

UpLap

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

August 2015

VOL. 85 ISSUE 10



**CHECK THE
CLUB
CALENDAR
FOR
IMPORTANT
EVENTS**

IMPORTANT EVENTS

**Every Tuesday 1800—Dance
Lessons at OCBC**

Photo above: Isn't it nice to see so much water in the harbor? Photo by Billy Pratt

COMMODORE'S REPORT

Terry Parker
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Save the date – The 2015 Awards Banquet will be held on Saturday, November 21st at the Central Oklahoma Events Center. The Mystery Dates will be there for our dancing and listening pleasure. Additional details will be made available soon.

You will be asked to consider a structured dues increase over the next few years. It is absolutely necessary. We should end the year within our operating budget, but only because the lean year was anticipated and the budget was drastically reduced when being drafted. Many projects and repairs that should have taken place this year had to be denied due to lack of funding. The Oklahoma City Boat Club has been and will still be the best deal around. If you're unsure of this, I strongly encourage you to research the membership dues and fees of clubs in our area (and out).

One of the reasons our club is so affordable is that we are managed and run by volunteers. Please consider running for office or volunteering to chair a committee for the 2015/2016 year. This is your opportunity to give back to the club and to orchestrate changes you would like to see made.

It's August and we still have plenty of water! Unfortunately, we still have plenty of heat. Be careful out there, heat exhaustion can sneak up on you quickly. Make sure you hydrate early and often. Keep an eye out on others as well. Especially if you have health issues, please reconsider working on your boat or going out for a sail in the heat of the day.

Terry Parker
OCBC Commodore
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Vice Commodore's Report

Hard to believe this is August already. Here just the other day we were all worried about another blown season of sailing and racing. Now it appears that we are going to make it thru the end of the season with flying colors and water to spare. While I know the Commodore and the Board would love to take credit for it, it just wouldn't be right, especially after we cut the budget by \$10,000.00 this year just to make it work because we thought we would have no water. We have had some really good successes this year with the finishing of the "C" Dock ramps, redo of the southwest fence to extend to the water better, and the purchase of the Picos. But we have also had some failures as well, like not quite getting the website finished like we would like, and the work continues on that. Not getting to do the sea wall project, because the water came in. Don't get me wrong, I really appreciate the water. But with the amount of time and effort that went into the sea wall, I would have liked to finish it also. We have really needed to get some gravel spread this year, but simply did not have the budget for it. I would like to thank David Bilodeau for volunteering his time to come and just move around what we already had. We had a small pile that was left over from Robbin Phillips that we were able to use to fill the majority of the holes with. We got the AC fixed in the bathrooms, but still need to fix the AC in the John Miller room. That system is shot and will require a total replacement. We still need shades in the main club house and the furniture is starting to look a little dingy. We have some broken cabinets, and our ant problem has returned yet again. We would like to do more for the RC boats and race equipment. We have had several maintenance failures this year alone, and we are relying heavily on the good volunteerism to keep these boats up and running. All of this is leading up to the fact that we need more money in our operating account. We seem to be fine in the Capital Improvement account, but the operating account needs to be refreshed to keep up with the higher cost of utilities, higher cost of maintenance, and the really higher cost of insurance and improvements and additions that we would all like to have. It has been over five years since the last dues increase and it is time to evaluate that. Deferred maintenance simply becomes a Capital Improvement down the road. This dues increase has been very well thought out with the committee tasked with putting it together, along with a lot of additional solicited advice as well. Please take the time to review it, study the significance of it. It is not a large increase at all and it has a gradual approach, with forethought for the future Boards to keep up with the ever increasing expenses and for the Membership to know in advance what the dues are going to be yearly with fear of that looming assessment.

Scott Law
Vice Commodore

Rear Commodore's Report

Billy Pratt
captainbilly0043@att.net
405-706-4941



I've been limited in my movements this past month because of my surgery. In my stead, Scott Law has taken care of the things I couldn't handle over the phone. For that I am thankful. Much has been going on around the club house. The fence along the east side of the property is being repaired. I think we have gotten the leak in the soda pop machine fixed so there will be no more syrup leaking down into the tray below, attracting ants. By the time of our meeting this week the ant problem should be well on the way to being solved. Thank you Bob Collins for that. Each of us can help prevent any further problems by keeping the area around the soda and beer coolers clean. If you see a spill, clean it up. If you use the popcorn machine, please clean it when you are done. Just rolling it over by the cooler merely creates an environment ants like.

I want to remind everyone to be cognizant of club house security. If you don't see any other cars in the parking lot when you leave, there is a good chance you are the last one leaving. Close the club house windows and lock the doors. While youth sailing was going on it was hard to know if anyone else was there. It should be easier to tell now that the summer youth program is over.

Please check your dry slips and mow them as they need it. That one thing makes a tremendous difference in how the grounds look. If you have a slip assigned to you (wet or dry) and you know you aren't going to need it any more, please let me know so I can reassign it. I have several members, new and old, who are looking for slips. Please make sure your name is on your trailer, especially in the centerboard lot. Remember not to put your boat in an "empty" slip without contacting me first. That way you won't get a call when the person to whom the slip is assigned goes to put his/her boat up.



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BY APPOINTMENT



YOUTH SAILING

This month I have some great news about our youth.

Just so you all see the news:

Last weekend we took 7 of our top sailors to the CSSA Junior Championships, sponsored by the Ninnesca Sailing Assn at Cheney Reservoir, near Witchita KS. The competition included six fleets: Opti Green, Opti Red, Sunfish, Laser, Club 420, Multihull Singlehanded. The breeze was good in the 14-18kt range. All sailed T courses. OCBC Sailors swept all fleets in which they competed:

Opti Green: 1st Trent Thornebrue (Rick Drennen's grandson) Opti Red: 1st Brock Smith, 2nd Jack Reynolds Laser: 1st Charlie Reynolds, 2nd Matthew Bruno Multihull Singlehanded: 1st Alex Endres They all sailed great. Alex took four bullets in four races. We'll host 3 CSSA travelling trophies for the year. Opti Red, Laser, Multihull Singlehanded. Please also congratulate our coaches when you see them.

Sunset Sailors Needed

The OKC Boat Club with the Northwest OkC Rotary Club will be hosting a sailing and cook out event for the Baptist Children's Home on **Monday evening September 28th from 5:30 PM to 8:00 PM**. There will be approximately 15 children participating. We are looking for 3 or 4 boats for short sunset sails. If you can offer your boat for a short sail, please contact Lee Bollinger at 202-3926 or David Brinker at 942-5572."

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Bylaws Proposal Changes 2015

Amend and Change the Bylaws, Article VIII Committees as follows (only effective if the dues proposal is passed by the membership).

Section 8 of Article VIII currently reads as follows:

Section 8. The FINANCE Committee shall audit the books of the immediate past Treasurer within sixty (60) days of the Annual Meeting each year and forward the results of such audit to the Board of Governors.

Proposed that Section 8 of Article VIII changed to:

Section 8. The FINANCE Committee shall: 1) audit the books of the immediate past Treasurer within sixty (60) days of the Annual Meeting each year and forward the results of such audit to the Board of Governors; and 2) along with the Vice Commodore, review previous budgets and expenditures to analyze membership dues and determine if the Cost of Living Allowance (CoLA) is adequate to keep up with current and forecast spending levels and forward the results of such review and analysis to the Board of Governors.

Membership Dues Increase Proposal 2015

This proposal is to increase the membership's annual dues to meet current and future Operating expenditures and to put in place an annual Cost of Living Allowance (CoLA) increase to keep the membership dues in line with inflation. \$100.00 increase in each of the next two years, then add a 2.5% CoLA increase each year thereafter.

\$100.00 First year 2015-membership dues,\$900.00

\$100.00 Second year 2016-membership dues,\$1,000.00

2.5% CoLA Increase going forward (rounded to the nearest dollar); for example

Third year 2017-membership dues,\$1,025.00

Fourth year 2018-membership dues, \$1,051.00

And so on with 2.5% increases thereafter each year.

Full amount of dues increase goes into Operating Budget

Any surplus may be rolled over into a designated Maintenance Fund or the Major Capital Improvement Account at end of year.

Supporting Documentation for the

Membership Dues Increase Proposal 2015

This proposal is to increase the membership's annual dues to meet current and future Operating expenditures and to put in place an annual Cost of Living Allowance (CoLA) increase to keep the membership dues in line with inflation. The current dues structure is \$800.00, of which \$600.00 goes into the Operating Budget, and \$200.00 goes into Capital Improvement. Not all dues-paying Members are paying the \$800.00 amount. Several have their dues frozen at age 65 to what they were paying at that time. It has been five years since the last dues increase and an assessment. This

change is intended to gradually increase the dues structure over time, eliminating large unexpected increases going forward, needed in the past to make up for budget shortfalls. This change should also mitigate periods of financial drought before additional increases and/or assessments are brought before the Membership. Budgeting, planning for maintenance (instead of deferring it when budgets are limited) and projecting future Capital Improvements are expected to be more predictable and more easily scheduled from year to year. This will also allow the Membership to help their own personal budgeting by knowing what the next year's increase will be and not be threatened by that lurking assessment or dues increase to bring things back to an even keel.

\$100.00 increase in each of the next two years then adds the CoLA increase of 2.5% thereafter.

\$100.00 first year 2015- membership dues \$900.00

\$100.00 second year 2016 - membership dues \$1,000.00

2.5% CoLA Increase third year 2017 - membership dues \$1,025.00

2.5% CoLA Increase fourth year 2018- membership dues \$1,051.00

And so on with 2.5% CoLA increases thereafter each year

Full amount of dues increase goes into Operating Account

Any surplus may be rolled over into a designated Maintenance Fund or the Major Capital Improvement Account at end of year

Last several years we have either asked for funds from the Major Capital account or simply deferred maintenance items due to budget shortfalls.

Examples of increase expenditures for the club

Insurance

2009-\$18,478.00

2013-\$26,889.50

2015-\$30,654.00

Lease with City of Oklahoma City

2009-\$750.00

2014-\$1000.00

2019--\$1250.00

2024-\$1500.00

2029-\$1750.00

HDA Ops & Maintenance Operations

2009-\$35,409.10

2013-\$44,154.27

2015-\$48,150.00(Budget)

Examples All Regular members do not pay the full amount of dues. We have many that are frozen due to Article VII, Section 5:

2010- we had 25 Regular(Senior) Members

2015-we have 28 Regular(Senior) Members

Happy August to everyone!



First of all, I'm sorry for the lax in articles in June and July. But, what resulted in my challenge for content – was a bunch of great ideas for future articles from you all. So, thank you for all your ideas!! We'll visit those in the coming months.

This month I've been asked to address heat exhaustion – recognizing it, treating it and to go a step further – preventing it! As always, I must include a disclaimer regarding medical advice. If you have been given specific information from your physician or healthcare provider that contradicts my comments in this article – please, always follow your physician's advice. My commentary is for basic information and should no way be interpreted as medical advice.

Heat exhaustion/heat illness – can be directly related to either dehydration or sodium/electrolyte depletion. Let's visit the symptoms:

- Excessive thirst
- Unusual weakness or fatigue
- Headache
- Nausea/Vomiting/diarrhea
- Muscle cramps
- Dizziness
- Confusion
- Dark colored urine
- Pale skin
- Profuse sweating or lack of sweating
- Rapid heart rate
- Loss of consciousness

Experiencing one of these symptoms may be concerning, but put a couple of them together and ignore them; you could find yourself in trouble with heat stroke – something you definitely don't want. Realize your body is trying to tell you something. Don't ignore the symptoms!!

Prevention:

Eat something and drink plenty of water about two to three hours before you head out to sail (or exercise). Then, while you're out there, make sure you take water and an electrolyte drink (Propel, G-2, etc.) with you and drink it while you're sailing. (You may need to speak with your doctor about the electrolyte drinks if you have a sodium restriction.)

Even a two hour sail will require pre-planning. In the Oklahoma heat, that's plenty of time to get in trouble. Remember, it's not just the temperature, it's also about the "heat index" (temp + humidity) and how it affects you.

Wear sunscreen

Even better, wear long sleeve, lightweight, light-colored clothing.

No alcohol or caffeine immediately before or during your sail. These drinks will dehydrate more than you realize. Wait until you're off the water and in the shade before you "imbibe" in either.

What to do if you experience symptoms or recognize them in your friend:

Immediately remove your friend or yourself from the heat/sun

Rest

Find air conditioning or shade as soon as possible

Take a cool shower or bath

Get in front of a fan or use towels soaked in ice water around the neck

If within 15 minutes you or your friend hasn't "recovered" even a little bit, it's time to call EMSA for assistance.

Take away from this conversation – please be overly cautious in the heat. When younger, you can tolerate the heat easier, but as we age, our bodies are more vulnerable to the heat. Don't wait for the symptoms to show up – be preventative so you can enjoy your time on the water!!

Next month – we'll visit some of the ideas our peers provided – all excellent suggestions!!! Be safe!

AUGUST QUOTE OF YE MONTH



Photo credit: OCBC Facebook Page

If you live a life of make-believe, your life isn't worth anything until you do something that does challenge your reality. And to me, sailing the open ocean is a real challenge, because it's life or death.

Morgan Freeman

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THE TRADING PAGE

For Sale: 1988 Capri 22 winged keel, 4hp Nissan four stroke, tandem axle shop built trailer, 2 sets of sails, battery, radio/cd player. Running and standing rigging in good condition. CDI roller furling. Needs a coat of bottom paint. \$5,500. Call Vick Colbert (405) 324-6866, vick@olvick.com ²

For Sale: J-24 For Sale: Hull number 3132. In fair condition with two sets of sails, trailer, and all items needed to race. Asking \$3,500. Please call 214-755-7476 or better yet email me at fred.olaughlin@gmail.com ⁴

For Sale: 1985 Starwind 27 False Echoes. Harken Furler, Dutchman flaking system. Working sails in good shape. Yanmar diesel. Fin keel draws only 3'7". Tandem axle trailer. \$8900.00. Contact Alicia Hunsberger alicia.hunsberger@cox.net or call 316-304-4440 ³

For Sale: 2003 Catalina Capri 22ft Sailboat "Dragonfly". Standard rig with wing keel, Draft 2'-8", Beam 8'-2", Weight 2250lb. Sails – Original main and little used 135 jib (#981), CDI furler with 105 Ullman jib (new 2009). 2003 Nissan(Mercury) 5hp 4 stroke long shaft outboard w/new water pump 2003 Catalina "factory" trailer with extension tongue and new tires. Extras – special order deluxe interior cushions, portapotty, AM/FM CD player, depth meter, VHF radio, new battery, anchor, many life vests, swim ladder, 2017 state tag. Boat is in slip 390 at city harbor (gate 9), ready to sail and easy to launch. Price \$11,500 Owner: Jim Wilson 721-3956 ¹

For Sale: 1986 O'Day 28 & 30' Tandem axle Norshel Trailer. Asking \$8000. Just listed on "Sailing Texas", see <http://sailingtexas.com/201501/soday28110.html> for details. Call 405-996-8330 or email Tony Fuller @ drvrdad@swbell.net. ²

Items on the Trading Page will run your ad for an additional three issues, or if your item sells, please notify Billy Pratt, Editor.



for three issues. To continue publishing issues, or if your item sells, please notify



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Oklahoma City Boat Club

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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.

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EDITOR'S LOGGE:

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 "captainbilly0043@att.net" If possible submit photos in 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