



Windword

Official Publication of Windycrest Sailing Club/Keystone Lake, Oklahoma

VOLUME 18 NUMBER 10, OCTOBER, 2011

Barbara Montalbano Editor

OCTOBER 2011

- 23Fall KB 7/8
 PRO Fred Morgan
- 30Winter 1/2 KB & CB
 PRO Steve Snider

NOVEMBER 2011

- 6Winter 3/4
 PRO Steve Elliott
- 7BOG Meeting 6:30 p.m.
 Sand Springs Case Community Center
- 12*Cajun Turkey Fry - 5:00 p.m.*
 C25/27 & KBRF
- 13Winter 5/6
 PRO Gil Greenwood
- 14Windword Articles Due
- 24Thanksgiving

DECEMBER 2011

- 5BOG Meeting 6:30 p.m.
 Sand Springs Case Community Center
- 10Holiday Party
 Baxter's Interurban Grill
- 25Christmas



BOARD OF GOVERNOR'S MEETING

Windycrest Sailing Club
Board of Governors Meeting Minutes –
October 3, 2011 (draft)

The BOG convened at 6:30 pm in the Sand Springs Case Community Center on October 3, 2011. Board members present were Doug Lewis, Steve Elliott, Pam Low, Tom Proctor, and Judy Andrews. Guests included Facilities Manager Jack Stewart, Windword editor Barbara Montalbano, Webmaster Danny Ziegler, Steve Snider and prospective member Loren McCoy.

Doug asked for corrections or additions to last month's minutes. Being none, the September minutes were approved as published in the Windword. Loren applied for an associate membership and was approved. Steve Snider noted that WSC will be hosting the Snipe Districts next year during the last or next to last weekend in June. He would like to coordinate an activity with the club for Saturday night.

Facilities Manager's Report: Jack reported that the breakwater work is completed and looks good. They did note that some bolts are loose and may need to be welded, riveted or changed out. The anchor repairs are progressing on C Dock. We will only have a couple more days to work this year. We should be able to have 7 anchors completely repaired and we are using 6 temporary anchors. We will also put jump cables on the first 10 feet of the other chains, as that is where the most chains broke. This will help until work can resume next year.

Treasurer's Report: Tom paid the 2nd half of the breakwater repair, the cost of chains, and the insurance bill. He noted that all the Windycrest Road addresses have changed. The new physical address for the club is 761 Windycrest Road Sand Springs 74063-8396. The mailing address will remain the same. Tom encouraged board

members to start thinking about their budget submissions for next year.

Secretary's Report: Pam discussed some changes for the renewal for next year and will put a note in the Windword reminding members that they can prepay their dues for next year.

Activities Captain's Report: Judy has received a few reservations for Oktoberfest and has the accordion player scheduled. She still needs volunteers. She will meet with Baxter's to discuss the Holiday Party. She mentioned that we might change the location for the Awards Party as the previous caterer has gone out of business.

Rear Commodore's Report: Doug gave Kenny's report on the junior training committee. He noted a problem with the RC's motor. We have not purchased a new motor in many years and it may be necessary to buy a new one next year.

Vice Commodore's Report: Doug presented a letter he will be sending out to members on slips. About 10 years ago the club did the same thing requesting boat owners who are not sailing to give up their slip space to active members who would like easier access to their boats. He noted that a couple of boats that have been tied to the dock would be moved back to their moorings. He recognized Yul Shaffer for his hard work on the anchor repairs.

Commodore's Report: David was unable to attend but had sent an email to the BOG thanking Steve for his service to the Board.

Past Commodore's Report: Steve said he has enjoyed his years on the Board and will miss us. He will be getting together with David to discuss the Steering Committee meeting and CSSA.

Windword Editor: Barbara mentioned concerned for the delay in get-

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Judy Andrews
918-398-3832
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ting the Windword out and will be doing some follow-up.

The meeting adjourned at 7:40. The next meeting of the BOG will be 11/7/11 at 6:30 at the Sand Springs Case Community Center.

Respectfully submitted,
Pam Low, Secretary,
Windycrest Sailing Club

2011 FLEET CAPTAINS

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 terainey@cox.net

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COMMODORE'S REPORT

It is hard to believe my year as Commodore is over. By the time you read this the 2011 OctoberFest will be in the history books, setting the stage for the annual change in Leadership starting with the November BOG meeting.

The club has accomplished a great deal this year, and I am happy to report that we are still solid both financially and spiritually. I am not going to list all of our accomplishments or thank everyone who directly or indirectly contributed to an extremely successful year. But, I have to thank the BOG for their sense of dedication and commitment to improving processes. We tackled a few, and with luck, more improvement will happen next year. And a special thank you to Judy Andrews who stepped in as Activities Captain with incredible enthusiasm and optimism about the future of the club, having been at Windycrest only 6 months prior. Great job!

Thank you for allowing me to serve in this once-in-a-lifetime opportunity.

I hope you all have time to enjoy the lake this fall and look forward to fulfilling my duties as Immediate Past Commodore next year.

Cheers!

David.

**Boats for Sale****2002 Laser**

Full and Radial Rigs, Sturdy trailer,
 new deck cover, new rigging package
\$3800

Contact John Daily at 918-381-0822

WSC Sabots

Training Boats, Length 8' - Sail Area - 58 Sq. Ft.,
 Total boat weight - 95 lbs.

\$350 per boat

Contact Kenny Baggett at (918) 794-3965

Ranger 23, Gary Mull designed

Health has forced us to offer Teddy Bear
 for a quick sale at \$3,500.

Includes 4 HP Yamaha, 6000# Hydrahoist (no trailer), new mainsail,
 several additional sails including spinnaker,
 (6) winches, several lines, etc, etc. B dock.

Jim & Pat Wagor 918-745-0938



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www.windycrest.com
You can e-mail information
to the Board Members
via this webpage.



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2nd time it runs.

2011 WINDWORD ADVERTISING RATES

Commercial/Display Ads

\$50 Full Page
\$30 1/2 Page
\$15 1/4 Page

WSC Member -Display Ads

\$25 Full Page
\$15 1/2 Page
\$7.50 1/4 Page

VICE COMMODORE'S REPORT

Well, the sailing season is about over and the club championship is upon us. That would have to mark the end of sailing season for all but the diehard enthusiast.

An update on C dock is in order. There have been six chains replaced with two broken chains being spliced together until next season. That makes eight chains with six temporary chains in place to help hold the dock on the water. The plan at this time is to put "jumper" chain on the fourteen existing chains to strengthen them against the large swells that come with spring and high winds. The dock should be more secure than it has been for the last couple of years.

All of this work could not have been done without the dedication of Yul Schaffer, Terry Rainey, Jim Stinson and of course our main man, Jack Stewart. Over the last couple of months there have been others that have come to the rescue such as Greg Bledsoe, David Briggs, Patrick Hoey and myself, there have probably been others that I don't even know about. Not only are these members saving the club thousands of dollars, but they are saving C dock. C dock is the "backbone" of the club. For that we owe them an enormous amount of gratitude.

Thanks to all who have stepped up so far and to those who will help in the future as we continue to overcome this obstacle together.

Doug Lewis, Vice Commodore



Dear Windycrest Skippers,

Due to the influx of new members with keel boats this last sailing season we are sending out this request.

To those skippers who have not enjoyed the use of their sailboat in some time, we are asking you to consider moving from a slip to a mooring or a trailer. We realize that sometimes work gets in the way or you are active in raising the kids and sailing takes a back seat to life. We are asking those who may not be able to get on the water for another season or two to consider making room at the docks for those currently wanting to be an active sailor.

There is no pressure to move your vessel, there will be normal movement at renewal time, but we have thirteen presently on the "Slip Waiting List" with hopes of adding even more new members next season. It is hard to attract new members if we have a waiting list that could take a couple of years to work your way to the top.

Again, we are looking for those who know they will not be on the water anytime soon and would be willing to make room for those who can, those wanting to sail while having more convenient access to their boat.

Please give this some thought and let us know if you would be willing to move to a mooring or even a trailer.

Thanks,

Doug Lewis, Vice Commodore

Waiting Lists - September 6, 2011

Changes: For any changes, additions or questions about the waiting list, please call Doug Lewis, or email at vice.commodore@windycrest.com . Requests for water space, dry sail space upgrades and trailer space MUST BE MADE IN WRITING to the Vice Commodore. The list date is the postmark date if mailed, the date of hand delivery or date email is sent. Past due fees will cause removal from the list. Your membership must be current to be on the list.

Upgrade Slip List-Members who have a slip assigned to them, but want to change their location. They are considered first in slip assignments ordered by their request date, if an open slip meets their requirements.

07/21/2001 Rex Donley C to B
10/20/2005 Barbara Montalbano C to B
07/15/2011 Kevin Jackson C to B or D

Mooring Waiting List-Members who are waiting on mooring availability, are based on the date of their written request to the Vice Commodore.

07/11/2011 No moorings available

Slip Waiting List-Members who are waiting for slip availability on any dock, are considered based on the date of their written request to the Vice Commodore.

* indicates that they are presently on a mooring.

04/05/2011 John Keadly*
04/05/2011 Les Howard*
04/05/2011 Jeff Woodard*
04/24/2011 Kenneth Hill*
04/25/2011 Greg Conway*
05/03/2001 Jan Gavin
05/14/2011 Rick Floyd
05/20/2011 Yul Shaffer*
05/20/2011 Stephen Lyman*
06/02/2011 Jay Hobelman*
06/21/2011 Mike Palmer
06/24/2011 Roy Lagore*
07/21/2011 Patrick Hoey*

Passed on Slip List - Members who have Passed on slip assignment may request reinstatement on the Slip Waiting List with written request to the Vice Commodore.

06/02/1997 Ed Dailey
10/14/2001 Joann Chandler
01/30/2003 George Thomas
10/05/2003 Wendy Hawkins
02/03/2004 Darrel and Sally Daniel
04/01/2005 Margaret Hamlett
04/19/2006 Kurt Kraus
06/11/2007 Maurice Casad
09/02/2008 Clay Agent

11/28/2008 Bob Ibanez
05/21/2009 Stu Bernd
06/08/2009 Mike Dixon
10/22/2010 Preston Bannon
02/01/2011 Dave Runnels

Given Up Slip List- Members who have given up a slip in the past may request reinstatement at the top of the Slip Waiting List with a written request to the Vice Commodore.

02/22/1998 Bill Gent
01/01/2000 Fred Morgan
01/30/2002 Roger Siemens
06/30/2007 Chris Gill
02/01/2008 Doug Lewis
08/18/2009 IV McNamarra
01/04/2011 Richard Bunn
02/01/2011 Ron Reese

Travel Trailer Space Waiting List-

Members who are waiting for space availability, are considered based on the date of their written request to the Vice Commodore.

05/06/2011 David Williams

Passed on Travel Trailer Space -

Members who have passed on a trailer space assignment may request reinstatement at the top of the Travel Trailer Space Waiting List with a written request to the Vice Commodore.

02/27/1999 Barbara Montalbano,
10/30/2001 John Lissau
08/04/2003 Mark Romeo
10/09/2004 Reid Barcus
10/10/2004 Joe Perrault
10/11/2004 Terry Danner
03/28/2006 Steve Goff
04/01/2005 Margaret Hamlett
04/01/2005 Diana Locke Opalach
07/01/2005 Sam Mieir
11/30/2010 David Runnels



A reminder from the Windycrest Store-

Please be sure to contact me for any Windycrest Store needs, either at club events, by phone or email. If ordering clothing it is possible to just order one of a wide variety of items. Jackets, slickers, fleece vests, wind-breakers with or without linings, short or long sleeve polos, and denim shirts are just some of the things that can be ordered with the Windycrest logo.

In-stock items include:

Burgees Lapel pins
Koozies Caps
Soft lunch coolers,
And some youth denim shirts



Do let me know if there is anything you would like to order.

Judy Andrews
918-398-3832
jaandrews@cox.net

MAILING LABEL/ADDRESS CORRECTION

Please check your mailing label. If you find errors or want to correct or change something, please contact Pam Low at 918-749-3166 or pglow@sbcglobal.net.

MS Regatta





Photos provided by Richard Ferguson

It's a Fine Line

Written by: Doug Lewis

Continued from last month's issue of the Windword.

With further inspection we discovered that it was not the tiller, but a three-eighths inch wing nut that holds the bolt that passes through the brackets and rudder that had broken in half. After placing the tiller back on the rudder and the bolt through the hole, we needed to find a replacement nut. Now you would think that a seasoned sailor would have spare hardware aboard, but keep in mind, I'm not seasoned.

After a little searching Harvey determines that the nuts on the ceiling of the cabin are about the right size, so we decide to utilize one. It seems that the nuts on the ceiling were anchoring nuts for the turnbuckles of the side stays, so we chose one on the downwind side of the boat. For those of you who do not know what a side stay is, let me just say, that if we were forced to turn the boat to a starboard tack, we could possibly snap the mast. Now, with the tiller problem taken care of, we could tackle the problem we had created by disconnecting the side stay. After fifteen or twenty minutes of searching we discovered that six nuts and bolts holding the motor mount were three-eighths inch, so removing one should not be cause for immediate concern.

With these problems addressed, now it was time to relieve some stress on the boat. We decided that the genoa was too much sail and that the jib would be more appropriate. The hurdle I now faced was getting one of the crew to go out on the bow and lower the sail. Paul, Rick and Harvey decided that it was my boat and I would be the most experienced for the task at hand. So I donned a life jacket, clipped on a whistle and worked my way to the bow straddling the fore stay. Now you're probably thinking, "What about a lifeline?" Looking back, I think the same thing.

Knowing that seven-foot swells would sweep me away if I were to fall overboard, I would in all likelihood be swimming five miles to shore. With that kind of incentive, I clung to the boat as if my life depended on it. Getting the genoa down and raising the jib took about twenty to thirty minutes. All the while

the boat was climbing the face of each swell and sliding down the backside only to dip the bow. With my weight, it would dip to where water would rush over my legs. When I finished attaching the jib I tried to make my way to the mast to raise it, but found that I was so weak I couldn't stand. So I crawled to the mast, raised the jib and then crawled to the cockpit. Making my way to the low side, I laid down, stretched my head to the side and proceeded to chum. I don't know if it was the excitement, the motion, or just plain fright, but I heaved for hours.

I have to be thankful that my crew did not throw me overboard at this point, for if memory serves me right, I groaned for the next four hours. Down the backside of each wave I would moan and about every third wave I would be splashed with over spray and give a sigh. So it went something like this..... "Ohhh...Ohhh.....Ahhh....Ohhh....Ohhh....Ahhh....." for four straight hours. I could not count how many times I heard, "Could you just SHUT-UP!!" Luckily, with the dawning of the sun, so did my appetite, thus saving me a long swim.

Sometime around 0400 hours we passed through some phosphorous leaving a glow trail in the water. Paul being the funnyman that he is, took a bucket, dipped it in the water and poured it over his six foot three inch frame and proceeded to demonstrate what a giant lightning bug would look like on the fore deck of a Catalina 22. It probably would have been a little more humorous if I would have been in better shape. Nonetheless, it was enlightening for Rick and Harvey. Just before sunrise the winds calmed and the swells subsided giving us smooth water for the remainder of our cruise to Galveston.

By early afternoon we were just a few miles outside

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of the bay when we noticed the tiller had some play in it. With a closer inspection we noticed a crack in the rudder that would flex with even the slightest movement of the tiller. Since we were in light air and calm seas we chose to sail on into the bay, but had a back-up plan in case of rudder separation.

As we gently sailed inside the outer peninsula, with the park on the right and the Coast Guard station on the left, we had a sloop that kept crossing back and forth the narrow strait off our bow, as if to challenge us to a race or something. It wasn't long before he grounded himself on a sandbar in the shallows by the state park. He must not have had a chart, because the one we had clearly showed shallow water in that area. Now, we would have rendered assistance, but we had our own problems and besides, we were within sight of a Coast Guard station.

After securing a rental slip and stowing the sails, we searched out and purchased a fiberglass patch kit from a local marina. Upon checking into a nearby motel we proceeded to work on the rudder, one patch that afternoon, another before bedtime and the last before breakfast. By lunchtime Monday afternoon the rudder seemed pretty solid and now it was time to make a decision. We were only 92 miles from the truck and trailer, which we could easily reach with a rental car. Or, we were 92 miles from the truck and trailer and we could be there by tomorrow with a steady breeze, it was unanimous, we chose the breeze.

Now, I don't want you to think we had thrown caution to the wind completely. We stopped at the Coast Guard station upon our departure and asked a crewman if they had any charts we could purchase or look at. The young man we were speaking with told us they did not have any for sale, but left the docks only to return and inform us that his captain had told him we would not be allowed to look at theirs for liability reasons. So we informed him that we would be calling if we became distressed and for them to remember that we had asked. He was neither sympathetic nor amused.

The trip back was pretty much uneventful, eight mile an

hour winds with reasonably calm seas. Not much more than you would expect from a lake in Oklahoma. If it had not been for that one storm cloud off in the distance around 0100 hours Monday night we would have had no excitement at all. With a lightening cloud directly in our path, we were forced to make a decision. We pretty much decided we had three options, we could sail straight to it, veer to the left and take a chance on shallow water or veer to the right and go further out. Keep in mind we are really brave guys with no open water experience, we chose to go out. Although we never caught up with the lightening storm we did manage to get twenty-one miles off shore in a 22 with the possibility of bad weather. What a display of courage and adventure (your descriptive is probably a little different).

With the dawning of the sun brought flat water and no wind. As disappointed as we may have been, there was nothing we could do but drift our way into port. The adventure that had started off with moderate winds and high seas was going to push us quietly back down the channel to our boat ramp with no one but us knowing the challenges we had just faced. Completing one hundred and eighty-four miles in the Gulf of Mexico on a Catalina 22, sweet.

Since that "Adventure", my wife and I have gone out a few times on our 22, such as twenty-three miles off the shores of Long Beach to Catalina Island and one hundred and twenty-eight miles on the Northern Gulf Coast Cruise with Fleet 77. We have always packed the required USCG safety equipment, a weather radio, a GPS and a current chart of the area. No GPS I am aware of beats a good chart.

So I guess what I am saying, is that with the more experience I gain from sailing, the more I know that the adventure back in '98 was not based on courage and bravery, but on ignorance and luck. And as everyone knows, the separation between the two.....is a fine line.

Dedicated to the memory of
Richard G. Crawley

2011 Windycup Windycrest Club Championship October 15th and 16th

Saturday Format

ALL REGULAR MEMBERS ARE WELCOME TO COMPETE!

Skipper's Meeting: 12:00 noon

First Start: 1 PM

Conclusion: In time for the Oktoberfest

Format: Fleet handicap racing. All boats (Keelboats and Centerboard boats) will start on one start. Each race will be scored separately using Portsmouth handicap. The USSA Appendix A Low-Point scoring system will be used with no throw-outs. Three races total are planned. The top three skippers will advance to Sunday match racing. If any of the top three skippers choose not to compete in match racing they must inform the PRO within 1 hour of race committee arrival at the dock. The next skipper(s) in finish order will be awarded a place in the match racing.

Sunday Format

Skipper's Meeting: 12:00 noon

First Start: 1 PM

Last Start: No later than 5 PM

Format: Round-robin match racing. Appropriate crew will be provided. Tentatively the Catalina 22 is planned as the boat for match racing. Enough races will be sailed to determine a winner. If enough races cannot be completed the winner will be determined by The Racing Rules of Sailing (RRS) Appendix C.

All racing will be governed by the rules defined in The Racing Rules of Sailing (RRS) except as amended by the 2011 Windycrest Sailing Instructions.

DO YOU STRUGGLE TO PAY YOUR WINDYCREST DUES ON TIME?

BEGIN PAYING YOUR 2012 DUES NOW!!

Last year the Board of Governors discussed advance payment of dues. We thought it might be helpful to some members to make smaller payments. If you would like to be able to make monthly payments to avoid a lump sum next January, you may estimate your dues for the year 2012 and begin paying in advance. Simply send in a check of at least \$25 with "2012 dues" written in the memo section. We will show the advance payment sum as a credit on your dues statement next year. Remember that fees are due February 1.



Notice of Series

Greater Tulsa Model Yacht Club 2011/12 Winter Series

November 20th 2011 – March 25th 2012

- 1. Event:** The Greater Tulsa Model Yacht Club will conduct the Winter Series beginning on November 20th 2011 until March 25th 2012 at Carol Williams Pond, Tulsa, OK
- 2. Rules:** The race/regatta/series will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), except as any of these are changed by the sailing instructions (<http://www.gtmyc.org/Home/GTMYCSailingInst.doc>), and by rules of the authority governing the waters on which the event is sailed. Sailing instructions are available online at <http://www.gtmyc.org>
- 3. Eligibility & Entries:** Eligible boats are remote control wind powered sailing craft.
- 4. Classes to race:** Classes receiving 4 entries or more will be placed in one-design fleets. Classes with fewer entries will be placed in handicapped fleets.
- 5. Schedule:** Beginning on November 20th racing will occur on Sundays with a start time of 2pm. Any Sunday when at 1:00 pm local time the wind is observed above 20 Mph or the temp is below 40 deg F racing is automatically cancelled for that day. See <http://www.gtmyc.org> for official weather report.
- 6. Notices to Competitors:** Notices to competitors will be made orally prior to racing that day. Notices may also be emailed to participants.
- 7. Changes to the Rules:** The sailing instructions may modify the rules.
- 8. Prizes:** There will be no prizes, however bragging rights are available
- 9. Scoring:** The regatta will be scored using the Low Point system of Appendix A, except as modified by the sailing instructions.

Questions: Contact IV McNamara s20sailor@gmail.com

Spectators are welcome!

If you are interested and want to take a test drive please contact IV McNamara and a loaner boat can be provided.



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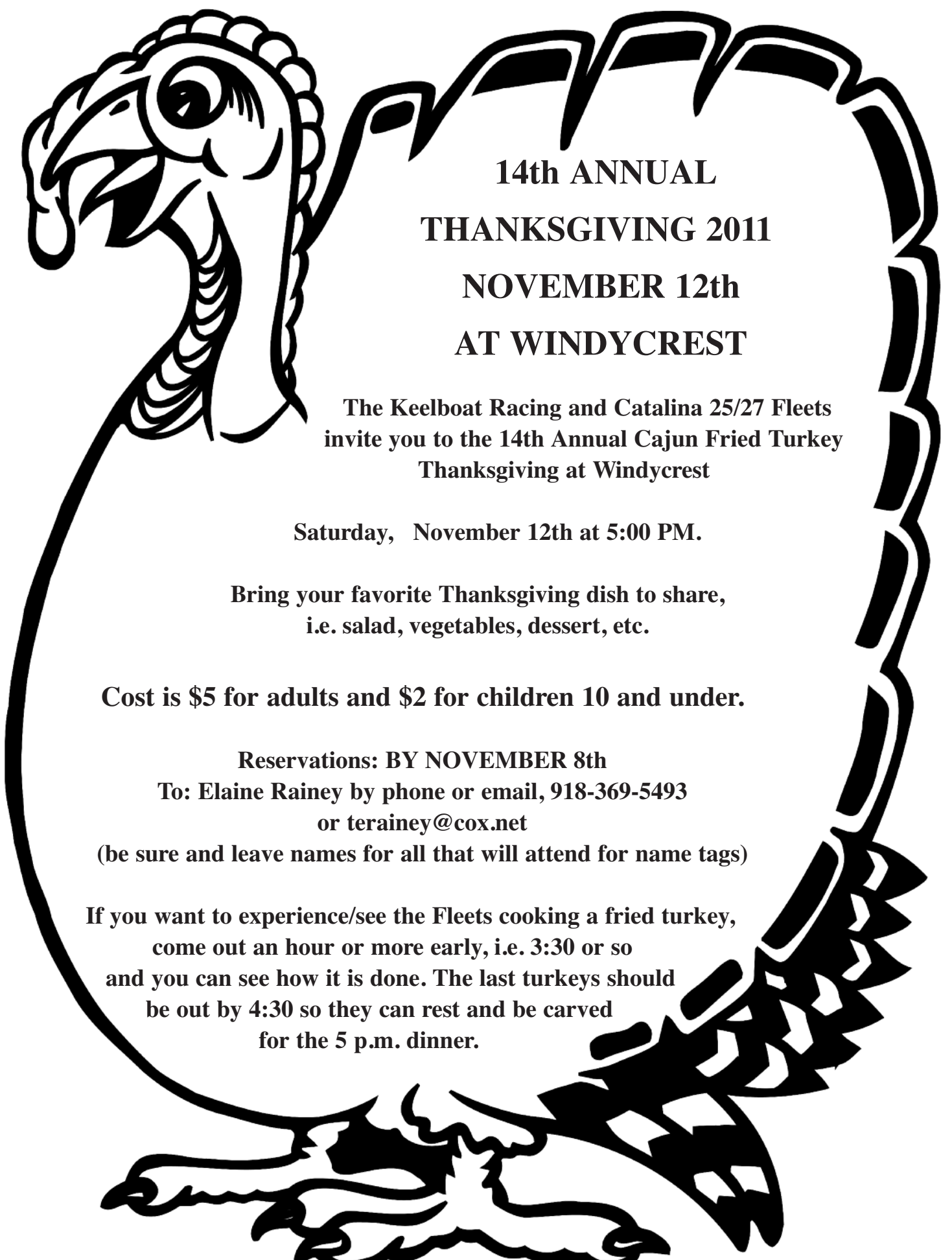
12th Annual Cajun Fried Turkey Saturday, November 12, 2011

Join the KBRF and Catalina 25/27 Fleets as they prepare fried turkeys

- Where:** Windycrest Pavilion
Time: 5 p.m., we will open the line (come out earlier if you want to see the fleets in action frying turkeys)
Cost: \$5 for adults and \$2 for children 10 and under
Bring: Your favorite Thanksgiving dish to share, salads, vegetables, desserts, etc.
(One Per Family)

RESERVATIONS: Terry and Elaine Rainey, 918-369-5493 or email to terainey@cox.net
by **TUESDAY, NOVEMBER 8th**

(We must purchase, thaw, and inject turkeys three days before the event
so we need a good count of people coming).



**14th ANNUAL
THANKSGIVING 2011
NOVEMBER 12th
AT WINDYCREST**

**The Keelboat Racing and Catalina 25/27 Fleets
invite you to the 14th Annual Cajun Fried Turkey
Thanksgiving at Windycrest**

Saturday, November 12th at 5:00 PM.

**Bring your favorite Thanksgiving dish to share,
i.e. salad, vegetables, dessert, etc.**

Cost is \$5 for adults and \$2 for children 10 and under.

Reservations: BY NOVEMBER 8th

**To: Elaine Rainey by phone or email, 918-369-5493
or terainey@cox.net**

(be sure and leave names for all that will attend for name tags)

**If you want to experience/see the Fleets cooking a fried turkey,
come out an hour or more early, i.e. 3:30 or so
and you can see how it is done. The last turkeys should
be out by 4:30 so they can rest and be carved
for the 5 p.m. dinner.**