

WINDWORD



Volume 26, Issue 9

September, 2020

Mark Hoagland, Editor

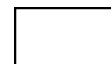
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October 2020



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Every month I comment on the state of the Club and every month I see growth and a new awareness of what sailing was, is and what it will be.

One of things I found as I was putting together a very full Windword is that there was clearly a celebration of the women in our lives and club here at Windycrest. I highlighted two of the Ladies in our "Introduction to Windycrest Members", there is a great cover of Lisa and Nancy sailing Sunfish (see more about Sunfish further in the Windword)

I have to stop writing now as there is so much in this Months issue.

Annual Meeting and Election of BOG

October is when we have the Annual Meeting and Election of BOG. Due to our buddy COVID we will not be having the usual party. We will have an Annual Meeting via ZOOM, look for an email to tell you all about how it will work.

2020—2021 Board of Governors Nominees

Commodore-David Hyman
Vice Commodore-Lisa Weatherholt
Rear Commodore-Maurice Casad
Past Commodore-Skeeter Chilton
Secretary-Margaret Hamlett
Treasurer-Gary Worley
Activities-Mark Hoagland
Fleet Captain-Dan Jarrett

Last month I published in the Windword a couple charts done by David Dolcator showing some interesting trends in both membership and type of boats sailing. David Hyman our Vice Commodore responded to David Dolcator. It was a positive response so I chose to share with the Windycrest members.

← Dave, →

It took a while for me to look over the membership stats you sent me a couple of weeks ago. Although I agree that the membership has changed over the past couple of decades, it does not appear to be as grim as you imply. Without regard for the removal of A dock (which is going ahead this week), we had only three empty slips. With the removal of A dock, we will have none once the remaining A dock boats are relocated to other docks. As for membership, things aren't bleak there. Since May 2020, we have added 24 members, of whom 2/3 are "regular" memberships, and several of the "associate" members aim to purchase boats and move to 'Regular' status. Now, I don't think that any of this tells us that we don't need to grow the club with activities and new members. I will note that many sailing and other recreational clubs are seeing a fall-off of members. Perhaps, then, we are bucking this trend.

David J. Hyman
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CONGRATULATIONS WSC

from Steve Snider, one who lives with ALS

I am so proud of our members who participated in the Sail for APSO (ALS Patient Services Outreach). This was a different year with the covid virus dominating much of what we do. The committee worked hard to find a way to support APSO and to have our members sail and/or donate. I was able to be at WSC to visit with many of you and the consensus was how great it was to be on the lake with all their friends and especially with the new sunfish group. Proudly use your WSC/APSO license plate frame.

Thank you, Steve Snider



Sail for ALS Chase Boats ready to go!

Sail for ALS, Sail4ALS, Sail for Steve, Sail for APSO, Cruise for ALS/Steve/APSO

Whatever we called it, or whatever you called it, the bottom line it was a success in this time of uncertainty. For decades Windycrest Sailing Club has had a tradition of hosting a Charity Regatta. Since 2014 our beneficiary has been APSO. Raising funds for their cause amounting to over \$86,000 prior to this year. This year so far, we raised over \$14,650 and we thank each and every one of you who made this possible.

We want to thank Ken & Patty Hill for their donation of their Catalina 22 #4747 that was auctioned to high bidder, Duncan McBride. I know Duncan will somehow put the boat to good use in his personal quest to win the Catalina 22 National.

This year was vastly different as those who participated know with the current health climate. See Richard's article for a list of participants and the fleets represented. Somewhere out in the Inter Web there are photos of everyone, and Steven Gent is preparing a video montage with the various media used to capture the day on the lake.

We have a few of the limited edition Windycrest Sailing Club Sail for APSO / Steve License Plate Frame available for \$5.00 each. Please see emails for where you may purchase one. For the contributors who have not received their prize License Plate Frame, we will do the same thing we did with the Windycrest Directories. We will have designated locations around the area on specific date and time for you to come by and pick yours up. They really are grand!

Skeeter Chilton
Charity Committee Team Leader



Cruising for Steve and ALS

This year we celebrated the 41st Windycrest Charity Regatta and our 7th annual event sponsoring APSO. As far as we can tell it's the oldest charity sailing regatta in the United States. I have been actively involved with the charity regatta committee since 1996 and doing the regatta trophies since 2000; to say the least this was the strangest year yet.

We had no activities, no food no race, no trophies, not much socializing and very little wind for the afternoon cruise (typical for 2020). For a long time I took pictures on the water, then I turned that over to Steve Snider's brother Rick and started sailing again, but this year I went back to the camera and with everything considered was delighted to see 23 boats on the water just cruising around enjoying the day.



It's been a long time since we've seen this, but that day had nine lady skippers on Sunfish including **Cathy Casad,**

Dee Carter, Jo Ann Chandler, Lisa Weatherholt, Brenda Stuckey, Nancy Keithline, Ellen Ede, Cindy Jones and Michelle Young. Way to go girls.

Then there was the Snipe called The Conductor skippered by **Ian Jones** (that is Steve Snider's old boat by the way) and it was looking as good as ever. Other sailors were **Dave Dolcater** in his 470, **Mike Shadley** in his Flying Scott, **Eric Burkhardt** and **Mark Lobo** in their Catalina 22's,



Doug Lewis and **Banerd Meiling** representing the Catalina 25's and **Rex Donley** in the only Catalina 27. A selection of other boats was represented by **Dan Jarrett** in a Columbia 23, **Matt Gillis** in his Columbia 26, **David Hyman** in the San Juan 7.7, **Gary Shinn** in the Santana 22, and as always **Roger Kerr** was looking for some competition in the J-22. I was silently cursing my other half **Maria Ferguson** for not being out there on her Laser when blow me down she showed up single handing our Capri 22. Pardon me for not naming the crews, the keelboats had plenty. What a great day!

Most notably Steve and Mary Snider showed up before most boats were on the water and were still there when most people were in. You can always count on Steve & Mary not to miss a day at the lake, especially for a charity regatta.

Stephen Gent is putting together a DVD including his drone footage, Skeeter's movie footage and my still shots. It should be a great effort when he's done. Thanks to everyone for your contributions and making the effort to sail under the current conditions.

Richard Ferguson







<u>Sail for Steve/ALS - Sept 12, 2020</u>			
Boats on the Water			
1	Sunfish	57062	Cathy Casad
2	Sunfish	77593	Dee Carter
3	Sunfish	78007	Jo Ann Chandler
4	Sunfish	78565	List Weatherholt
5	Sunfish	79116	Brenda Stuckey
6	Sunfish	R/W/B	Nancy Keithline
7	Sunfish	R/W/B	Ellen Ede
8	Sunfish	Y/O/R	Cindy Jones
9	Sunfish	P/B/G/W	Michelle Young
10	470	470	Dave Dolcater
11	Flying Scott	1198	Mike Shadley
12	Snipe	17159	Ian Jones
13	Capri 22	931	Maria Ferguson
14	Catalina 22	8959	Eric Burkhardt
15	Catalina 22	1286	Mark Lobo
16	Catalina 25	5751	Doug Lewis
17	Catalina 25	2705	Banerd Meiling
18	Catalina 27	1347	Rex Donley
19	Columbia 23	79	Dan Jarrett
20	Columbia 26	1465	Matt Gillis
21	J-22	1587	Roger Kerr
22	San Juan 7.7	161	David Hyman
23	Santana 22	206	Gary Shinn



Hey Y'all.... Time To Sign-Up!



For now the **MC Scow Southwest Championship** is on.

The event is still subject to cancellation due to the Covid-19, but we'll give it our best try to pull it off safely. You can check out our Notice Of Race at the link below.

Sign up

To view the full NOR go to

www.mcscow.org

Find the race on Upcoming Events

October 3-4,2020

The races will be governed by the rules defined in the current Racing Rules of Sailing (RRS).

This event is open to MC scows whose skippers have completed registration and paid the required fees by close of registration.

Sailing instructions will be provided via PDF file only, available at least 24 hours before competitors meeting. Competitors Meeting will be via VHF Radio as scheduled. We will use text messaging for change notices to promote social distancing.

The USSA Appendix A Low Scoring System will be used. If 6 or more races are sailed, one discard race is allowed. This changes RRS A2

- Top 5 overall
- Top Master
- Top Grand Master

Top Mega Master

Trophies limited to one per boat.

Trophies will be awarded in a socially distanced manner in the boat lot.

Fees:

The \$45.00 Registration fee includes:

Regatta face mask

Single serving water, soft drinks, and beer through out the weekend.

Free camping and use of grills

Great sailing

KB—Scorer
Roger Kerr
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CB—Scorer
Harvey Baker
cbscorer@windycrest.com

Training Director
Eric Burkhardt
training.director@windycrest.com



Windycup

October 17, 2020

The Windycup is awarded to the winner of the Club Championship regatta. Held annually in various formats, these sailors represent Windycrest's best racers as worthy "Club Champions".

The format of The Windycup is still in the work up stage. Dan Jarett, Fleet Capitan, will be posting to the Web page and by e-mail as soon as it all gets together.

We look forward to a good day on the water.

Race Quiz 68

Between races, the crew on Boat X is eating lunch. One of the crew throws his sandwich bag overboard and makes no effort to retrieve it. The race committee observes this and protests the boat. You are on the protest committee; how would you decide this?

Answer (68)

Boat X breaks rule 55, Trash Disposal, and is penalized. Rule 55 applies at all times while a boat intending to race is afloat. By intending to race under The Racing Rules of Sailing (RRS), a boat agrees to accept and be governed by the RRS (see rule 3, Acceptance of the Rules). The RRS define "boat" as meaning the sailboat and the crew on board (see Introduction to the RRS). Rule 55 permits the protest committee to give the boat a penalty less than disqualification if it so chooses. Rule 64.1, Penalties and Exoneration, states that when a boat has broken a rule when not racing, her penalty shall apply to the race sailed nearest in time to that of the incident.

Answers to Dave Perry's 100 Best Racing Rules Quizzes are based on The Racing Rules of Sailing for 2017–2020. For a comprehensive explanation of the rules, read Dave Perry's Understanding the Racing Rules of Sailing through 2020, which is also available from US Sailing: 1 (800) 877-2451 or ussailing.org. Permission to reprint this quiz for noncommercial use is granted by the author.



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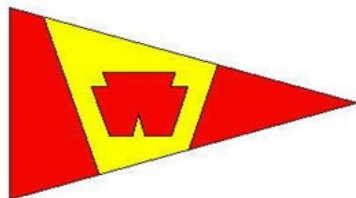
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WSC Board Minutes of Meeting for September 2020

September 7, 2020

(September) BOG Meeting

Call the Virtual On Line Meeting to order: Skeeter Chilton (Commodore), David Hyman- (Vice Commodore) - **absent**, Lisa Weatherholt (Rear Commodore), Dan Jarrett (Fleet Captain) - **absent**, Maurice Casad (Secretary), Gary Worley (Treasurer), Mark Hoagland (Activities Chairman), Jo Anne Chandler (Past Commodore), Carmen Skelton (Webmaster) - **absent** -, Chris Fowler (Facilities Manager) – **absent**; Guest - member Mick Walsh.

Meeting was called to order at 6:39 pm online via Zoom. All BOG members and guests participated remotely.

Old Business:

A dock has been condemned and will be demolished. Any remaining boats will be relocated from A dock to either a mooring or trailer lot, all slips in the other docks are now full.

Bath house roof repairs – Maurice Casad is to call Marcus Fairless to review proposed options to add a second story to the bathhouse to serve as a clubhouse. Marcus and Maurice are architects and will investigate design options and costs for this addition.

New Business:

The “Inc.” after Windycrest will be removed on all Windycrest letterheads, logos, and any correspondence that is not legal or tax related since we are NOT a for-profit organization or private marina. WSC will still be registered with the State of Oklahoma and IRS as incorporated due to the cost to remove the designation, but it is not required to be on our stationary, logos etc.

Greg Bledsoe is doing title work` to get the boat titles for the abandoned boats signed over to Windycrest so the boats may be sold, used as a training boat or otherwise disposed of.

**Secretary Report:**

The September 2020 Minutes of Meeting were approved.

Windycrest is up to 212 members, quite a few new members signed up in the last few months.

Treasurer Report:

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

With not a lot of activity due to the virus situation, the club's finances are in good shape.

Activities Captains Report/Windword Editor:

The frequency of the publication of the Windword was discussed, would a bi-monthly or quarterly frequency still be as effective?

The Windword editor may solicit more content from members and will look at alternate formats for the publication. The BOG agreed that Mark has been doing a great job with the Windword.

WSC is considering using Zoom to have the annual WSC meeting.

Fleet Captain Report:

No report this month.

Vice Commodore Report:

(A full copy of the VC's report for the minutes can be found on the Vice Commodore Page)

Many thanks to Yul Shaffer and Bob McGin-

nis for figuring out how to find big flat concrete and steel slabs on the muddy bottom of Windycrest cove by using Defense Department grade sonar equipment and SCUBA gear. It all worked so well that the show is about to move farther back into the cove in a search for the lost mooring buoy anchors. If that works as well, so we will reset the missing mooring buoys so more member can keep their boats in the water.

Goodbye, A dock. It's halfway gone, and, by the end of September, the other half will vanish too. All the former A dock residents have found new homes in the few remaining slips on B, C and D docks. If anyone has a suggested remedy, please give the vice commodore a shout.

As the weather begins to moderate, we will soon schedule the work parties that had been planned for September and October, watch your inbox for exact times and dates. If you never signed up for a work party project, or if you forgot to show up for the one you had been assigned, and you still want credit for your 2020 Part B dues, *contact the vice commodore asap*.

Windycrest membership has increased more in 2020 than in any recent year.

Continued



Facility Manager:

Chris will be testing the battery on the race committee to see why it won't hold a charge.

Rear Commodore:

Training options for members were discussed. From the complete novice who needs to learn to sail to old salts wanting to improve specific skills, we would like to have a training program to accommodate anyone who would like training. The Junior camps have been successful, even the camp this summer went on as scheduled. Eric Burkhardt has been doing a good job as the adult training coordinator, but the COVID virus situation has made in person, hands on training difficult this summer. A group of new and a few experienced Sunfish ladies have been successful in getting training and time on the lake thanks to Lisa and Mike Jones. Since WSC has a published rate schedule for adult training, we want to have programs that are worth the cost.

In the past training coordinators and instructors needed to be certified in sailing specifics and CPR trained. We will investigate the current requirements for instructor training.

Members are reminded that WSC has Optimas, 420's and Lasers that can be used as training boats by club members.

Past Commodore:

No report.

Webmaster:

No report.

Commodore:

We are still planning to resurface the Windycrest Road from New Prue Road to the Windycrest Gate, working with Osage County to get this done. Unfortunately, the County oil truck is still out of service.

A discussion was held on whether to reinstate the rehash sessions with WSC provided beverages after the races. The racing has been well attended, with impromptu rehash sessions occurring in the MC lot. Liability in someone comes down with COVID is a concern, and any rehash would have to be done safely.

The Southwest Regional MC Scow regatta is still scheduled for October 3/4.

The next meeting will be on October 5th, probably again via Zoom in an on-line meeting. Any member that would like to participate is welcome to join.

Respectfully yours,

Maurice Casad, Windycrest Secretary



FROM AROUND THE WORLD AND YOUR OWN BACKYARD.



Not all news is sailing news. Some is just fun information.

The Sensory Overload of an America's Cup Trimmer

Excerpts from American Magic headsail trimmer Dan Morris explains the experience of trimming the headsail on the AC75.

By *Dave Reed*

September 21, 2020



Every perspective from on board an AC75 is different, and for this America's Cup headsail trimmer, the view is amazing. *Amory Ross / NYAC American Magic*

From where Dan Morris -usually stands on board *American Magic's* 75-foot - foiling *America's Cup* yacht, the view is pretty spectacular. It's a perspective only a handful of humans will ever experience. It's wet and windy, and it's Zen-like when the boat soars at 40 knots. As the portside headsail trimmer, Morris has the luxury of full visibility of his towering sail. He can observe the leeward side of the twin-skinned mainsail as well, plus the big grinder in front of him, relentlessly pumping hydraulic oil so he can make micro adjustments at will. This is life in the slot for Morris, and life is good when all senses are being bombarded.

Sights in the Slot

I'm on the port forward -pedestal, facing forward, so I can see what's coming on the water from only about 30 seconds out. I can't see what's coming at 10 seconds. Because I'm trimming on the leeward side, I can see the jib really well, but with all the end-plating we do on the mainsail, I can't see the windward side at all. I can see way out in front of me, but I can't see the gust that's going to hit in three seconds. It's quite different from a normal boat in that way. On starboard tack, I'm in this deep chasm of a

cockpit—up to my shoulders more or less. The wind rushes through the slot, and there's so much wind in my face that my eyes are always watering. I don't wear sunglasses when I sail because they change the way I see the breeze and the sails, so I'm always squinting as hard as I can to keep them from -watering too much. If we want to go fast, we need a flatter, more twisted sail. If we want to go high mode, we want a deeper sail, so I have to balance the power across the whole sail. That's the coolest thing about these boats: I can see the entire sail and make continual adjustments. On the AC75, trim is instantaneous; I can make any adjustment I need at any time. I never have to decide whether it's worth leaving the rail to make an adjustment. It's always worth the adjustment.

When I'm on the weather side, on the opposite tack, I'm grinding more, but I get to have a look out of the boat and see the breeze; that's when I can sort of calibrate myself. I have a better look at what the main trimmer and driver can see with the mainsail; I can see the wind, see how the boat is reacting, and link these mental images together when I'm back on the other tack.

The Sounds of Efficiency

When I'm on the leeward side and trimming, I can't hear anything that anyone says on the boat. Ever. Terry (Hutchinson) is right behind me, and he and Dean (Barker, helmsman) and Paul (Goodison, mainsail trimmer) all have comms, and they can speak into their microphones. The rest of us have earpieces, but there's so much wind going over my face and past my ears that a lot of what I hear is like having my head out the car window on a freeway.



Continued from Page 13 Sensory Overload



Going into a tack, I hear the calls coming from Dean—always super calm and neutral. It's a steady, "Set up tack, and then 3...2...1...." The cadence from Dean is always the same. He's soft-spoken, so I always have to be searching for it. Then I go straight to my processes. Once the boat starts to turn and we start to slow down a bit, some of the wind noise goes away. The foils get a bit quieter, then the traveler car and sails cross the boat, and that's quite noisy. When the mainsail pops, -everyone knows it. It's a big mainsail with two skins and twice the sets of battens popping. As we build speed again, all the other noises come back.

The Feel of Fast

The AC75 feels like a big Airbus jumbo jet. Everything is so big and loaded. It's a giant piece of machinery, which makes it feel slower, but the speeds are really high.

When I'm trimming, the sheet is pretty loaded and I have to be accurate with every adjustment, so I really have to have a firm hand on the sheet so I never accidentally over ease it. The jib is very high-aspect, so a small ease on the sheet does a lot to the shape of the sail, top to bottom.

When we take off, I get a good hosing from the foil arm. It's worse for the guys on the windward side. Water comes at me with pretty good force when we're going that fast, so it's cold. Usually it's really cold at the beginning of the day, but once I'm warmed up, it's not a big deal. The wettest part is takeoff because the whole boat is in displacement mode and both foils arms are submerged, but once we're up on the foil and in the air, it's pretty dry.

The Smells and Tastes of Team Effort

I sail with Luke (Payne) -opposite me on the pedestal. He's one of my best friends and an awesome guy to sail with, and yes, he's got proper odor. It's hard to smell anything on the boat because your nose gets really dried out because of the wind flow. But the one defining smell of this campaign, for real, is the smell of

good, hot coffee. We are now in the land of coffee. New Zealand has some of the best coffee in the world, and I guess that's because they love it so much. All the boys in the boat love coffee. I suppose we all drink a bit too much, but there's a camaraderie to it as well. You have your best meetings when you have a coffee together. (Team testing manager) Anderson Reggio is also a coffee lover. He has a little 12-volt espresso maker that he brings out with him on the chase boat. I'd be in favor of having a proper espresso set up on the chase boat. If I were at the top and in a position to make big team decisions, that would be the first thing I would do.

There's also the smell of the base in the morning. It's the smell of work. These boats are heavily reliant on hydraulics, so the smell of the oil is always there. That's the first scent that hits me when I come into the base. As you can imagine, there's a pretty foul smell in there with 20 guys' gear and wetsuits hanging in here. We have long days on the water, and you just rinse it and hang it up; it's close to the smell of a hockey locker room.

The Sense of Space

Like any boat, flat is fast, and whatever the perfect heel angle might be, we have to stick to it. Heel angle is huge, and that's one we can get from sight, especially for the guys looking aft; they'll be looking at the horizon across the transom. But I also get that heel sensation through my feet; I can instantly feel changes to heel angle before I see it.

I'm also feeling the pitch of the boat; the bow up-down trim is huge. The foils have a big effect on that, but so do the sails. As much as I'm feeling the heel angle and using that to judge how to balance the power in the sails, I'm also thinking about how my sail trim affects the pitch. The 75s being so big, the boat is quite steady when we dial in the pitch.



Sailing going to the Dogs



Going on a boating holiday and trying to work out whether you can take your dog with you on board? And would your dog handle it? We've done some digging around and tried it out for you!

board for your pet to rest and cool down. Don't forget to have access to fresh water – choose a stable bowl, so that water does not splash around in the waves and the bowl does not roll around the boat.

Beware of overheating and dehydration. If you need to cool the dog, do not soak it, but cool its legs and groin. Include basic medicines for the dog – such as for nausea or disinfection in case of injury.

6. Check regulations and vaccinations

Check the regulations in the country where you'll be sailing as well as the countries you'll be passing through. In every country, the rules are different – in some places they require compulsory vaccination or regular deworming, elsewhere quarantine. Find out whether dogs can run freely there without a lead. Of course make sure they have a valid vaccination card or "passport".

7. Pack toys and food

The dog will play on the beach and in the water, but on board it should have plenty of its favorite toys so you can concentrate on sailing and driving the yacht. Take advantage of interesting places on the mainland for a longer walk.

Pack plenty of food and snacks, your favorite brands may not be available on holiday.

A few more tips to end with:

- Don't get stressed - when you are calm, the dog will be calm also
 - Bring your dog's favorite blanket and lay it down on board straight away. This will help it adjust quickly
 - Plan your route at home, divide it into shorter sections, think where you will be anchored and what you can do together on land
- As you can see, there is no need to go on holiday without your dog. If you count on a slower holiday pace and cruise in quieter waters with

We've prepared 7 tips on what to do to make your four-legged friend's cruise to everyone's satisfaction. We'll also provide advice on dealing with the more timid ones. However, the fact is that for certain types of dogs, a yachting holiday will just never happen and they'll always be much happier at home.

7 tips to help your dog become a sea dog

1. Start slowly and before you set sail

First try out how the dog feels on board closer to home. For example, rent a boat on the nearest river or lake for a short journey. Doing this, you'll quickly discover whether and how it'll work with your dog on board and what things will need to be worked on.

2. Take care of safety

Even if your dog is a proficient swimmer at home, don't underestimate the need for a life jacket. It is also sensible to order a safety net, a net that you stretch around the railing - if you sail with children, you are probably already familiar with it. It's definitely worth it, especially for active dogs.

3. What to do about walking the dog

Taking your dog for a walk to do its business is the biggest pitfall on a boat. It is therefore advisable to plan frequent stops on the mainland every 3 to 5 hours and to limit the anchorage to the wild.

You can also see if your dog will use a special place or strip of artificial grass at home before sailing. Maybe the dog will surprise you and get used to this place.

5. Protect your dog from heat and discomfort

Ensure that there is always a shady area on



An introduction for the article **Women in Sailing**

This article articulates what many people have long supposed. In fact, Windycrest had an active Women's program for many years. Jo Ann Chandler (Commodore 2009) and I benefited from being *fostered* (*promote, encourage*) in that program about 25 years ago when we were brand-new sailors. We had a fearless leader in the figure of Darline Hobock, a charter member and first female Commodore (1992) of the Club. She was an inveterate racer, so if you sailed in the program, you also raced! She made the way smooth for the rest of us, reducing the anxiety of 'unknowns'—trailer, registering, racing starts, courses, and rules. So many skills, friendships, memories were formed.

Skeeter Chilton--our present Commodore(2003, 2020)--was a longtime crew member for Darline, and they were quite close for many years;



Skeeter, too, has helped many a new sailor navigate similar challenges. Several women have benefitted from her knowledge as we traveled to regattas in Texas, Kansas, Oklahoma, Florida (you get the idea). Skeeter, Jo Ann, and I have



taught many people to sail in junior and adult programs. There were many other women participants, but we three are still active at Windycrest in many ways. We don't only help women, but this is the article's focus.

The author of the article, Betsy Alison, is a member of the National Sailing Hall of Fame, a five-time Rolex Yachtswomen of the Year, and is currently the US Sailing Adult Director.

Lisa Weatherholt, Rear Commodore (future Commodore 2022)





Hi Skeeter,

Did you know that most women-only sailing classes fill up quickly?

And, that many women feel more comfortable learning in an all-female environment?

It's not surprising to see people gravitate to activities where they are surrounded by others who look like them or have similar interests. Women like learning from and with other women. A sense of bonding is common among participants in single-gender classes as self-esteem, belonging, and motivation are fostered along with the learning process. **Increasing the number of trained female instructors is important to the health and growth of the sailing community.**

US Sailing is dedicated to growing the number of female instructors trained in all disciplines of sailing education: Small boat; Keelboat; and Reach. Our commitment to increasing Diversity, Equity and Inclusion in our sport and getting more women (and men, too!) of color and of diverse socio-economic backgrounds out teaching sailing and growing participation in the sport is a top priority. We're forging important relationships with other organizations like the National Women's Sailing Association and organizing a gender-focused panel in October on the Starboard Portal

town hall series so that we can engage with and listen to what women involved with sailing really want!

We're making progress on this work which will continue into 2021 and beyond as we introduce more gender-specific programming and initiatives within the broader sailing community.

Together We Achieve great things by providing opportunities for women through education, instruction, and training to enhance the sailing experience.

Regards,

Betsy Alison

US Sailing Adult Director





September 7th was the Labor Day Long Distance Race out at the Club. This year, as PRO, we wanted to make a very Corinthian race out of it. The pressure was off— Start when you want, sail the direction you want, round the marks like you want. Just be back by 3:30 pm.

The wind was up, blowing 15 to 20 all day. The breeze was great for our keelboat fleet and they came out to play. A few were boats that were new to us, and a few of the usuals, plus everything in between. We recorded 17 boats through the starting line, and 13 returned to finish. Some of those we knew wouldn't finish, but that is ok. It was still the biggest keelboat turnout in quite some time.

We had a lot of compliments on the format. I think the wind had a lot to do with that. It was sure fun to watch the MC and the Hobie ripping up and down the lake. You could sail your own race as quick as possible without feeling you were losing. Load up the boat with friends, head out and just have a great time sailing.

If you think you missed out, you did. Check out the scores elsewhere in the *Windword* (last page) and see where you would have slotted in. Don't worry we'll do it again soon and you can be there!

Danny Ziegler, LDLDR PRO

P.S. Thanks to all that raced, and the RC crew: Richard Burdyn, Stephen Gent, and Darryl and Sally Daniel.



San Juan 7.7



**SUNFISH
SUNFISH**

**SUNFISH
SUNFISH**

SUNFISH

Attention WSC SUNFISH owners: If you are interested in selling your boat, please contact

Lisa Weatherholt: weatherholt.lisa@gmail.com or 918-497-0624

There is a surge of interest in sailing/purchasing Sunfish; if you are ready to let go of that little boat that you no longer sail PLEASE contact me (or any other WSC Sunfish sailor whom you might know).

IF YOU WANT TO BECOME AN ACTIVE SUNFISH SAILOR, also please call me.

Lisa Weatherholt: weatherholt.lisa@gmail.com or 918-497-0624

Labor Day Long Distant Non Race, Race Results

Keel Boat A

- 1st: Roger Kerr/IC24
- 2nd: David Hyman/San Juan 7.7
- 3rd: Don Edwards/S2 6.7

Keel Boat B

- 1st: Mark Lobo/Catalina 22
- 2nd: Mick Walsh/H20
- 3rd: Derrick Reed/CC 24

Centerboard and Other

- 1st: Maurice Casad/MC
- 2nd: Drew Ziegler/Hobie 16'
- 3rd: Mike Shadley/Flying Scott



10 Questions for Commodore Skeeter Chiltom



Mark: Skeeter, how long have you been a member at Windycrest Sailing Club?

Skeeter: Since the Summer of 1970, so wow 50 years.

Mark: You are currently serving as Commodore for the Club. Is this your

first time as Commodore?

Skeeter: This is not my first time serving; I was Commodore in 2003, 2019, 2020. I volunteered to fill in as Vice Commodore with no intention of staying on the BOG for four more years, but I am happy I have been there to apply my years of experience at WSC to get us through a record-breaking flood and 2020.

Mark: It has been a tough two years for the Club. As outgoing Commodore and next year's Past Commodore, what do you see for the future?

Skeeter: I hope we are in a growing phase; this year, we approved more members than in years past. Sailing across the nation has dropped off to other interests and sports. But maybe with a new awareness of health and safety more people will look to sailing as a family and individual pastime.

Mark: I know you as a racer; I have been it the situation of trying to keep up with or pass "Ctl, Alt, Delete" your J22. What else do you own and sail?

Skeeter: I own a Sunfish; also, I haven't raced or sailed it in years. My knees don't fold up like they used to, so it is not comfortable for me to sail.

Mark: Outside of Windycrest Sailing Club, do you have any sailing accomplishments that you wish to share?

Skeeter: I have a long list of great memories sailing and racing in so many locations. I believe I have sailed or raced in 14 different states

and the Bahamas. How much space do you have for this article?

The most memorable cruising trip was sailing in the Bahamas with Darline Hobock, Betsy Beddow, Jo Ann Chandler, Laura Barnes, and Karla Barrow on a 38' catamaran owned by Joe & Nancy McDonald named "Flat and Easy" It was quite an adventure, highlighted on Channel 6 by Scott Thompson and Grant Gerondale. I will never forget the first day Laura getting on the morning VHF Radio communications announcing 6 ladies from Tulsa, OK were sailing the Abacos for a week. At every port we visited we were greeted by several helpers to get us docked safely. Also saw and talked to Robert Kennedy Jr. at one port.

As far as racing, I raced in Sunfish Worlds at Hyannis, Mass in front of the Kennedy Compound, finished in upper half of the fleet. I raced in several Sunfish Women's North Americans finishing 5th in one of them.

I have a great photo view of 60 some odd J22 (at J22 North Americans at Wayzata Y.C. in Minnesota) behind me, Steve Elliott and Daniel Weatherholt as we led the 1st race 3 out of 5 legs, finishing 5th or 7th. We finished somewhere in the upper half of the fleet in the regatta overall. At a J22 Mid-Winters at Southern Y.C. in New Orleans with Steve Elliott and Jack Stewart and was the highest placing woman in the event.

I raced my J22 twice in U.S. Sailing Rolex International Women's Championships in Annapolis and Houston, both finishing in the upper half of the fleet. I also crewed with Lynn Pinnegar, Donna Bass and Katie Towles at an earlier Rolex in Annapolis before I purchased my own J22 "Ctrl Alt Del". It was memorable racing in 30+ MPH winds in Chesapeake Bay. Now those were amazing regattas, racing against top women in the country and world. And the parties and events were like living as a rock star.

Cont. page 22



10 Questions for WSC Member for Cindy Gowing



Mark: How long have you been a member of Windycrest?

Cindy: I attended the BOG meeting in February of 2014. Tom & Carol Shelby were also applying for membership. It was a simple and pleasant process. I remember Lisa

Weatherholt being especially welcoming.

MARK: Of course, we all want to know what boat(s) you own?

Cindy: I purchased my Catalina 25 while it was moored at Windycrest and it felt like a great fit.

Mark: How long have you been sailing?

Cindy: My children's father and I frequently sailed a stripped down 50' day sailing catamaran in Guaymas, Mexico. We would sail to a nearby island to snorkel often accompanied by sea lions and sometimes bull sharks.

Mark: Sounds like fun. Can you give me some details?

Cindy: Evenings consisted of massive piles of steamed clams and many margaritas. Then retiring under the stars on the canopy. After a few years I became a PADI certified scuba diver.

Mark: Amazing, I had no idea, Any more interesting boat stories?

Cindy: In the late 80's we spent a summer in the Bahamas on our 52' CSY cruising boat "Vauxhall". They were not known for their speed but were designed for durability and comfort while cruising. There were many adventures and stories to tell.

Mark: So now you have settled into the relative calm world at Keystone Lake. Is it a new adventure for you?

Cindy: When I purchased my Catalina 25 it was the first boat I would sail on my own. It was intimidating but the desire to sail again was stronger. The help I received made a dream come true. .

Mark: When you come to Windycrest what are you looking to do?

Cindy: When I'm not sailing, I enjoy sitting on my boat watching other people go out and return, sunsets, and of course a glass or 3 of wine - "Wine Knot". I love to spend the night, grilling dinner, watching the stars, & then going below to sleep.

Mark: But you do go out on the boat? What is your favor sailing?

Cindy: In the future I would love to sail more of the lake and an occasional overnight adventure. Night sailing is always a joy with other Sailors and a tie up before heading back in.

Mark: In 2021, if we have no floods, no pandemic, peace, and harmony, what would like to see from your Club?

Cindy: I pray 2021 brings some "normal" back to Windycrest. To again feel the fellowship & camaraderie we have shared with each other there. The thing that makes it a special place to us all.

Mark: I know you are a wine drinker, but are you still a big fan of Gin and Tonics?

Cindy: No Answer!



Skeeter from page 20 Continued



My first major event with U.S. Sailing, was in 1974 Adam Cup Finals, crewing for Darline Hobock with Evelyn Hayes, and Edith Frobe Cohn. We raced Etchells 22's at the New Port Beach Y.C. in California in the oddest conditions I have ever sailed in, light winds and swells about 10'-12'. We would be in a trough and could only see the top of the mast of the boat next to us in the next trough. A friend of mine traveled with me to California and spent the days on Briggs Cunningham's (an Americas Cup Winner) very large cruising motorboat watching us. Meeting him was a memorable meeting as well many well-known sailors, Gary Jobson, Greg Fisher, Paul Foerster, Betsy Allison, Allison Jolly, Sally Barkow, Pease & Jay Glaser, John Kolius.

I started racing as a Junior in local and regional events and competed in the U.S. Sailing Sears Cup regional qualifiers a couple of times.

I am sure I am forgetting something in all the Thistle Nationals, Prindle Catamaran Nationals, and Sunfish events. But some of the best racing and fun was at CSSA & J22 SW Regional events around the area with friends I made at the events. I used to love getting ready for events knowing I would be seeing friends I made traveling around. Half the fun was seeing and partying with them. The other half was racing against them and sometimes beating them.

So, I have had a long list of places, memories, and friends from sailing. I believe I have Club Burgees from about 40 different locations, and I didn't start collecting them until I was in my 20's.

Mark: I also know that you are currently working in banking.

Skeeter: I have worked in I.T. Services for several years. I have a lot of experience with Office 365 products and have taught some classes.

Mark: Going back to question #1 you are amongst a handful of members that have been around and have seen some changes in the sailing community. Would you care to comment?

Skeeter: Sailing is something you have to apply time and practice. My father used to say it was

one of the many sports / hobbies he learned and participated, and it kept him attracted the longest because every day you sail is different and you learn something new. Because no two days are exactly alike there is always something new to learn or lesson to reinforce.

Mark: One of the items in this month's Windword is an article about women in the sailing world. I know that this is something dear to you, do you have something you wish to share?

Skeeter: I grew up in an age girls / woman were becoming independent. Affording us new paths and experiences. I learned to drive things, including cars, long before I was 16. For women in sailing I had a great mentor and friend in Darline Hobock. And learning to sail in my youth and drive things I had great friends in the Windycrest Youth Program.

I feel strongly that anyone who is out sailing regularly needs to learn how to sail and handle a boat; it doesn't matter sex or age. I believe no one should be in a situation where their safety is solely in the hands of another. If something happened to the other person you need to be able to get them and yourself to safety.

Mark: You think you still have the learning curve and tricks to make your boat go faster? Or you becoming a cruiser?

Skeeter: I still have things to learn and add to my quiver of tricks. I look forward to more years racing my J22. I doubt I will ever not race even if it is only within myself to push the boat and my skills to go faster.

Mark: What should we expect to see from Skeeter Chilton in the next couple of years?

Skeeter: Well I hope to be on the lake more, not during the hot days, I just can't take them anymore. But I am ready for normal conditions with the lake and life to get a crew and be back on the water.



Regular Members

Ellen Ede
Regular Member

Mikass (Mika) Barnes
Regular Member

Jochen Talmon
Regular Member
Boat: Gloucester 22'

Mick Walsh
Upgrade to Regular

Chris Kovac
Regular Member

Dan & Cindy Edwards
Retired
Regular Member
Boat: S2 "Encore"

David & Tracy Hull
(Cousin of Danny Z.)
WPX Energy and Tulsa
Technology Center
Regular Member
Boat: 24' Corsair "Mojo"

Eric Fransen
Regular Member
Boat

Clark & Carolyn
Wheeler
Francis Energy
Regular Member

Rob Stout
Retired
Regular Member
Boat: 15' West Wing
Potter

Robert Zinke
CEO Zenergy
Regular Member
Boat: Catalina 25

Tim Vanmeter
& Brad Stewart
Regular Member

Associate Members Get to know our Asso- ciate Member Invite them for a Sail

Jean Marie Gratien

Brad Feagins

Mauricio Prado

David Walter

Carol & Lee Hindsman

Molly Richardson

Amber Whitlatch



Eight Bells: Larry Pardey

Published on July 30th, 2020

Eight Bells: Larry Pardey

Published on July 30, 2020



Celebrated bluewater sailor and author Larry Pardey, 81 years old, died on July 27, having suffered from Parkinson's and Parkinsonian dementia. He had been confined to a rest home in Auckland, New Zealand, since suffering a stroke last year.

Pardey and his wife Lin garnered fame after they built a 24-foot Lyle Hess sailboat and sailed it around the world while writing about their experiences. They spent a good chunk of their adult lives sailing the globe in both directions, logging more than 200,000 miles, and becoming celebrities in the cruising community.

Born in Canada in 1939, Pardey moved to Southern California in his early 20s in search of seagoing adventures and began his voyaging career as a deckhand on a schooner called Double Eagle on a long trip across the Pacific. Soon after, he started work on Seraffyn and met a young lady named Lin Zatzkin, an enthusiastic but novice sailor. They married in 1968 and set off on an open-ended cruise, which ultimately turned into a decade-long spin around the planet.

Upon their return, the couple moved to a remote California mountain and commenced work on their second boat, Taleisin, so named by fellow voyager Tristan Jones after a legendary Welsh poet. Taleisin became their vehicle for a second circumnavigation, one that took them deep into the South Atlantic and around Cape Horn. It was a highlight of their distinguished long-range voyaging career.

Along the way, they found a home in a perfect, protected cove on tiny Kawau Island off the coast of New Zealand, which became their base for many years; there, Larry had a small boat-repair business and yard he called Mickey Mouse Marine, "a 3-M company."

Pardey will be remembered by his friends and fans as a generous spirit who inspired thousands of readers to become sailors and sailors to become adventurers. Whether building his own boats, circumnavigating twice sans engine or stretching the definition of sailing by cruising across the Sahara in a landyacht, Larry's ambition and exploratory enthusiasm made him a living legend.



★ Many thanks to Yul Shaffer and Bob McGinnis for figuring out how to find big flat concrete slabs on the muddy bottom of Windycrest cove by using Defense Department grade sonar equipment and SCUBA gear. Yul had spent July pacing up and down the tie-up dock deep in thought about where 25 missing concrete breakwater panels had gone. At one time they were securely attached to the floating breakwater. But now they were now missing and the whole contraption was woefully ineffective without them. Suddenly, while trying not to slip on goose poo, it came to him that there was no reason that Garmin's most expensive fish-finder could locate concrete as well as catfish. So he dashed off to Bass Pro, retrofitted a club Sea Ark motorboat into a virtual submarine chaser, grabbed Bob and commenced cruising a grid pattern around the cove. Before they could say Red October, the screen pulsated with side-scanned 8x10s of the lost panels. And with that, the only thing left was for Yul to dive down, hook the work barge winch on to each panel, and let Bob haul them back up and reattach them to the breakwater. It all worked so well that the show is about to move farther back into the cove in a search for the lost mooring buoy anchors. It that works as well, so we will reset the missing mooring buoys so more member can keep their boats in the water.

★ Speaking of goose poo, we are happy to report that we have outsmarted the geese so that they no longer consider the tie up dock at convenient restroom. It seems that geese have an innate fear of the color orange and flappy streamers. According to the Oklahoma State University department of wild animal functions, geese and other wildfowl will fly miles off their natural migratory course in order to avoid anything orange. So, Dave Dolcater took a simple orange Home Depot bucket and loaded it with stones and put it at the end of the dock. Then he ties some orange streamers to a piece of PVC pipe and erected it on the dock, too. We then obtained clearance from the Oklahoma Department of Wildlife Conservation stating that the state government was not interested in goose poo or where geese leave it. Therefore, the goose repellent went into action keeping the tie up dock mostly clear of goose gifts. The few small spots

that have appeared are the product of a few geese that apparently are color blind.

★ Goodbye, A dock. It's halfway gone and, by the end of September, the other half will vanish too. All the former A dock residents have found new homes in the few remaining slips on B, C and D docks. But with that upside came a downside — we are running out of empty slips just when the demand for them is increasing. To meet the demand for slips, we offered a bounty to slip residents who would move to a mooring in order to open up some more slips. To those who volunteered to move, many thanks! But, even with this, we are still virtually out of vacant slips. To ease the pressure more, we are working to increase the number of moorings. But with the loss of A dock, it is a far from resolved issue. If anyone has a suggested remedy, please give the vice commodore a shout.

★ How do you like the spiffy green dock walkway railings?

★ As the weather begins to moderate, we will soon schedule the work parties that had been planned for September and October. If your assigned project was one that had been scheduled for September or October, watch your inbox for exact times and dates. If you never signed up for a work party project, or if you forgot to show up for the one you had been assigned, and you still want credit for your 2020 Part B dues, *contact the vice commodore asap.*

★ Windycrest membership has increased more in 2020 than in any recent year. Sailing at Windycrest is clearly a wonderful way to keep one's mind while everyone else in the world seems to be losing theirs. So, all you old salts, keep enjoying all that we are fortunate to have, and welcome our new members with an appropriate socially distant greeting.

★ **Come to the lake. The weather is starting to cool, the sky is clearing, the wind is starting to blow gently, and the sailing is fabulous.**



Making an Eye Splice in a Rope

There comes a special situation where you may want a loop in the end of your line (an eye splice) because you cannot find a rope the correct length. In that case you may want to make an eye splice instead of tying a loop. An eye splice is stronger and will not come untied. Most of the dock line you buy have those eye splices already made at the end, but you may even want one at both ends.

There are several videos on You-tube you can watch that will help you do this. You only need a few tools. The major tool is called a "fid". It depends on what size line you have, to determine what size fid or fids that you will need. A set of fids cost around \$50 and you can get them from the internet. Or you can make them from knitting needs. You can also substitute a small phillips-head screwdriver for the marlin spike.

You can also find a place on You-tube to splice a regular hemp (or nylon) single twist rope I had to do this because my rope was coming unbraided after years of use. You could also use this method to just make a "handle" at the end of the line to keep it braided. You don't need any special tools for these two braids.

You Tube Videos

(<https://www.youtube.com/watch?v=Ym1-rI0SdaA>).

(<https://www.youtube.com/watch?v=QeYBkMCQ8WY&t=69s>).

Activities Capitan

This may be the shortest article I have written. There is so much in the edition and there is so little going on at Windycrest that I don't have much to talk about. Events at WSC need an IT person more than a event planner.

Quoting Scarlet O'Hara, "As God is my witness..." I am hoping for us to get past pandemics and floods so we can show all these new members how we party at Windycrest. That is assuming you vote me in for another year.

But for now, I don't see a Thanksgiving Dinner or a Holiday Party, which is a shame but with food you even have to be very, very careful.

Let's starting planning to blow it out in 2021! Look for an email from me looking to put together a "Party Planning" Committee. I want to get more of ya'll involved.

More Later, "Party on Garth"

Mark

PS, this newsletter has so much stuff I had to stop and lend a hand to the Editor. He prom-



Posted 08/14/20

1978 Sunbird 16 sailboat

Trailer, 2HP Johnson(needs work),
Easy to sail, Cuddy cabin is good for sail and
life jacket storage.

Make offer.

Tom Proctor, tomprocpa@aol.com



Loren Kai Powell Massage

Private Studio

Located in Home

Near 15th and Delaware, Tulsa

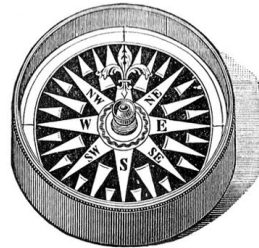
By Appointment

918 - 706 - 6821

14 years experience

COVID protocols required and are in place

**The Captain Ron
Support Group**



"If it's going to happen, it's
going to happen out
there."

Posted 09/02/20

1982 S2 Yachts, S28

\$4700

George Eber, 918-607-4710

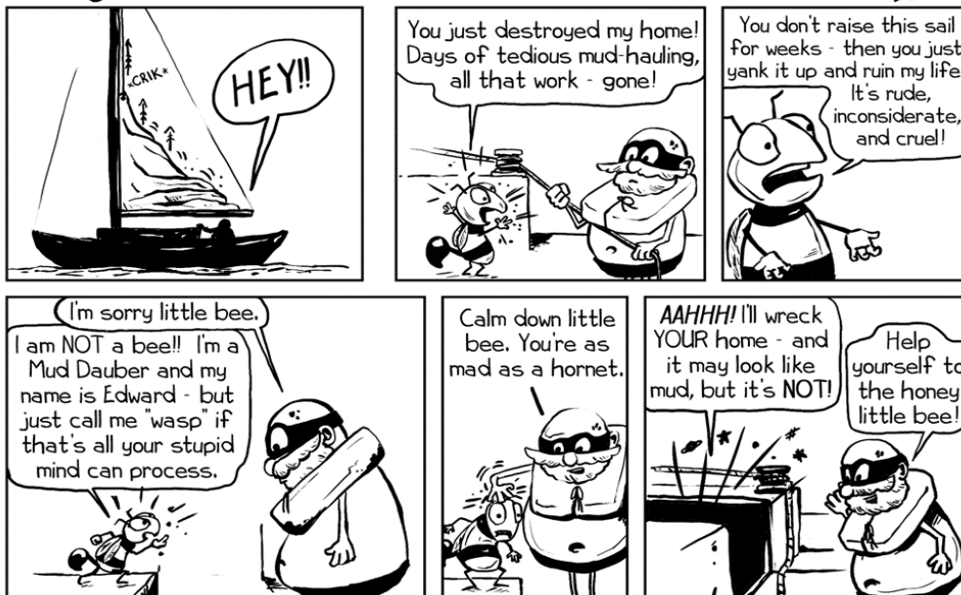
**Space Available
Free to Members
Think of all the things you
could sale.**





CAPTAIN CAPTAIN Your Boating Hero

EPISODE TWO



CRUISINGOUTPOST.COM



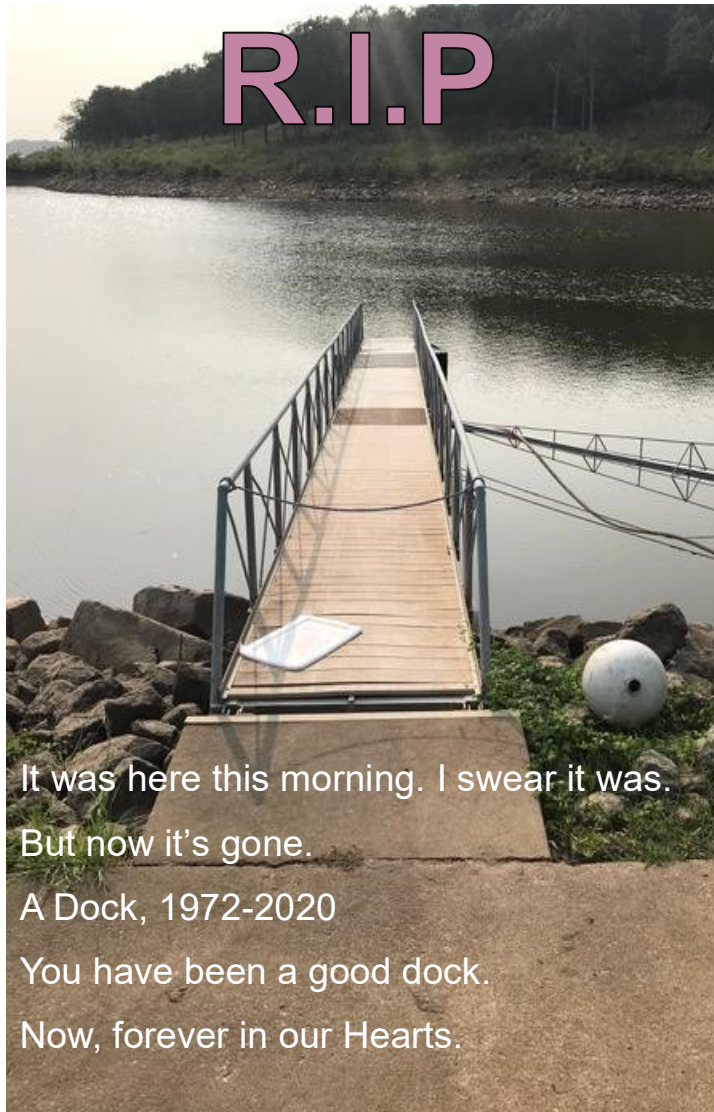
Cruising Sailors

What my friends think I do	What my mom thinks I do	What society thinks I do
What powerboaters think I do	What I think I do	What I really do

Make your own picture like this: <http://jonathanbjorkskog.com/pic>



"If you can't repair it, maybe it shouldn't be on board." Lin and Larry Pardey Article About Larry on Page 23



It was here this morning. I swear it was.
But now it's gone.
A Dock, 1972-2020
You have been a good dock.
Now, forever in our Hearts.

Submitted by David Hyman

Proofed By Skeeter Chilton

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