course will remain through the end of the race unless another change is required and signaled.



RRS 32 allows us to shorten or abandon a race due to foul weather or insufficient wind or to have enough time to get in another race. We shorten a race by eliminating one or more legs of a race course. When we shorten a race, we set the finish line at a mark of the course and display code flag "S" with two sound signals as the first boat approaches the line. Code flag "S" replaces the orange line flag and boats are to finish between the "S" flag and the mark. If we shorten at a gate then boats must finish by going through the gate, in that case, the committee boat with the "S" flag will be anchored and usually tied onto one of the gate marks.

Typically, shortening the course, comes into play like on a Wednesday night race where we set a W-5 course, the wind drops significantly after the first three legs making it apparent that we won't finish the full race within the time limit. At that determination, we would set a finish line at the leeward mark, display the "S" flag in place of the line flag and prepare to finish boats. As the first boats approach we make two sound signals and then finish boats as they complete the shortened race. If we were running other classes for example, the non-spins doing a T-4, they would finish at the leeward mark as well. By displaying the "S" flag along with a class flag would designate that that class's race has been shortened and all other classes would continue to race to their proper finish.

You would think that finishing would be the easiest part of the race and least likely time to make an error, WRONG! Several rules and definitions come into play at the finish.

*The definition of **Finish** is:*

A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she:

- (a) Takes a penalty under RRS 44.2 (illegal pumping or propulsion)*
- (b) Corrects an error under RRS 28.2 made at the line, or*
- (c) Continues to sail the course.*

So even if you cross the line and finish, you are not finished. You must keep clear of boats still racing, you cannot touch a finish mark (RRS 31) and make all corrections under RRS 28 (Sailing the Course).

CONTINUED ON NEXT PAGE

Changes...Finishes...and a Little String Theory ...CONTINUED

*RRS 28.1 A boat shall start, sail the course described in the Sailing Instructions and finish. While doing so, she may leave on either side of a mark that does **NOT** begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely.*

This means that when starting, the first leg is from the start line to the weather mark, in this case the leeward mark is not a mark of the course and can be passed on either side. At the finish the course is from the leeward mark to the finish line so in this case the weather mark is not a mark of the course.

Now for a bit of string theory, make that a fact.

RRS 28.2 A string representing a boat's track from the time she begins to approach the starting line from the pre-start side to start until she finishes shall, when drawn taut,

- (a) Pass each mark on the required side and in the correct order,*
- (b) Touch each rounding mark, and*
- (c) Pass between the marks of a gate from the direction of the previous mark.*

She may correct any errors to comply with this rule, provided she has not finished.

So, keeping this rule in mind, let's go back to the discussion the "S" flag finish. The rule is you finish between the "S" flag/line flag and the mark of the course. Where boats get in trouble, especially on a down wind finish is they fail to cross the line and instead, round the port side of the mark outside of the finish line, then they compound the problem by crossing the line from the wrong side (Jeff Burke), and then turning their string into an unmanageable knot. If you understand the string theory and make an error following the course, you can unwind the string and exonerate yourself even if you lose a little time.

This would be a good time to remind all competitors that we record your time every time you cross the finish line because we don't know if you went back on the course to correct an error or do a penalty turn, so your finish time is the last time you crossed the line. If you are coming back to thank the RC or drop off beverages please come by our starboard side.



RACE MANAGEMENT WORKSHOP A SUCCESS



Approximately 28 people attended the Race Management Workshop on January 12, 2019, which was instructed by Gil Greenwood.

REMOTE CONTROLLED SAILBOAT FLEET AT OCBC



FEBRUARY QUOTE OF YE MONTH:



“The only way to get a good crew is to marry one.”

-Eric Hiscock

Photo credit: OCBC FACEBOOK PAGE

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



Sextant—An entertaining, albeit expensive, device, which, together with a good atlas, is of use in introducing the boatman to many interesting areas on the Earth’s surface which he and his craft are not within 1,000 nautical miles of.

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.⁽³⁾

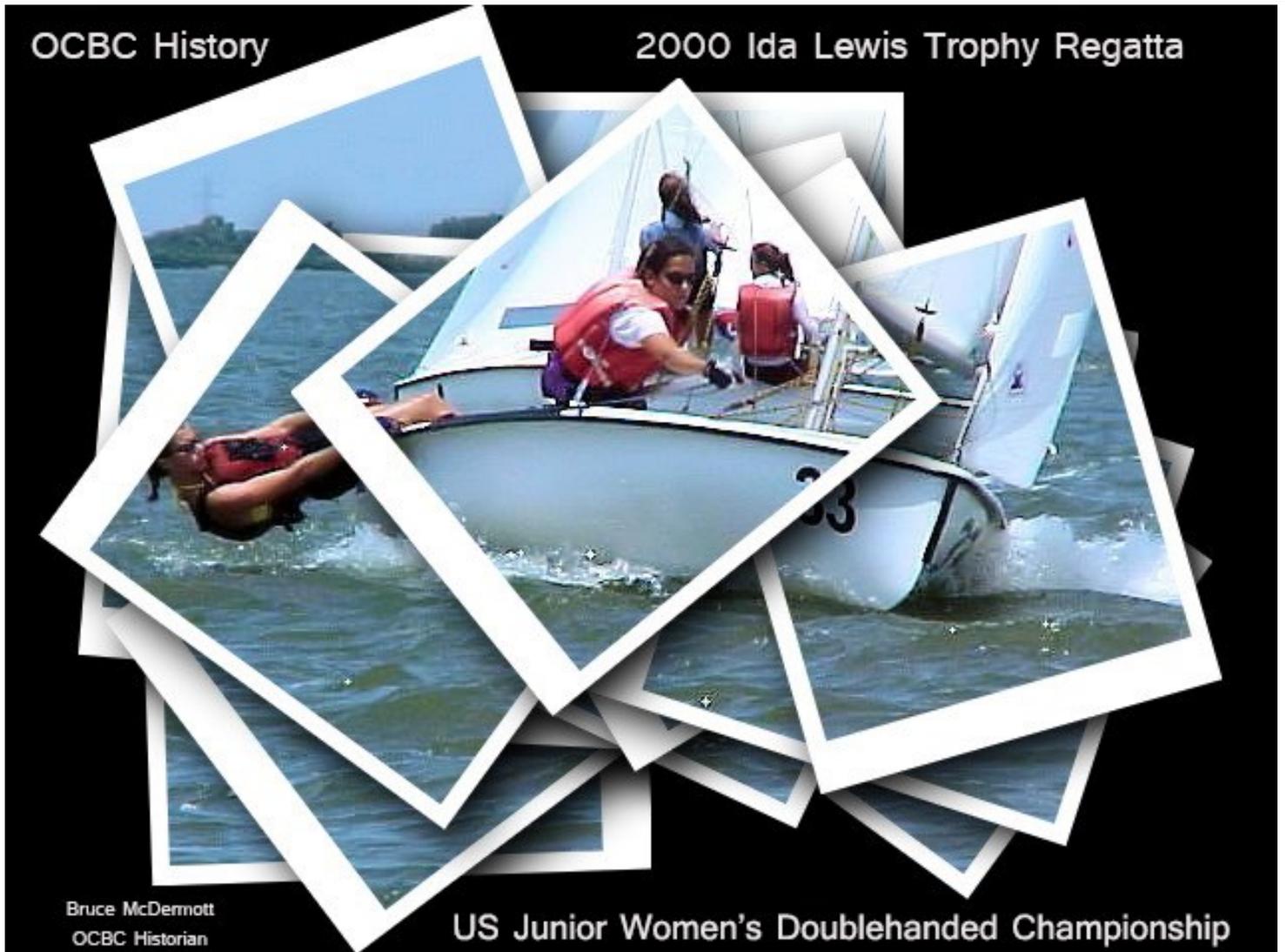
KAYAK FOR SALE: 2008, Old Town, 14’6” with paddle, wet suit & vest. See North of yard hoists on John Walters’ Catalina 25’ trailer, \$300; 720-6467⁽¹⁾



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

OCBC History

2000 Ida Lewis Trophy Regatta

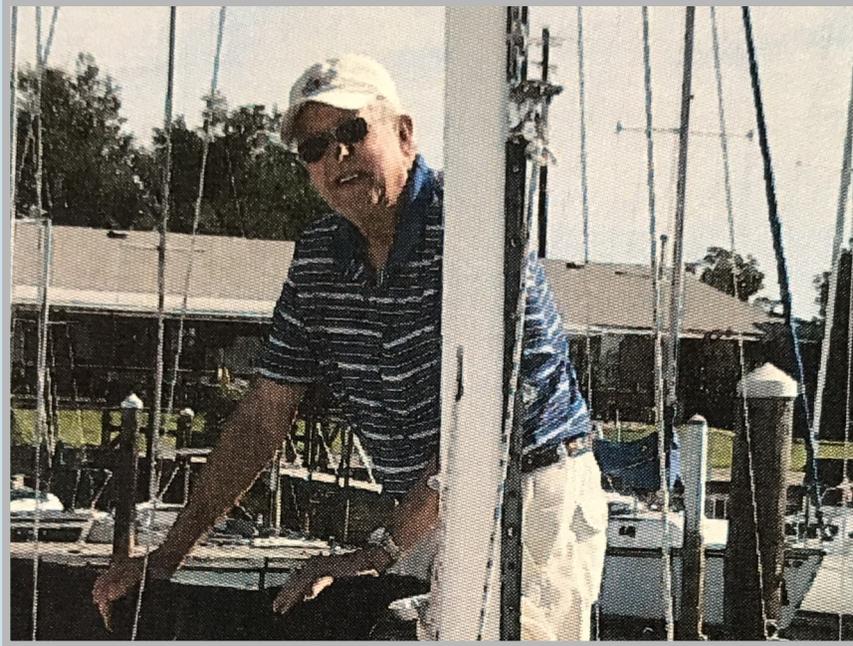


Bruce McDermott
OCBC Historian

US Junior Women's Doublehanded Championship

Photo Credit: Liz Eagan

Remembering Rob Prime—May 30, 1926—January 18, 2019



A long-time member of the Oklahoma City Boat Club, Rob passed on January 18, 2019, at the age of 93. He served as Treasurer in 2005-2006 and served on the Race Committee. Rob had a colorful life, graduating from the University of Oklahoma with a Bachelor's Degree in Business Administration. During the Korean conflict, Rob enlisted in the U.S. Air Force Aviation Cadet Program, training in the T-6 Trainer and B-25 Bomber. He earned his wings and 2nd Lieutenant's commission at Vance Air Force Base in June of 1953, graduating 5th in his class. He then applied for Air Force Helicopter School and upon completion, he served a short term at Goose Bay Air Force Base in Labrador, Canada and then transferred to the 41st Air Rescue Squadron at Hamilton Air Force Base, California. Promoted to the rank of First Lieutenant, Rob flew Air Rescue missions in S-55 Helicopters, SA-16 Amphibians, and earned a Sikorsky "Winged S" medal for saving a life with a Sikorsky Helicopter. After discharge from the Air Force in 1957, he flew helicopters with Los Angeles Airways for 14 years. In 1970, he moved to the Procurement Department at McDonnell Douglas Astronautics Company and was a Senior Buyer of High Reliability Electronic Components for Spacecraft Systems. Rob moved back to Oklahoma. In 1981 to manage an oil and gas company where he worked until retirement.



Photo taken by Rob Prime during the J22 North American Championships in 2005

FLAG OFFICERS, BOARD OF GOVERNORS, COMMITTEE CHAIRS

2018-19 BOG MEMBERS

Commodore	Ric Drennen	commodore@okcboatclub.com	405-778-4010
Past Commodore	Stan Nieves	past-commodore@okcboatclub.com	405-474-2860
Vice Commodore	Craig Bilodeau	vice-commodore@okcboatclub.com	405-250-5431
Rear Commodore	Greg Thomas	rear-commodore@okcboatclub.com	405-203-4795
Secretary	Timothy Harlin	secretary@okcboatclub.com	918-348-2064
Treasurer	Frank Beling	treasurer@okcboatclub.com	405-509-0105
Treasurer-elect	Richard Walford	treasurer-elect@okcboatclub.com	405-834-6582
Member-at-Large	Gary Derrick	board1@okcboatclub.com	405-235-1900
Member-at-Large	Kevin Kendall	board2@okcboatclub.com	405-640-7989
Member-at-Large	Mac Kilpatrick	board3@okcboatclub.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, Terry Carlson 1 more to be appointed	Procedural:	Bill Brett
Education:	Alistair 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—Keith Green

Beginning with the next issue, *Ye Logge* will reinstate the practice of soliciting and publishing print-ready advertisements from club members with businesses they wish to promote. This was done quite successfully in the past and provided a source of income which the BOG may choose to use as it sees fit. See below for desired size, pricing and duration of ads. If you have questions, contact Ginny.

The Editor is pleased to announce that the BOG is making a concerted effort to give members with opinions, suggestions, or ideas for improving club functions a voice, or platform, to communicate such information. Note, for example, in the summary of BOG meeting minutes, published in this issue (pg. 6), reference is made to the development of a section on the website, under "Members Only", that will accommodate those issues. Additionally, the BOG is encouraging any member to attend BOG meetings, where their thoughts will be elicited and given audience.

FOLLOW UP TO SWEAT EQUITY

Regarding our participation in work parties, it may be productive, and of value, for each of us to reframe in our thinking the way we approach each and every work party. The essence of volunteering to help out on the work project is not so much what reporting you can do, with reference to your capacity or skills, but what you are willing to do, which goes to the heart of a personal commitment in terms of a stated course of action or intention. ...Editor

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Corrections & Clarifications:

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