

# **WINDWORD**

*Windycrest*  
SAILING CLUB

September 2016

- 9/18 CB Fall 6, 7 & 8
- 9/25 KB Fall 5 & 6
- 10/1 MC Scow SW Regionals & Steak Fest
- 10/2 MC Scow SW Regionals
- 10/3 BOG meeting
- 10/9 KB Fall 7 & 8
- 10/15 Windycup Regatta
- 10/22 Turkey Fry & Annual meeting
- 10/23 Winter series 1 & 2



# Vice Commodore's Report

## September 2016

20 year planning!

52 years ago a group of people came together with a vision for what has become Windycrest Sailing Club. Our club has grown from a handful of families who labored to cut in a road, build a boat ramp and install a small dock, into one with all the amenities we enjoy today! All of that started with a Vision for sailing on Lake Keystone. With the renewal of our land and water lease with the US Army Corps of Engineers it's once again time to make a vision for our next 20 years. This coming winter I will be hosting a couple of opportunities to meet and talk about our club's future, and where you want to see us in the next 20 years. All ideas are welcome! And be prepared to vet out your idea. We need to discuss maintenance issues as well as opportunities for improvement. I will survey our members and other sailing clubs in the region. And try to bring the best ideas back to the members. The most critical issues, and the best ideas will become goals from which plans can be made and implemented.

Here is my challenge to you. What do you want to see us do? Have you seen a feature at another sailing club and thought, "Windycrest should have that!" Do you have an idea for a program we can offer? What can we do to attract more members?

Put some thought into it. Document it. Provide examples and success factors. Then attend one of our planning meetings, share your idea, use other members to improve it and we'll see if it makes the cut.

Boater safety course

Did you know that the State of Oklahoma has an online boating safety course? Neither did I! During my process of rectifying my level 2 sailing instructor certification for US sailing I learned about the offering. I recently completed the test and received my Boater Education Card from the Oklahoma Highway Patrol. The course is incredibly detailed and offers a lot of really good information on safety, navigation, boat handling, and even sailing. The class costs \$29.50. You pay after you've completed and passed the exam in order to receive your boater education card. The State requires the course if you are 12 to 15 years old and will be operating a boat or PWC over 10 hp or a sailboat 16 feet or longer in Oklahoma. I highly recommend you take the class.

<https://www.boat-ed.com/oklahoma/>

The Breakwater

As many of you have commented to me, our small breakwater has been suffering from old age. The breakwater is old and in bad shape. Much of the underlying steel on it is deteriorating and it routinely breaks during bad weather. Luckily, we have a great crew of volunteers, who call themselves the chain gang, who provide maintenance on it as needed that would cost us several thousands of dollars if we hired a dock service company. They have been spending a lot of time maintaining the breakwater. It has been a possible line item for the board to replace it for the past several years and I am working through a process to determine exactly what it will cost. I have released an RFP to area dock construction companies on providing a turnkey solution. I have also researched how all the docks at Windycrest were built. I was surprised to discover that much like our current maintenance, many aspects of the construction were performed by volunteers. The Dock Committee, made up of Rear Commodore Drew Ziegler, Jack Stewart, Yul Shaffer, Facilities Manager Kevin Calman and Vice Commodore Myself will be evaluating proposed solutions next month. If we don't like any of them when we will explore a solution requiring volunteer assistance.



Vice Commodore report continued

#### Other Club Maintenance items

We are replacing the water pump on the high pressure washer. I learned more than I ever wanted to know about car wash high pressure systems. The main gate opener is also suffering from old age. We have put some Band-Aids on it that may get us some more use out of it and are evaluating options on replacing or upgrading the system. If any club members have experience with one of these systems from a professional access control or neighborhood assoc. I would love to have a conversation with you about your experiences. I'll buy lunch! Starting horns. Check. Look for new signage going up around the club. (We mostly mean Kevin. He is awesome.)

IV

Vice Commodore



## A Letter from the desk of the Rear Commodore:

Greetings Friends,

It is finally here, the best month of sailing all year, September! I hope that the Long Distance Race was exciting, and the Sail4Steve this weekend is a huge success. The following week is an off week, MC Fleet Meeting Friday 16<sup>th</sup>. Weekend following is the Keystone Intergalactic Cat Fight 24-25, Followed by the MC Scow Southwest Championship, Oct 1-2. Saturday night October 1<sup>st</sup>, we will have a steak cook out with world class musical act, Papa Foster and the Creole Gumbo. \$15.00 for Steak, Drinks, Music, Fun Times. Must RSVP.

**BIG BREAKING NEWS!!!!** Eric Burkhardt has volunteered to be the Training Director. We will be working together with the BOG and Future Rear Commodore to keep our programs rolling full steam ahead. I look forward to the progression of our future sailors.

Overall the year has been quite great for sailing. We had one of the best beach parties ever in August. We are getting a good flow of new members. Also great racing, I have a feeling that global warming is going to give us a great fall/winter/spring sailing, So get your boat ready and SAIL!

Drew Ziegler, 918-764-0848, [DREWZIGGY@AOL.COM](mailto:DREWZIGGY@AOL.COM)



Fleet Captains notice

The Windycup Regatta October 15 will be a new format this year. Mark your calendar now to come out and race, or spectate from the pavilion. We will be racing the club 420's in the bay.

More information and NOR to follow.

Jon Crump  
Fleet Captain





# MC REPORT - September 2016



Boats for Sale:  
Gary Schroeder in Lake Lotawana, MO has this MC for sale. It is #2503, which has a new style deck, nice trailer, etc. His phone is 816-578-4006. It would be a nice addition to the fleet. I am also considering selling #2363, the boat Drew sails



## Beach Party!!!

It was a great evening for the beach party. Nice wind and perfect temps (It was the night that got into the upper fifties) made for an excellent evening. Those who think the Club is only a bunch of old people should have been there.

## Racing and Knowledge

By now the Fall Series is half over and the MCSW Regatta is coming up on October 1 & 2. You can register online at

[http://www.mcscow.org/content.aspx?page\\_id=87&club\\_id=612443&item\\_id=562599#top](http://www.mcscow.org/content.aspx?page_id=87&club_id=612443&item_id=562599#top)

There is also a All Club Steak Dinner on the 1st, and all Club Members are invited. Look on the Windycrest site for details and reservations.

Below is an interview with Bill Dreheim by Jack Kern. Great questions and informative answers that I thought would be most interesting to the racers of Windycrest. Thanks Bill, Jack and RCYC.

### DZ #2162

#### 2016 MC Masters Nationals Recap

Bill Draheim and crew Mary Anne Hopper recently won the MC Masters National Championship at Lake Fenton Sailing Club. RCYC's resident 'Old Salt' Jack Kern asked a couple of questions about the regatta that were of interest to the RCYC MC fleet; they were also topics of conversation around the Gus Sails beer cooler at the regatta. Here are Bill's answers...

#### **How and where did you choose to start and how early did you set up?**

The first day the wind was across the short direction of the lake with velocity between 6 and 15 and very shifty. We always chose to start where the best velocity was and it varied every race. A lot of people like to approach on port tack but we always set up early on starboard tack, creeping along to where we wanted to be at the start.

The last day of racing, the breeze was consistently stronger than the first day but not as shifty and from the long direction of the lake. Unlike the first day, we did not necessarily choose to start in the dark water because the shifts and velocity were not changing as rapidly. Because it was easier to see the dark water lasting for longer duration, we tried to start in a position that put us in darker water for a longer period of time. One anomaly of the long beat was the position of the yacht club and how it affected the bottom end of course. A pin start meant the need to tack very soon onto port so we tried to avoid that. Once or twice boats on the line were pinching high and going very slow so we made the decision to give up our favorite position on the line and sail below them looking for a better spot where we could come off the line with speed.

#### **Did you have trouble holding your lane off the starting line? And if so, discuss your technique.**

One thing we do to help keep our lane on the starting line is to keep the weather board down until 20ish seconds to the start. It is important to stay farther away from the boat to leeward and closer to the boat to weather. We also work to be behind the boats to weather and leeward so we can 'hit the accelerator' with a few seconds before the start and be moving faster. If you are able to dig closer to the weather boat and go faster at the start, you shouldn't have any problem holding your lane. Being farther away from boat to leeward gives you the ability to fall off and go faster if you need to. If you can do those two things, you will know 5 seconds after the start that you can hold your lane (forever) and if you don't you will know 5 seconds after the start that you can't. Remember that sometimes to hold your lane, you might not be able to sail the upwind style that you want to. For example, if the boat to leeward is pinching you might need to as well until your bow gets in front of him. This change of normal upwind technique should only last until the fleet settles in off the starting line. Lastly, the only time we sail with traveler right on center line is right at the start.

**Discuss your management of the first weather leg as to sailing to shifts, dark water, side of the course, etc.**

The beats on the first day were very short because we sailed across short side of lake which meant we were never very far from the next dark water even if it was on the other side of the race course. The number one consideration was sailing towards the dark water (puffs) and looking well upwind (2 – 3 puffs ahead). We were not afraid to chase breeze across the race course because the legs were so short. One race we started near the left end of line and missed the first puff on the right and could see the next puff to the right beyond that one. It was so important to get to the dark water that we sailed thru the fleet, taking a lot of transoms. But, we got to the next velocity and rounded top mark in 18<sup>th</sup> (as opposed to 28<sup>th</sup>).

The day was a great day of puffs on both sides of the course making it easy to work upwind ‘connecting the dots’ (puffs being the dots). Some people made the mistake of getting into a lull/header combo and tacking. We only tacked if we were in a puff or attempting to get to one but never in a lull that was a header. Velocity can be a much more important factor than the compass heading when deciding where to tack.

It was still shifty sailing the third day but the long beats made the course much more predictable. It was easier to plan to get to and stay in the dark water for longer periods of time. It was not quite as nerve racking as the first day!

**Discuss decision making after rounding leeward gate for 2<sup>nd</sup> and 3<sup>rd</sup> upwind legs, if sailing in mid fleet as opposed to having clear air in front of you.**

We almost always made big gains at the gates. The first thing we try to do when evaluating where to go upwind is to start looking at the boats sailing downwind to gauge their angles and pressure. They are a good telltale for what will be happening on the upwind beat.

With shifty conditions like what we saw in this regatta, big gains can be made by rounding the proper leeward gate. Those gains can be made in different areas. If there is a simple wind direction change relative to the two marks and for a reasonable time in future, round the mark that is more upwind to get further up the course. For example, if the wind is lifted on port tack upwind, round the starboard gate going downwind. Sometimes wind velocity makes the biggest impact on the decision and rounding the gate that gets you to the new wind the quickest is most important.

Some sailors will let themselves get stuck because they are afraid to sail back thru the downwind fleet. Remember that it is the velocity or wind angle that dictates the tack, not the traffic. In addition, the fleet wasn’t that big to begin with so we did not experience big losses when we found it necessary to sail back thru the downwind sailors for velocity or wind.

It did happen one race that we were mid-fleet and all of the little tactical decisions remain. In very large fleets, you might have to wait longer for your spot to tack but in a 30ish boat fleet you should still be able to work the shifts (connect the dots) upwind. If you do that, you will be surprised how quickly you can move up thru the fleet. A lot of sailors aren’t disciplined enough to tack when they should and end up sailing longer on tacks (and out on the corners). Be patient. When the wind is very, very steady it becomes more important to not sail in other people’s bad air. But when it is shiftier and puffier, always take advantage of the velocity and shifts, even if you sail in dirty air.

**Assuming neutral direction wind, how soon did you jibe to port and go left on the downwind?**

It’s not break time. Huge gains can be made downwind because many sailors aren’t as disciplined about sailing proper (good) angles as they are on the upwind legs. Remember that you need to sail downwind in the puffs. The top guys will typically extend when they round ahead because they sail lower in the puffs. If the wind is steady, you don’t typically want to jibe right away at the offset mark because there is a big pack of upwind boats coming your way – a lot of dirty air. When you’re down the course a little bit, jibing to port generally works because boats that haven’t jibed also aren’t sailing down. It’s best to put yourself in a position to be able take the puffs down. This part of the sport is interesting because people tend to sail higher angles. It might feel faster but you’re sailing farther than the guys that are sailing down in the puffs. The best thing to remember is ‘think discipline when sailing downwind.





Paul Foerster, Olympic and Pan Am Games Champion, with Steve and Mary Snider. Steve is wearing Paul's 1992 Silver, 2000 Silver and 2004 Gold Olympic Medals, and Paul's Sailing Hall of Fame Medal. Steve and Mary are WSC Champions. We love you guys. And thank you Paul for coming to WSC for the weekend.









Well done father-daughter duo!



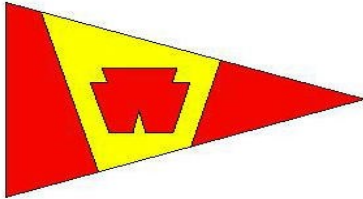


Colored boats are back. Mickey Hawkins just completed painting the hull on his Hunter 26 sailboat. As you can see the finish on his boat is like a mirror in which you can see the two cars parked next to the boat. The green boat is Kevin Calman's Catalina 22 and his boat used to be casket grey color. When he's out sailing you'll know it's Kevin because it's the only bright green boat on the lake.









## WSC Board Minutes August 29, 2016

### **The Windword**

The official publication of Windycrest Sailing Club

### **Windycrest Board of Governors**

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#### Sunfish/+95 Fleet

Skeeter Chilton 918-346-9518

#### Thistle Fleet Captain

Fred Morgan 918-245-6419

#### Centerboard Racing Fleet

Darrel Daniel 918-865-2719

Call Meeting to order: Marcus Fairless(Commodore), IV McNamara (Vice Commodore),absent Drew Ziegler(Rear Commodore), Sally Daniel (Secretary), Tom Proctor (Treasurer), Jon Crump (Fleet Captain), Harvey and Marsha Baker (Activities Captains), and Darrel Daniel (Past Commodore).

Guests that were present: Kevin Calman (Facilities Manager), Julie Stilwell (Windword Editor)absent, Don Goodell, Brett Stewart, Eric Burkhardt, Jo Ann Chandler, Dan Jarrett, Grant Bennett (applying Special Membership)

The BOG voted to accept all the membership tonight and want to welcome Grant Bennett into the Windycrest family.

**Don Goodell and Brett Stewart** were visiting tonight's meeting to ask for permission to use Windycrest facilities and to get involved in the Training. These gentlemen will get back with the BOG with the information that was requested at a later date. These gentlemen are involved with the Scouts.

**Dan Jarrett** was visiting tonight to ask Windycrest to see if the Hobie Cat Fleet could use the RC boat and side boats in their regatta. The regatta will be held on September 24 and 25. The BOG voted and agreed that the fleet could use them.

**Jo Ann Chandler** was visiting to see if Windycrest would be interested in hosting the Sunfish Women's North Americans. Jo Ann will get in contact with the Sunfish class to see what needs to be done and then she will get back with the BOG with the information.

**Eric Burkhardt** has volunteered to help with the Training. The BOG voted and agreed that Eric will be the new Training Director for the Sailing programs. Watch for the information in the Windword.

Approval of minutes of last meeting and secretary comments: There were no changes to the last minutes.

Windword editor comment: **Julie** was absent tonight and the Windword deadline will be on September 9<sup>th</sup>.

#### Treasurer report:

**Tom** passed the monthly finance statement: The statement showed that we are in good shape financially with expenses.

#### Vice Commodore report:

**IV** was absent tonight, but he sent his report to Marcus. He is working currently trying to find people to do the position of Secretary and Rear Commodore for year 2017. The break-water has been repaired and the front gate will be repaired soon. He also has some plans that will be discussed with the BOG soon.



## BOG Minutes Cont'd

Facility Manager report:

**Kevin** has been talking to the company that installed the front gate and they will get back with him. Also Kevin has fixed the pressure washer pump and has been changed too.

Activities Captain report:

**Marsha and Harvey** did not have anything to report tonight.

Fleet Captain report:

**Jon** did not have anything to report tonight.

Rear Commodore report:

**Drew** will be getting with Eric and discussing the procedures on how the Training program works. He also has been working with IV getting the new BOG officers.

Past Commodore report:

**Darrel** did not have anything to report tonight.

Commodore report:

**Marcus** reported that the Sail for Steve regatta will be September 10<sup>th</sup> and encourages people to participate in this event. He wants the members to look at the club's calendar for all the social events and races happening in the month of September

Meeting was adjourned at 8:30 p.m. The next meeting will be on October 3rd, 2016 at the Case Community Center at 6:30 p.m

Respectfully yours,  
Sally Daniel  
Windycrest Secretary

## Windycrest Classifieds

For Sale: J24 boat, trailer and hydrohoist - \$9900

Boat in good condition. New outboard engine with extensive sail inventory and other spares for sale. Hydro-hoist available separately. Please email Danny Rathan at [dgrathan@gmail.com](mailto:dgrathan@gmail.com)

More photos on following page







## Windycrest Classifieds

Seidelmann 25'cruising yacht, main sheet and controls hardware, internal halyards, jiffy reef, jib sheet winches/cleats, slotted aluminum toe rail, adjustable topping lift, bow and stern pulpits, lifelines and stanchions, inboard genoa track, cabintop handrails, self bailing cockpit, navigation lights, nonskid decks, halyard winch, deep 4.4 " keel, four bunks, foldaway table, interior lights, teak and holly cabin sole, lexan hatches, stainless sink, storage racks, 2 burner stove, swing base for mast, custom aluminum tiller, custom dual axle trailer with front steel access ladder, keel guide for loading, 9HP deep shank out board, Harken hardware, new cushions, many extras, and fiberglass dock box. New inside paint and bottom paint. The trailer was designed for frequent loading and unloading needs in mind.

Dry stored on trailer at Keystone Lake west of Tulsa.

Asking \$8500/OBO.



## Windycrest Classifieds

### Wanted:

A used mainsail for Catalina 25 standard rig.  
Contact Barend Meiling at: 918-752-7525

Selling my extra motor: Evinrude Sportwin. 9.5 hp, good condition, serviced, below NADA at \$400. Dependable and smooth running twin cylinder outboard.

Contact Paul at (ph) 918-812-8413

### 1989 Catalina 22

Trailer

Furling Jib

Honda 4 stroke motor

Call for details: **299-2237** Nic Ditolla

For Sale 3 New Trailer Tires and Wheels Never used. Kenda 4.80/4.00-8" Tire W/ white Wheel - 5 bolt on 4.5inch bolt pattern load range C. \$110

contact:

Jeff Woodard

[ratherbesailin@yahoo.com](mailto:ratherbesailin@yahoo.com)

(918)809-2935

J22 #922 fast boat, nice roll-on trailer, hydro hoist, lots of sails- all for \$7500

Contact Ken at [918 636 1214](tel:9186361214)

**Lift For Sale**

(Level Lift by Titan) Titan is 'Boat lift Marine'

Picture 11 on their web site is at WindyCrest

8000lb.lift built to 8800lb.D-Dock Slip 4

Clear Title 18 months old. Up and down about a dozen times.

\$7900

Mike Palmer

[\(918\) 991-8691](tel:9189918691)

