



## March

- 3/2 BOG Meeting
- 3/8 Daylight Savings Begins
- 3/9 Full Moon
- 3/14 St Patrick's Day Race
- 3/19 1st Day of Spring
- 3/29 All Club Tune up Race

## April

- 4/5 Spring 1 & 2 KB & CB
- 4/6 BOG Meeting
- 4/7 Full Moon
- 4/12 Easter
- 4/18 WSC Chili Regatta & Cook off
- 4/19 Spring 3 & 4 KB & CB

## Nautical Trivia Quiz

Test your knowledge of fun nautical trivia with a sailing focus.

1. Your disabled sailboat has been taken under tow. When a fog bank rolls in, what sound signals should you make?
2. What is the origin of the phrase "Son of a Gun"?
3. What is the origin of the term "mayday" for an emergency call?
4. What percentage of ocean water is composed of dissolved salts?
5. Where on a sailboat are you most likely to find an angel?
6. You have been sailing south through day after day of heavy overcast and fog and are thus unable to use your sextant to determine your latitude (and you have no GPS). How can you tell when you have crossed the equator?
7. Few people with *ancraophobia* become sailors. Why? What are they afraid of?
8. Every mariner knows the difference between port and starboard. Hundreds of years ago, however, a different word was used to refer to the left side of the boat. What is it and do you know the origin of these terms?
9. Is everything on your boat hunky dory? This phrase for feeling carefree does have a nautical origin, but it's not related to a small wood boat that is rowed. Where does the phrase originate?
10. Rum Punch is a favorite among sailors when the sun is over the yardarm. There's a delightful little verse to help you remember the proportions of the different ingredients in Rum Punch.  
One of Sour  
Two of Sweet  
Three of Strong  
And Four of Weak  
Name the four ingredients that are sour, sweet, strong, and weak.

Answers are somewhere in the Windword.

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**Editor's Notes**

New sections to the Winword:

**Letter to the Editor**

Let your voice get heard!

**Member and Fleet Articles**

What is your fleet doing? Recent Sailing Trip, etc..

**Classified**

Connection boxes for Crew and Skippers to meet.

[windword@windycrest.com](mailto:windword@windycrest.com).

**Editor's Log**

Wow, February!! Too damn cold and wet! Give me some sunshine. I find myself often in that dream state that comes around just before Sailing/Racing Season begins. Warm breezes, sunshine, and cold beer, too bad it is just in my dreams. But it not far away.

Every week something is being added or changed to the calendar. Everyone is coming together to put out a great year at Windycrest. So, you don't miss out, keep up with everything by going to Web Page. Check it often, somewhere between checking your horoscope, Facebook and your stock portfolio.

I missed an article last month from Danny Ziegler and the MC fleet. I am so sorry. Danny always writes a good read and usually has some great info to share. So, I put it in this edition. I would like I want to hear from all the fleets. Windycrest is a melting pot of boats (a term I learned in 9th grade Government), but we have one thing in common. We Have Fun!!!

I am excited that it seems we have a new member at every Board of Governors Meeting. New members mean new bodies, new boats, new energy; all of which is the life blood to Windycrest. I am going to add a space in the Windword to show off these new members. Maybe some of you, old salts can get with them, share a beer, tell some lies and learn/teach something new.

There is always space for a letter to the Editor, a chance to share any thoughts with the club. A classified section to sell stuff, buy something and locate skippers and crews, this is for all members and is not limited to boats.

As always: This is just my opinion, what the hell do I know.

Mark Hoagland, Editor.

# Letters to the Editor

Having not received any letter, notes, emails or complaints this will be empty this month.

Common on y'all, no one has anything they want to share?

## Answers to Nautical Trivia Quiz

1. A vessel under tow in fog should give one long sound blast followed by three short blasts. Repeat at two-minute intervals.
2. In historic sailing ships, women were occasionally smuggled aboard – and many naturally became pregnant in due course. Child birth at sea traditionally happened between cannons on the gun deck, and the child was recorded in the ship's log as a "son of a gun".
3. "Mayday" is said to have originated from the French phrase "M'aidez" – meaning "Help me"
4. Although salinity varies in different oceans and locations, on average sea water is about 3.5% dissolved salts.
5. An "angel" is another term for an anchor kelleet or sentinel. This is a weight that is suspended from the anchor rode some distance down from the bow to lower the angle between the lower part of the rode and the sea bottom, thus increasing its holding power while also providing slack to absorb the strain caused by gusts and waves, especially when there is not room to let out sufficient scope.
6. Water going down a drain swirls counterclockwise in the Northern Hemisphere and clockwise in the Southern Hemisphere. This is called the Coriolis effect, which also influences ocean and wind currents. Fill the sink, pull the plug!
7. Ancaophobia is the fear of the wind.
8. The term originally used for the left side of the boat was "larboard". Given its similarity in sound to "starboard", you can see how the term "port" became preferable over time. "Starboard" derived from Old English terms for steering board (on the right side of historic ships). Larboard possibly came from the words for loading and board – and ships were traditionally docked on their left side for loading. "Port" is thought to have the same meaning: the side to put to the wharf when in port.

This was received by email from Richard Ferguson.

*I have only recently learned that Joyce Brennan passed away on November 22, 2019 from multiple complications including congestive heart failure. Mike, who is a Past Commodore of Windycrest, is presently moving into an apartment at Eagles Trace in Houston, TX; I do not have his apartment number, but his phone number and email in the directory are correct. For those of you who knew Mike I sure you will keep him in your thoughts.*

*Richard Ferguson*

Editors Note: I am sure many of you got his email but I wanted to share here as well. To my knowledge I do not know Mike or Joyce, but as a member of Windycrest and a man of faith, two things that have put Joyce and Mike in my thoughts and prayers as I know many of you have.

mth



9. Sailors in port in Yokohama liked to visit Hunki- Dori Street when they felt "carefree". Which was in the center of the city's red light district where sailors were wont to go after a long time at sea.
10. Rum Punch can be made in various ways, but this ditty helps you recall the basics.
  - one part sour—lime juice
  - two parts sweet—sugar syrup
  - three parts strong—rum
  - four parts weak—water or any lighter juice

**editor's note: save the water!**



From around the world and your own backyard.

## News

### [America's Cup: Match Conditions and Dates confirmed for Match and Prada Cup](#)

by America's Cup Media 12 Feb 21:21 PST 13 February 2020

**Following a successful mediation, the America's Cup Defender and Challenger of Record have come to an agreement on the Match Conditions for the 36th America's Cup presented by Prada.**

The two sides came to a consensus after engaging in an official mediation process run by the America's Cup Arbitration panel chairman David Tillet (AUS).

As part of the agreement, the wind range for racing in the America's Cup Match will be 6.5 to 23 knots.

The agreed racing schedule for the America's Cup Match has two races per day planned for March 6, 7, 10, 12, 13, 14 and 15. Additional reserve days have been scheduled but the intention is to complete the event on the weekend of March 13/14, weather permitting. Racing is planned from 4pm onwards each race day. The winner of the America's Cup Match will be the first team to score seven points.

The parties also agreed on certain conditions in respect of the Prada Cup due to be issued by June 30 2020. The racing will consist of four Round Robin sessions over January 15, 16, 17, 22, 23, and 24, followed by a repêchage round over January 29, 30, 31, and February 2, with the first-to-seven-points Prada Cup Final taking place over February 13, 14, 17, 19, 20, 21, 22.

The following wind range for racing has been agreed:

Round Robins and Repêchage: 6.5 to 21 knots  
Prada Cup Final: 6.5 to 23 knots

In addition the parties also confirmed Course Location Guidelines for the Race Director when selecting the Auckland racecourse locations for all the Auckland events including the Match for the 36th America's Cup presented by Prada. To view the Settlement Memorandum [click here](#).

The first competitive action of the 36th America's Cup presented by Prada will be in Cagliari, Sardinia from April 23 – 26 at the first of three ACWS regattas taking place during 2020. Further ACWS events will be held in Portsmouth, England on June 4 – 7, and in Auckland, New Zealand in December 17 – 20.



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**WSC Board Minutes of Meeting for February 2020**

February 3, 2020

(February) BOG Meeting

Call Meeting to order: Skeeter Chilton (Commodore), David Hyman (Vice Commodore), Lisa Weatherholt (Rear Commodore), Dan Jarrett (Fleet Captain), Maurice Casad – (Secretary), Gary Worley (Treasurer), Mark Hoagland (Activities Chairman), Christian Supernaw – absent (Facilities Manager), Jo Anne Chandler –absent (Past Commodore), Carmen Skelton – (Webmaster)

**Guest:** Ellen Ede, applicant for membership.

Meeting was called to order at 6:37 pm.

Ellen Ede has applied for membership to WSC. She has recently purchased a used Sunfish. Her membership application was approved, her dues were paid, and she is now a new member. Please welcome Ellen to the club.

**Old Business:**

Correction to the January BOG Minutes of Meeting - Please note that in the January BOG Minutes of Meeting, what was included as the Commodores Report should have been included as New Business.

A change to the WSC ByLaws was discussed. A proposal was made at the January board meeting to add the following to the ByLaws -

“Addition to Bylaws Article XIII – Collection of Dues and Fees, Sec. 3 f.

Part A Dues shall be waived for Board of Governors positions, plus Communications positions Windword Editor and Webmaster during the year(s) serving and contributing as a member of the BOG or Communications positions. This is to compensate for time and resources spent performing the tasks and functions of the positions. This goes along with BOG Rule 7.”

Also, in consideration of the length of service and contributions in the past, dues shall be waived for the previous Windword Editor and Webmaster for service in 2019.

A discussion ensued on this change and the best way to incorporate the change, whether to add to the Bylaws or as a board action.

After consideration, a motion was made and seconded to approve the addition to the Bylaws of waiving fees for the BOG and Communications positions.



**New Business:**

The idea of a multi-date work day system was discussed, where specific work could be assigned to specific groups of club members to try and better utilize the talents of club members and get some problem areas taken care of instead of having one club wide work day. The advantage of this would be that smaller groups with the necessary talents and tools could be more effective; the disadvantages were that trying to have multiple work days would make it more difficult to distribute the new club directories, more difficult to schedule on peoples calendars, and the one work day system is a great opportunity to see people you don't always get to see at WSC.

A possible compromise could be to stay with the one scheduled workday remaining as-is and then specific work tasks tackled by specific groups would be considered. The current system allows for members who can't make the scheduled workday do another activity of at least 6 hours duration at another time to get the workday credit.

**Secretary Report:**

The January 2020 Minutes of Meeting were approved.

Work on the new WSC directory is underway. We will be considering using another printer this year due to some printing errors on last year's directory.

If anyone has any interesting photographs that might work in the new directory please forward them to the club secretary, he would very much appreciate it.

**Treasurer Report:**

A motion was proposed to accept the Treasurer's report; it was seconded and approved.

The new 2020 budget was reviewed and discussed; it is essentially the same as the 2019 budget.

The renewal membership packets that have been received to date were handed over to the Secretary to update the WSC member database.

With the addition of the PayPal/credit card payment option, two club members opted to use this method of payment for dues this year.

Members are reminded that the deadline for submitting the renewal applications and dues is February 1<sup>st</sup>, with late fees applying after February 15<sup>th</sup>.

**Activities Captains Report:**

Mark Hoagland, the Activities Captain and his wife Pam plan to be at WSC on February 15, the day after Valentines Day and will have S'mores and roses for the ladies if anyone is interested in joining them for an evening at the club.

The dates for the next Chili Cook-off were discussed and a date will be determined.

**Webmaster Report:**

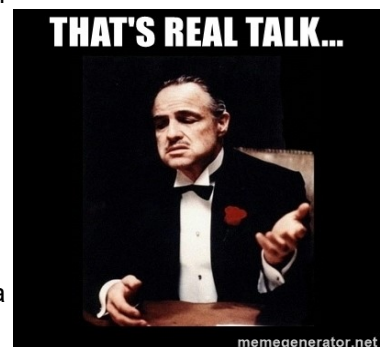
Carmen Skelton, will be updating the WSC Google page.

**Fleet Captain Report:**

The Kansas City J22 fleet would like to come to WSC on April 18<sup>th</sup>, 2020 for a regional regatta to include in their race series.

A new automated starting horn system has been ordered and will be installed on the committee boat.

A preliminary race schedule was issued. The first scheduled race will be the St. Patrick's Day Race on Saturday, March 14<sup>th</sup>.



**Vice Commodore Report:**

The breakwater in the cove protecting the WSC docks has been resecured, but some of the baffles that serve as the wave mitigation devices are missing, having sunk to the bottom of the lake. WSC is in talks with Jay to add additional baffles to keep the breakwater functional.

Electricity repairs still need to be effected at the docks. David will be investigating the extent of the required work with WSC member Bill Reynolds to determine the extent of repairs and the most expeditious method of getting the repairs made.

**Facility Manager:**

No report this month.

**Rear Commodore:**

Lisa Weatherholt will be meeting with interested parties to try and get more interest in activities at the club. She will try to rejuvenate Women of Windycrest, the Sunfish fleet, and gauge in specific sailing lessons.

Lisa also requested that WSC consider reimbursing volunteers who help with training and activities at the club and receive First Aid/CPR training. The cost for this training is about \$60, and it is of value to the club to have volunteers with this expertise.

Commodore: No further report to what was already discussed in the meeting.

The next meeting will be on March 2<sup>nd</sup> at the Case Community Center at 6:30 pm.

Respectfully yours,

Maurice Casad

Windycrest Secretary







## **The Hull Truth, or the Testimony of the Vice Commodore**

by David Hyman, Vice Commodore

Geez, I love bad puns. Now to the important things:

### ***No. 1: THE TALE OF THE BREAKWATER.***

The main breakwater is fixed for now. Recall that the winter storms parted several of its anchors and, restrained by only a single anchor, it pivoted toward C Dock threatening havoc. We are fortunate that our Chain Gang reset a couple of new anchors and saved the day until permanent repairs can be made. Thanks to Gang members Yul Shaffer, Bob McGinnis, Jack Stewart, Richard Ferguson, Randy Bell, Karey Low and facilities manager Christian Supernaw. You saved us.

Now, we must substantially renovate the breakwater once the weather improves, adding additional new anchors and anchor chain, and new baffles (the parts that hang below and defuse the rough water). Although the breakwaters are well-built of strong steel and are very robust, there are two natural conditions constantly tormenting them. The first results from the club's location. Windycrest cove is aligned directly to the southwest; if you sail a straight line out of the cove, you won't hit the opposite shore for almost two miles. So, when a strong southwest wind blows across the lake, the waves that hit the breakwater have had two miles to grow big and fearsome. Standing in the pavilion watching such a blow and you can see the beating that the breakwaters take to block those hefty waves. The second is the unusual salinity of Keystone lake water due to natural salt formations that the Arkansas river crosses upstream. Though Keystone isn't quite as salty as seawater, it's corrosive enough to decompose the steel chains that anchor our docks and breakwaters. Combine these two phenomena and the anchor chains disintegrate and fail in only a few years. Our anchor chains are just like the tires on your car; they keep wearing out and you have to keep replacing them or the thing doesn't work at all.

### ***No. 2: WORK, WORK, WORK PARTY 2020.***

Don't make any other plans for Saturday, May 9. Mark it down. There will be a lot to do as a result of 2019's major flooding. Docks, pavilion, pathways, general cleanup, bathhouse, to name a few things need much care and attention. We know of a lot that needs work, but please email the Vice Commodore about that pet-peeve item(s) you would like to see repaired; we'll see about putting it on the work schedule. For example, if there is a board loose at your slip, or if the electricity or water there doesn't work, let me know. Or, if you have sat on a chair or bench in the pavilion and found it had a broken leg or flaky paint, let me know.

### ***No. 3: A VERY GOOD WINTERTIME READ.***

Although I didn't learn a marketable skill by majoring in English, I did discover that a lot of books become "classics" simply because they are really good to read. Just so with Joshua Slocum's sea-going tale, *Sailing Alone Around the World*; it's a genuine nautical classic because it's riveting good story. It's so good that although it's over a hundred twenty years old, it's now become available as a free read aloud podcast. Listen to it here: <https://podcasts.apple.com/us/podcast/sailing-alone-around-the-world-by-joshua-slocum/id866419426> or at <https://player.fm/series/sailing-alone-around-the-world-by-joshua-slocum>.



**No. 4: YOUR BOAT DOESN'T TAKE CARE OF ITSELF.**

And no one else will, either. A short drive to the lake now could save you a lot of trouble and money. Winter has come to Keystone bringing strong winds, rain, ice, and big rolling waves. So check your boat now, especially if it is in a slip or mooring. Make sure that your boat is well-secured to the dock or mooring buoy with strong, unfrayed dock line. A frayed or unsecured dock line or mooring line can easily tear loose in a winter storm allowing your boat to crash into the dock, the rocks or another boat. Be sure that your hatch is closed. A boat with an open or cracked hatch will fill with water fast (it has happened). Be sure that your sails are not blowing free. An unsecured sail will quickly fill with wind and, if it doesn't shred to rags, it will drive your boat to places it shouldn't go. And if you have a Hydro Hoist, make sure it is properly floating. Don't rely on another club member or the club caretaker to secure or to save your boat. Your boat is your responsibility and no one else's! Damage caused to the club's or another member's property due to your inattention to your boat will be at your expense.

**No. 5: WINTER SAILING IS A VERY GOOD THING.**

There are some awfully great sailing days this time of year in Oklahoma. Many days are sunny and over 60 degrees. Some call this perfect football weather because it's conditions are delightful for sitting outdoors under an open sky. We like to call it instead perfect sailing weather. Sail out on days like that and you'll find yourself tossing your jacket below (if you have a "below", of course) and cruising in shirtsleeves. So, when you come to check on your boat, go ahead and pull out of your slip and raise a sail. It's surprisingly enjoyable.

*THAT'S IT. NOW COME OUT TO THE LAKE AND GO SAILING WITH YOUR FRIENDS.*



**WSC Sunfish sailing for Women 2020**  
**February 25 at 6:30 pm**  
**Charlie & Nancy Keithline's house**  
**1348 East 43<sup>rd</sup> Ct. Tulsa**

(Brooktowne development, RSVP\* to get gate code)

**Hors d'oeuvres and beverages**

**Women who are interested in learning to sail,0**  
**let's get acquainted and organize for this sailing season**  
**0\*RSVP to Nancy Keithline 918-527-1959 text/call**  
**0L0isa Weatherholt, Rear Comm 918-497-0624 text/call**

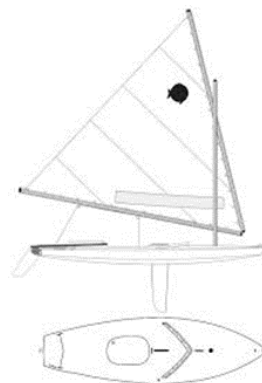
WSC BYLAWS Article 1, Section 2.

**The purpose of this organization shall be to encourage the pursuit of sailing**, as a recreational activity and as a competitive sport; **to teach** the art and rules of sailing; **to engender a spirit of sportsmanship** among its members, their families and **within the community**; to promote the teaching of the methods, techniques, and sciences of sailing to both adults and young people; to develop new methods, techniques, and ideas for the improvement and aerodynamics of sailing and sailing craft; and to handle and promote regattas on a local, district, regional and national basis for the racing and competition of sailing craft.

**Why is a section of the Bylaws in this article??** Here's another question:

**Did you even know that this is IN the Bylaws?** It's part of the mission of the club--to promote learning at all levels and to build community.

A few days ago, I met with another WSC member who wants to learn to sail a Sunfish. She also wants to help the (future) community of novice sailors to do the same by providing spaces to meet AND to learn about Sunfish sailboats—how to rig them, learn the vocabulary of sailing such as parts of a boat, knots, etc. We can practice rigging while staying in Tulsa, and meet without worrying about unfavorable weather. And whatever you learn on a Sunfish is transferable to any other sailboat. We have planned our first meeting for women who are interested in learning to sail on Sunfish sailboats. Check the text box for details—it is on FEB. 25.



This is also the time of year that we (myself & other volunteers) will be planning details of the Junior sailing program. If you are a parent/grandparent whose children will be participating this year, please call or email me with questions. I will be emailing parents from past years to get input. If we organize in the springtime, we can possibly get a head start by sailing on keelboats whenever possible. Honestly, I am spooked by last year's terrific flooding. By communicating early in the year we can make the best of whatever the weather gives us.

Lisa Weatherholt  
 Rear Commodore

"This beginning motion, this first time when a sail truly filled and the boat took life and knifed across the lake under perfect control, this was so beautiful it stopped my breath."

Gary Paulsen, *Caught by the Sea*

## WHY RACE SAILBOATS?

For the thrill of it! For the fun of it! For the competitive flair! To learn sailing at its best! People sail for a number of reasons. Thousands of years ago, in prehistoric periods and ancient days, sailing was a way to get from one point to another, and it was often also basic to livelihood (i.e. for fishing). With the advent of powered ships in the 19<sup>th</sup> century, sailing became primarily a recreational pursuit. Today, one might classify recreational sailing into three primary purposes:

**Day sailing** - Recreational sailing in small boats suitable for one to six people, with minimal if any accommodations for living aboard.

**Cruising** - Boats typically have overnight accommodations, allowing the sailors to go from one port to another over a period of days.

**Racing** - Where boats compete by sailing through a defined course. Racing boats can be small one person craft, but can also range up to ocean racers 60 feet or more in length with crews of ten or more.

If you are a sailor, racing is the way to build your sailing skills the fastest. Even a sailor who has spent several years sailing a cruising vessel will generally learn more about boat handling during a season of racing small boats than they have during the several years of cruising.

Most of us have heard of the America's Cup, or various other ocean racing events. We may also realize that sailing is an Olympic sport. But most sailboat racing is done at sailing clubs on lakes local to the home of the participants; like **Windycrest Sailing Club**. The world renown skippers almost all started sailing in local clubs, and many of them still do! Many people who cruise or day sail also race, to improve their sailing skills, or just for the fun of it.

It is relatively easy to get started into small boat racing. It is not an expensive sport either. Give it a try! Come sail with us at **Windycrest Sailing Club**.

From [huestonsailing.com](http://huestonsailing.com)

## IT'S TIME TO RESERVE YOUR PRO AND RACE COMMITTEE DATES.

**Sign up now to be either the race day PRO or a Race Committee team member. Act now to get the dates you want.**

### Here is how to do it:

1. Go to the Windycrest calendar: <http://www.windycrest.com/Calendars/calendar.html>;
2. Look at the race dates highlighted in yellow;
3. Find a race date that hasn't been taken;
4. Send the Fleet Captain an email stating that you want to be either the PRO or a Race Committee team member on that date: [fleet.captain@windycrest.com](mailto:fleet.captain@windycrest.com).

**Remember, it takes two dates to be exempt from Part B dues and 2021 Work Party in addition to attendance at the PRO/RC training seminar in March.**

## NOTICE OF RACE

# The Third Annual Windycrest Sailing Club St. Patrick's Day Regatta

**Saturday, March 14, 2020**

**PARTICIPATION:** This is the season-opener regatta and is open to *keelboats only*. Skipper and crew must wear an item of green attire in order for a boat to be scored. Spinnaker and Non- spinnaker classes of boats may be designated at the discretion of the Race Committee.

**LOCATION:** Racing will be held at WSC on Keystone Lake, Oklahoma.

### SCHEDULE of EVENTS:

Saturday, March 14, 2020:

9:30 - 11:00 a.m. - Coffee, juice and light breakfast in WSC pavilion. 11:00 a.m.

- Skipper's Meeting in the WSC pavilion.

12:00 p.m. - First Start. Additional races will follow as time permits. Results will be announced as soon as scores are tabulated.

Following racing, the awards will be presented and appropriate refreshments and Irish Cheer will be spread in the WSC pavilion.

**RACES:** It is anticipated that there will be at least four (4) races in the regatta. No race will start after 4:00 p.m.

**AWARDS:** Awards will be appropriate for the St. Patrick's Day holiday and will be presented to as many finishers as the club can afford. No leprechauns will be harmed in the production of the awards.

**CREWING:** If you want to sail but don't have a keelboat, or if you have one but would rather crew than helm, email the Fleet Captain and we will do our best to get you onto a friendly boat. And if you need a crew member, email the Fleet Captain and we will try to find friendly crew members for you. There is no decent reason to miss this fun day.

**RULES:** This event will be governed by The Racing Rules of Sailing for 2017-2020, prescriptions of US Sailing, the 2018-2019 Windycrest Sailing Club (WSC) Sailing Instructions, and further instructions as announced by the PRO/Race Committee during the event.

**SCORING:** The event will be scored under the Low Point System described in the Racing Rules of Sailing Appendix A. For each 5 races sailed, a boat's worst score will be excluded. Boats will be scored based upon PHRF Time-on-Time Handicap System as administered by WSC.

**QUESTIONS/COMMENTS/CONCERNS?:** Email the WSC Fleet Captain:

[fleet.captain@windycrest.com](mailto:fleet.captain@windycrest.com).





Here it is February, and we are going quickly towards March. Mother Nature is truly doing her best to provide Oklahoma style weather. Grey and Cold to Sunshine and Warm all in a 8—24 hour period.

Things are beginning to pick up and get scheduled around Windycrest. March will give us the third annual St. Patrick's Day Regatta, we are expecting great weather and a great time. There is a NOR (Notice of Race for you new comers) in the Winword, check it out. It is a fun chance to shake the cob webs out of your boat and out of your head.

Valentine Day came and went, I hope all of you did something nice for your Valentine. Pam and I came out to Windycrest on Saturday the 15th, built a fire and enjoyed the evening. Victor and Amanda Wandres brought Calliope and Hudson; we had a great time. We burned up a bunch of marshmallows, not sure if we ate any smores but Hudson had fun catching them on fire. Calliope and Hudson played us some music and we all had a great time.

I am working with the people involved to get some of more events set up. The chili cook off will be on April 18th and will coincide with the Spring Invitational. Information will be sent to the web page very soon. We are trying to work out a date for a Mud Bug Party while the bugs are in season.

Couple of other new things in the works is a cooking demonstration and dinner with Nancy Keithline. We are looking at May 5 for this event so look out for the announcement.

In June (June 20) we are going to have a movie night at Windycrest. A movie, some treats, popcorn, and maybe even Sailing Jeopardy.

You will see more about these happenings as they are organized, both on the web page and in the Winword.

That is it for now.....

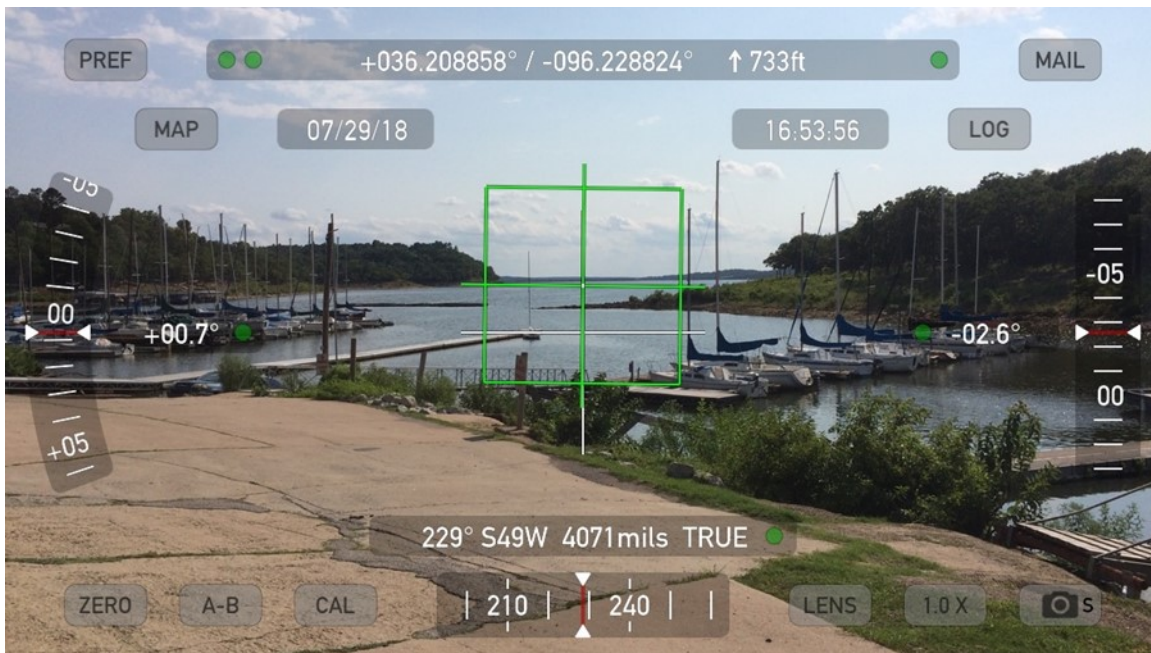
Mark Hoagland

Final Note: We are not far from Beach Party season. If we have beaches this year, I will be looking for groups/ fleets to help make it happen.



*Life is short, Break the Rules. Forgive quickly, Kiss slowly. Love truly. Laugh uncontrollably and never regret ANYTHING That makes you smile.*

Mark Twain



## Winter MC Report

Happy 2020 everyone. Hope everyone made it through the holidays unscathed. I've been to the club a few times since Thanksgiving, not only to check on the boats but mainly because the weather has been so nice. It looked to me most everyone's boats and slips seemed to be in good shape overall.

We haven't had much MC activity lately. We normally have a winter party for the fleet in January. This year the Club is having its Xmas/Awards in January, so maybe Fleet 32 will do something in February or early March. We'll poll whoever shows at the Club party and work from there.

A membership dues invoice should be in your hands. Call the Club Secretary if you do not have yours. Pay by February 1st. A late fee kicks in after February 15th and, speaking as a past commodore, you will be assessed and will have to pay any late fees incurred. Demystify late fees by paying by on time. Oh yes, this year dues may be paid by credit cards for a small transaction fee.

Another thing I heard over the winter was that the Women of Windycrest sailing group was planning to start up again this spring. Talk was it would be Sunfish oriented, but you never know. Perhaps it will be in conjunction with the regular training programs. It would be really nice to see it happen. If you might be interested contact the Rear Commodore.

Lastly, I need to fix some issues (gelcoat dings, replace a spreader bracket, grease wheel bearings) on my boats for the coming season. If any other MC owners need to do repairs perhaps we could get together as a fleet and have a activity/repair day this spring.

Sail On, Danny Ziegler

**BOATS and More****SNIDER HOME FOR SALE 935 Barker Creek Drive**

In accordance with the bylaws of the Embarcadero Housing Edition Covenants, we are extending an official 30-day first-right-of-refusal to WSC members to purchase this wonderful lakeside home.

The home is a 2184 sq. ft. 3-Bedroom, 2-Bath, earth-shelter constructed home on Barker Creek Cove (adjacent to Windycrest Cove). There are skylights for natural light. The lake-side of the house is at grade. The kitchen has updated appliances and solid surface countertops. The property appraised for \$312,421. We are offering to membership for \$300,000.

If any club member has questions or has an interest in this property, contact Nancy Keithline for further information or to view the home. This exclusive offer will extend until March 1, 2020.

Nancy Keithline

Nancy.keithline@gmail.com

918 527 1959

Posted 02/10/2019

**2013 J-70 #239 w/trailer. \$34,000**

Never campaigned.

Never trailered after delivery.

Never kept in the water.

Sailed only in club races.

Located in Tulsa, OK



## Equipment

Posted 9/1/19

### **Boat Trailer - \$4,000**

2 x 3500 lb. axels, lo-boy, inertia brakes, spare tire, tongue extension and the lights all work.



**Contact: Gary Worley 918-261-4074**

Revised 2/15/2020

**APS Sunfish** White Dagger Board—Almost new (new price \$357)  
Not even a scratch—Reduced to \$150

**Contact Peggy Dailey at (918) 798-1158**

Posted 7/1/18

### **For Sale**

**6000 pound Hydro Hoist**  
in excellent condition!

For a great price of:

**\$1900**

Located at Windycrest Sailing Club  
**Price included install in any slip**  
**at Windy Crest Sailing Club**

**Contact Bob McGinnis**  
**(918) 665-1430**



Posted 06/26/19

### **Island Hopper Motor - Firm at \$300 (Paid \$670).**



Type: extendable shaft, air cooled, 2HP, easy carry (16 lbs), 2 cycle, less than 2 hrs total use.

Perfect for small boats on wind failing days.

**Contact: Bob Wandres**  
**918-813-1052**

## Skippers Needing Crew

\*Mark Hoagland, San Juan 7.7 Class B Fleet  
2-3 crew to help me learn to race my boat.  
918 289 5613.

Might have spinnaker by Summer

## Crews Needing Skippers



"When he invited us sailing, I thought it meant just lying in the sun with our bras off."



**Question for Captain Bob**



Dear Captain Bob,

Q: I was told to grab the sheet, what is a sheet?

A: On my boat there are 4 sheets, mainsheet, jib sheet, spinnaker sheet and a bed sheet. But most boats just have 3, you leave the bed sheet at home so not to make the wife mad.

Sheets are the ropes that control the sails. The term "3 sheets to the wind" refers to when a sailor is so drunk he has no control of any of the sheets. Thus the sails are just flapping about and the boat is not going anywhere.

Q: What's the difference between a lawyer and a dock line?

A: One should be whipped at both ends: the other keeps your boat tied to the dock.

Dear Captain Bob:

Q: Where would you put your Baggy Wrinkle on your Boat?

A: That is awful personal question! Has my wife been talking about my wrinkle again?

Oh, I remember now, you are asking about a Baggy Wrinkle. These are attached to any shrouds that rubs against a sail and are intended to stop chafing.



Questions for Captain Bob? Send them to [windword@windycrest.com](mailto:windword@windycrest.com)

No question too stupid and all will be answered!

Editor's Note: I found this article and thought it had some excellent information. Although some will find it basic, maybe others (like me) will pick up on something that will maybe move them up a better racer. I will publish one an edition, and so by racing season, we will be ready to go.

## Three easy-to-follow rules will never steer you wrong.

By Steve Hunt

Updated: April 22, 2019

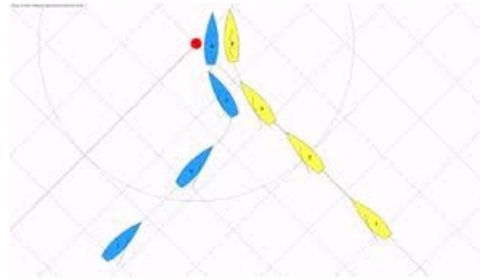
Sailing World

### #2 Sail to the Mark

Now that you're sailing in the most amount of wind and avoiding big packs of boats, you should be sailing toward the mark.

Typically, your heading on one tack or jibe will point your bow more toward the mark than the other. This is the lifted tack upwind and the headed jibe downwind. The fundamental rule of thumb is to tack on the headers upwind and jibe on the lifts downwind. Doing so puts you on the "long tack" to the mark. The greater the windshifts, the easier it is to see which tack is longer. Sometimes, if the course is set well and the wind direction is steady, it's difficult to tell which tack is favored. If that's the case, you've got one less thing to worry about because each tack is pretty even, so stick to Rule No. 1.

If the wind is shifting or the course isn't square, which happens often, I always ask myself, "If I were to tack or jibe right now, would I be aiming more toward the mark?" This helps me make sure I am always on the long tack. If I am not sailing the long tack, I make sure there is a very good reason. Actually, because I adhere so much to the above rules, an internal alarm goes off when I'm not sailing toward the mark. "Warning, warning, you are not sailing towards the mark. You better be right because this is often bad!" The longer I sail away from the mark, the louder the alarm.



When do you not sail toward the mark? There are, of course, exceptions to the long tack rule (as with any other): You can sail the short tack when: You're sailing toward more wind, getting a better lane, or sailing towards a significant gain, such as favorable current or a geographic shift. The other exception is sailing into a heading persistent shift, but these are somewhat rare. The exceptions occur about 10 percent of the time, the other 90 percent of the time you should be sailing toward the mark.

