



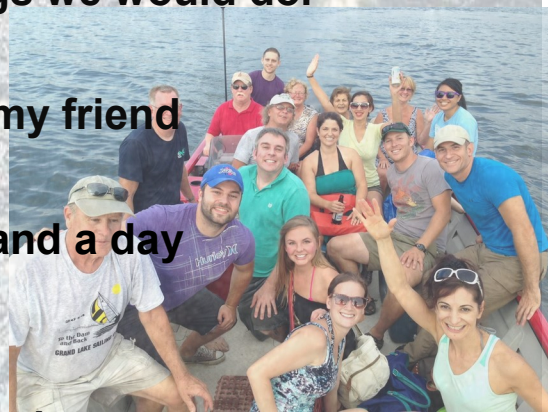
Last Quarter of 2020



Once upon a time there was a Sailing Club
Where we used to raise a glass or two
Remember how we laugh away the hours
And think of all the great things we would do.



Those.....were.....the.....days my friend
We thought they'd never end
We'd sing and dance forever and a day
We'd live the life we choose
We'd fight and never lose
For we were young and sure to have our way



La la la la la la
La la la la la la
La la la la la la la la la la.





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2020 October-November



25-October	26	27	28	29	30	31 Halloween 
1-November Daylight Saving Time Begins	2 BOG Meeting 6:30	3 Election Day 	4	5 National Doughnut Day	6	7
8	9	10	11 VETERANS DAY 	12	13 World Kindness Day	14
15	16	17	18	19	20	21
22	23	24	25	26  Happy Turkey Day	27	28
29	30 Full Moon Personal Space Day	1-December	2	3	4	5



Ok, last quarter of 2020 is here, ta da. I am hopping this will be the beginning of 2020 improvement as we get ready 2021, because I am about start screaming while standing in public areas. I am about to loss my mind....but I think I might like it. So I will be working on new stuff for the next year.

Now I am not saying that Windycrest is the cause of this anger, actually it is more likely one of the few good things that helps relieve some of the stress. Just think how much better the couple of hundred of us Windycresters (?) would be if we were able to have our parties.

We did get some things done this year, A dock is gone, Breakwater is getting repaired and water and electricity is working on the docks. (editor assumes this is still true)

November 1 there will be a new Board of Governors. Some stayed in the roles they have had, Some moved into new roles sharing talent and expertise to the new job. A list of the new board will be on the Commodores page.

So as I started thinking about this issue and the cover. I had heard "Those were the Days" by Mary Hopkin on the radio. So I found a few favorite post COVIS 19 days and wrote down some of Mary's song. Just to kind of remind us of days past when we could hug, do cuddly group shoots, have big parties and even share a bottle of Rum.

So this month cover I wanted remind us of we did in the past at Windycrest. Next month I am going to work on a cover to get us pump up about 2021.

See at the club or maybe on the water.

Mark



There is a rule in sailing where the more maneuverable ship should give way to the less maneuverable craft. I think this is sometimes a good rule to follow in human relationships as well.

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2020 Commodore Annual Report

I can't say a lot about 2020 that most members do not already know. Another year of missed parties, racing, and other social gathering.

Lisa Weatherholt was able to put together a safe and effective Youth Camp in June that everyone seemed to enjoy. I appreciate her putting together rules and guidelines to have a safe and educational experience. I also want to Eric Burkhardt for his contributions to the Youth Camp for 2020 and his years of service to WSC Training.

Lisa also started a new Women's sailing group that was later moved to Mike Jones leadership. Mike has done an outstanding job teaching the ladies not just sailing, but also maintenance and boat handling on land. He is imparting not just knowledge but also independence to these ladies and for that I am greatly thankful.

Mark Hoagland has put a shot in the arm to the Windword, his enthusiasm and ability to find great reading material has put the Windword reading back on the things to do list for members and I wish him the best for 2021. I also hope 2021 he can work with Fleets to plan some parties to celebrate and get a little bit more social 6'+ entertaining in 2021 if things relax. Kudos to Mark for his volunteer contribution to WSC.

Carmen Skelton took the reins of the Windycrest website this year and while it may not look completely different, she has tweaked and tried new things to represent WSC to the world. For this I appreciate her time, energy, and efforts. She



has the best volunteer spirit I have encountered in a long time. Thank you very much.

Dan Jarrett has had a tough go of it for 2020, with COVID 19 putting a big wrinkle in his racing schedule. I feel his consideration of racing and keeping us all safe has proven to be good for this year. I only hope and wish 2021 we can relax some things a bit and get back to racing maybe short 1 crew member keelboat racing next year. Thank you, Dan for taking on this position and I know you never knew when you volunteered for the job it would be this challenging.

Gary Worley volunteered to take on the purse strings for WSC and has taken the position of Treasurer learning all it takes to keep this Club running smoothly. He has done a great job and I know firsthand having served in this position myself it is a lot of work. For Gary's dedication to the job I am much appreciative.

Maurice Casad has written and documented BOG meetings better than many in the past. His attention to detail is wonderful, reading his minutes I feel I was there, for this I am grateful. He produced ahead of schedule the Annual Renewals and Directory perfectly. Thank you, Maurice you have some tough shoes to fill.

Jo Ann Chandler was asked to return to her Past Commodore position helping me out for 2020 and I really appreciate her stepping up to answer my call. 2020 was a challenge for her working with Dan on regattas, but she put together a wonderful July 4th event. It was fun for all and I do not remember the last time I witnessed all 8 BOG members at an event. Thank you from the bottom of my heart.

**And now, David Hyman, Vice-Commodore
(and Commodore-in-Waiting)**

Two years ago, when the club asked me about becoming the Fleet Captain, I ran the idea past my wife Tobie. “One year, right?” she said, “and then you’re done, right?” A year later, when I was thinking about Vice Commodore, she said, “You promised one year. Right? So how long will it be this time?” I shuffled and stared at my topsiders and mumbled, “Only a year, dear, and then that’s it. No kidding; I promise.” That was then. This is now, one year later, and I have become (or will be by the time you read this) the Commodore with significantly less spousal credibility. “But there are worse things you could do,” she reasoned, “and I like Windycrest and sailing. So, I suppose it’s going to be OK. Just do a good job. And besides, you went to Vanderbilt so you can wear your old *Commodores* t-shirt around.”

Tobie and I joined Windycrest in 1986 soon after we moved to Tulsa from Nashville. We raised a couple of boys here, one of whom, Jon, took to sailing when he was a tyke and won the Windycup in an Opti. His older brother, Ted, started out liking sailing but was boom-beaned across the forehead when he was nine and immediately took up tennis. They both had fun playing around the boat and making friends with other kids at the club. In the 1991 Windycrest Spring Open a sudden microburst hit our San Juan 21 and sank it off Washington Irving park.



The boat was out of the water from May until August being refurbished. As soon as it was relaunched, Tobie and a friend sailed in the Women of Windycrest regatta and took first place. To this day, she mischievously enjoys telling people that the San Juan 21 raced twice that year — once, when I sailed it, it sank; and then when she sailed it, she won a first place trophy. Nowadays I don’t raise the subject.

We were fortunate to have found Windycrest 35 years ago. Without exception, the people here have been friendly, the facilities outstanding, and the sailing lots of fun. As a family, we have variously been active racers and cruisers, and less active while we raised kids and devoted our time to following them to all their non-sailing activities. But we never lost our enjoyment of the water and Windycrest. So, I am very proud that you asked me to be the newest Windycrest Commodore. I follow a fifty-year line of extraordinary Commodores, officers and members who built and sustained a remarkable sailing club out in the middle of the country. In the coming year, we’ll continue that tradition. We are going have a great year, one full of fun sailing and safe social activities.

Whenever you want to share an idea, suggestion, complaint or concern about the club, call or write to me.

David

- i. That’s Vanderbilt University whose team name is the Commodores. If you need more information about that, check with Richard Ferguson.
- ii. Estimates were that the microburst had a downdraft windspeed of about 100 mph.
- iii. Object lesson: insure your boat. The insurance company promptly sent divers who refloated it from 50 feet down, had it to be refurbished, and didn’t raise my premium. When the boat surfaced, there was a fish happily swimming laps in the cabin.



The Windycup was raced in light and variable ENE winds from 2 to 7mph. Three races determined the winner and Harvey Baker on an MC Scow made good use of what wind was to be had, finishing with scores of 2, 1, 1 to take the Windycup in 2020. Randy Bell on an MC Scow finished with scores of 1, 4, 2 to take second place honors, well done Randy. In third place was Roger Kerr on J22, finishing with scores of 3, 2, 3. While winds were light and a chill was definitely in the air, sailing was very competitive and fun all around.

We will not have a scheduled Winter series this year. But fear not, informal racing will take place on weather-favorable weekends throughout the wintertime much like fleets did nearly every "off" weekend this year. Be prepared to come out and race whenever a Wednesday rolls around and the weather looks good for the weekend.

Dan Jarrett

Fleet Captain

Feeling Blue: This term refers to a custom to mark when a ship had lost her captain at sea. The ship would have a blue band painted along her hull and would fly a blue flag when she returned to port. Now, the term refers to being sad or down.



A note from the Activities Captain:

Well we are going to send out 2020 in the way it deserves but not what we want. I and the Board of Governors have come to the conclusion that we should just let 2020 slip away into our distant memory.

After a long campaign to get elected back to the post, I am left broke and tired. But you love me and elected me to another term. So I am thinking that after floods, COVID 19, and all the other things that got in the way we need to be ready to party.

So as the Beastie Boy proclaimed. "You got to fight to your right to party!!" So in 2021 we will just do that. I will be emailing some of members to help me with that this new year! So Look for the email. We have 2 months till 2021 and we need to party.in 2021.

A thirsty sailor runs from his boat to the nearest bar and shouts to the bartender, "Give me twenty shots of your best scotch, quick!"

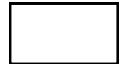
The bartender pours out the shots, and the sailor drinks them as fast as he can.

The bartender is very impressed and exclaims, "Wow. I never saw anybody drink that fast."

The sailor replies, "Well, you'd drink that fast too, if you had what I have."

The bartender says, "Oh my God! What is it? What do you have?"

"Fifty cents!" replied the sailor.



Board of Governors

Commodore

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David Hyman
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Rear Commodore

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Past Commodore

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Secretary

Maurice Casad
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Treasure

Gary Worley
Treasure@windycrest.com

Fleet Captain

Dan Jarrett
Fleet.captain@windycrest.com

Activities Captain

Mark Hoagland
Activities.captain@windycrest.com



WSC Board Minutes of Meeting for October 2020

October 5, 2020

(October) BOG Meeting

Call the Virtual On Line 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), Jo Anne Chandler (Past Commodore), Carmen Skelton (Webmaster) - absent, Chris Fowler (Facilities Manager) – absent.

Meeting was called to order at 7:07pm on line via Zoom. All BOG members participated remotely.

Old Business:

Marcus Fairless, architect member of WSC has prepared renderings of a possible second floor addition to the bathhouse/restrooms. Preliminary estimates will be prepared, and a determination will be made on whether to proceed with trying to add a second floor clubhouse or just replace the existing roof in kind.

Tim Van Meter has applied for membership but will not be able to participate in club activities until next year so his membership has been put on hold.

The SW MC Scow Regionals were held at WSC, and were apparently a success with good winds and racing. 16 boats participated, with WSC members Stephen and Michael Gent taking 3rd and 4th places respectively.



New Business:

The initiation fees for new members to WSC were discussed. Currently the initiation fees are \$250 for keelboats and \$100 for centerboards, and a proposal was made to go to one \$200 initiation fee for all boats. The motion to make the change was approved and will become effective February 2021.

An issue that has cropped up previously concerns installing ladders on the docks positioned so that someone who was in the water could safely climb back onto a dock. Ladders have not been installed because of a concern that they might encourage swimming in the dock areas, and could be a hindrance to boat usage. After discussion it was decided to investigate installing ladders on C and D docks and monitor how effective they are, and if they cause any other issues. Signage to warn that swimming around docks is prohibited by club rule and by USACE regulation would also be installed.

A Dock has now been completely removed. A decision needs to be made on whether and when to possibly add another dock to replace it. All of the other dock slips are full, so WSC has no spare slips. It was decided to pursue what the cost of adding a new dock with 10 to 12 slips would be, and what possible financing arrangements might be available. For previous dock construction, members who were interested in using a slip would help to finance construction. A survey will be sent out to WSC membership to gauge interest in helping to finance a new A Dock replacement.

Secretary Report:

The September 2020 Minutes of Meeting were approved.

Treasurer Report:

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

The WSC insurance payment hit this month, but the clubs finances are still in good shape. A balance sheet will be prepared for distribution at the Annual WSC Meeting in October.

The cost to remove A Dock was approximately \$1,100. The cost was low thanks to several club volunteers contributing labor for the removal.



Activities Captains Report:

The Tulsa Boat Show is still scheduled for early spring. WSC has participated in the past, and the idea of participating again next year was discussed. Club membership is up with quite a few new members recently added so we would like to keep the momentum going. Two adjacent booths would be rented at a total cost of \$1,500 to have room to possibly set up a Sunfish or other small boat, show some of the recent video drone footage of the club and racing, and hand out information on the club.

All other social activities for the remainder of 2020 are canceled. Social events for 2021 will be scheduled, but with the caveat that they may be canceled depending on conditions at the time.

Fleet Captain Report -

The Windycup Race will be held Saturday, October 17th with skippers meeting at 12 noon. The race will be in the KISS format, where the idea is to sail whatever boat you like singlehanded in an open regatta scored on a handicap. The singlehanded format will not be rigidly enforced; you may use a crew if safety is a concern.

There is interest in a Winter Series of racing, if it goes ahead the schedule will be announced.

The idea of reinstating the post race rehash sessions with WSC supplied soft drinks and beer was discussed. For now any rehash sessions will remain ad hoc, with members furnishing their own beverages and snacks and social distancing at any informal rehash session will be encouraged.

Vice Commodore Report:

WSC electrical whiz Bill Reynolds has been doing electrical repairs, but WSC will still need some electrical work to bring us into compliance with applicable regulations. Bill recommends consulting with a dock-knowledgeable electrical contractor to be certain that the dock electrical systems are code compliant with both the National Electrical Code and Corps requirements.

The final sessions of work parties will go forward in late October. The work will primarily focus on the decks and ramps of B and C docks.



The cost and usefulness of a retaining wall along the path in front of B dock and restoring the lawn between that path and the driveway beside the playground will be investigated. The area is constantly eroding each time the water goes up and this change could stem that problem. Further, it would provide the only semi-level grassy area in the club for folding sails. And, it would make the picnic table slabs useful again. This is what the Corps is doing at Washington Irving Park, and it looks great.

Six new/replacement moorings are being set presently. Bob McGinnis is building the concrete anchors and buoys have been purchased and are being delivered this week. The moorings should be set by end of October. Four of the six are already reserved.

Facility Manager:

No report this month.

Rear Commodore:

No report this month.

Past Commodore:

No report this month.

Webmaster

No report this month.

Commodore

The road from the WSC gate to Prue Road is due to be improved, but the asphalt truck that was to be used was not cleaned out properly after the last job and the tar solidified inside so it is currently out of service. It will soon be too cold to do the job; we will need to have some consistent warm weather for the work so it may have to go into next spring

The next meeting will be on November 2nd, 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.
FIRST WAVE OF AMERICA'S CUP BROADCAST PARTNERSHIPS ANNOUNCED

The America's Cup, the oldest trophy in international sports, relentlessly reinvents itself. First competed in 1851, it predates the car by 35 years, the inaugural flight of the Wright Brothers by 52 years, and the modern Olympic Games by 45 years.

Whilst newspapers were in print when the first America's Cup was won, that first race around the Isle of Wight took place 69 years before the invention of broadcast radio, 74 years before broadcast TV was demonstrated, and 154 years before the launch of YouTube.

Fans of the America's Cup all around the world will be able to enjoy coverage via all forms of media on every screen in 2020 and 2021. The

in 2017, we have always stated that our objective was to make this America's Cup the most inclusive and accessible America's Cup in its 170 year history. And a big part of this is making the broadcast of the events as widely available as possible via national free-to-air networks, supplemented by major pay channels, and on our website (www.americascup.com) and digital platforms," said Grant Dalton, CEO of the Defender, Emirates Team New Zealand.



primary objective of the live broadcast of the 36th America's Cup is to make this the most viewed and accessible America's Cup competition.

© Emirates Team New Zealand

Set against the picturesque background of the Hauraki Gulf of Auckland, New Zealand, with a new title sponsor, PRADA, and in a dramatic new class of racing yacht, the AC75, the world's best sailors will race to win the oldest trophy in international sport.

"Since we won the America's Cup in Bermuda

Patrizio Bertelli, CEO of COR 36 (Challenger of Record), added: "Since the very beginning of this edition we have prioritised the quality of broadcast production and the wide distribution - with the broadcast of the America's Cup to the largest possible audience - over an economic return. We are therefore very pleased that so many national "free-to-air" channels and major pay networks will show all the events of the PRADA America's Cup World Series Auckland, the PRADA Christmas Race, the PRADA Cup, and the 36th America's Cup. We are confident that our commitment will receive in return a record audience."

Racing in the spectacular AC75s in Auckland, New Zealand will begin on 17-20 December 2020 with the PRADA America's Cup World Series Auckland and the PRADA Christmas Race. The PRADA Cup, the Challenger Selection Series, begins on 15 January 2021. The winner of the PRADA Cup will meet the Defender, Emirates Team New Zealand, in the 36th America's Cup Match starting on 6th March 2021.



To ensure both the most accessible and most complete live and highlights coverage from broadcasters in well over 120 territories, the 36th America's Cup has partnered with free-to-air and pay networks including:

USA and Caribbean - home country of
NYYC American Magic (Challenger)
– NBC Sports

TERRITORIAL COVERAGE

With just under three months still to go before the start of the PRADA Cup, further broadcaster deals are in the pipeline and a second wave of partnerships will be announced before racing starts this December.

Complementing broadcaster partnerships, the America's Cup will also make extensive live coverage, race highlights and clips available online for free via www.americascup.com and its digital channels ensuring that sailing fans in over 225 countries will have opportunities to enjoy the live

racing from Auckland. This is ever more important in the light of a travel restricted world.

“For this America's Cup we have started from scratch with the entire race management and TV broadcast system. No one has covered these amazing AC75's before, this will be the first time it has been done and it has been our intention to build the broadcast around the spectacle of two AC75's Match Racing in one of the most iconic sailing locations in the world,” said Grant Dalton.

“The work undertaken by everybody involved in the TV production development over the past couple of years has been remarkable; all the broadcast equipment and team are now arriving in Auckland, New Zealand, from all around the world and we are really looking forward to seeing the AC75 regattas televised with many innovations planned for this edition,” concluded Patrizio Bertelli.





Ship's Bell Code

4:30	8:30	12:30	= 1 Bell
5:00	9:00	1:00	= 2 Bells
5:30	9:30	1:30	= 3 Bells
6:00	10:00	2:00	= 4 Bells
6:30	10:30	2:30	= 5 Bells
7:00	11:00	3:00	= 6 Bells
7:30	11:30	3:30	= 7 Bells
4:00	8:00	12:00	= 8 Bells

Hours Are Even & Half Hours Are Odd Numbers

NOTE:

The Afternoon Watch Is Broken Up Into Two Watches Called "Dog Watches". The purpose of the two day watches is to make an odd number of watches in the 24 hours thus giving the men different watches each day.

In horology the term refers to a clock which strikes according to a system similar to that used on board ship where a bell is struck manually to denote "watches" or a period of duty.

A Ship's Bell Clock may not necessarily agree with the nautical time since the majority of "domestic" ship's bell clocks strike the series of blows up to eight, starting at 12.30 p.m. with one bell and adding a blow at each half hour up to 4 p.m. when eight bells are sounded. Then the same sequence is repeated, whereas true nautical time strikes one bell at 6.30p.m. to denote the Dog Watches (where the domestic clock would strike five bells) 7 p.m. two bells, 7.30 p.m., three bells and 8 p.m. eight bells, as noted in the table of nautical times. Some ship's bell clocks are made to strike true nautical time but the majority strike as the table in pairs, i.e. ding to denote one bell, ding, ding to denote two bells, and ding, ding, ding, to denote three bells and so on. It will be noted that the hours are as on board ship.

- * The 24 hours is divided into 7 watches.
- * First Watch 8:00 pm To 12:00 am Midnight
- * Mid-Watch 12:00 am Midnight to 4:00 am
- * Morning Watch 4:00 am To 8:00 am
- * Forenoon Watch 8:00 am To 12:00 pm Noon
- * Afternoon Watch 12:00 pm Noon To 4:00 pm
- * 1st Dog Watch 4:00 pm To 6:00 pm
- * 2nd Dog Watch 6:00 pm To 8:00 pm

History and Origins of the Ship's Bell Clock

The "Ship's Bell" system of chimes evolved from a crude sand clock dating back to the time of Columbus. This primitive clock was called a sand or sandglass clock, and was an essential device for marking the time at sea. Records of epic voyages tell us about this device and how the helmsman used it to measure time in half-hour increments. Watches or shifts were organized into increments of four hours; a custom that is still widely used. With the sandglass at his side, the helmsman would signal the passing of half-hour increments starting with the strike of one bell at the end of the first half hour, two at second and so on until reaching eight bells, which signaled the end of the watch.

The tradition of the sand clock continued for hundreds of years and was replaced only by the development of the mechanical clock. But, it was not until the 19th century that the first mechanical ship's bell clock was produced in America. The principle of this American innovation remains almost unchanged to this day.



An article to follow up to the various articles about woman sailors from September's Windword.



Sadie the goat

An American pirate of the 19th century, Sadie Farrell earned her unusual nickname for her violent modus operandi. On the streets of New York City, Sadie won a reputation as a merciless mugger by head-butting her victims. It's said that Sadie was chased out of Manhattan when a fellow female tough, Gallus Mag, brawled with her, biting off Sadie's ear.



To flee the city, she wrangled a new gang to steal a sloop in the spring of 1869. With a Jolly Roger flapping above them, Sadie and her crew became pirates that swept the Hudson and Harlem Rivers for booty. She'd lead raids on the farmhouses and posh mansions that dotted the river's side, occasionally kidnapping folks for ransom. By the end of summer these raids became too risky as the farmers took to firing upon the sloop as it drew near. So, Sadie the Goat returned to the mainland, where she made peace with Gallus Mag, who returned to Sadie her lost ear which had been pickled for posterity.

Known now as "Queen of the Waterfront," Sadie took her dismembered ear and placed it in a locket, which she wore around her neck for the rest of her days.

Posh: Now meaning exclusive, expensive, or fancy, this word comes from travel between Boston and England, where the trunks of the wealthy passengers would have the label "POSH", which stood for "Portside Out Starboard Home" instructing on where to place the luggage to avoid



Fleets ? I am not sure what it takes to be a fleet, is it five (5) boats? Do you have to proclaim your fleet. I imagine that a group if they could get to be a fleet, there would be some benefits and some extra socialization and good times. It is always enjoyable to meet with friends with like interest.

These are the Fleets and the Fleet Captains that are listed in the Windycrest Directory and Rules Booklet. If you know anything about a fleet, one not listed, fleet captain, or if you do try to meet or communicate with other fleet members, I would love to know about it. Also if your Feet is in charge of a Regatta or Event, let me know that as well. I know I should not be getting too excited about 2021, but I want to be proactive.

Mark Hoagland

Activities Captain

Centerboard Handicap Fleet
Fleet Captain-Darrel Daniel

+95 Fleet
Fleet Captain-Lisa Weatherholt

Multihull Fleet
Fleet Captain-No One

Thistle Fleet
Fleet Captain-Fred Morgan



Sunfish Fleet
Fleet Captain-Lisa Weatherholt



MC Scow Fleet
Fleet Captain-Drew Ziegler



Keelboat Cruising Fleet
Fleet Captain-No One

J-22 & J-24 Fleet
Fleet Captain-No One

Catalina 22 Fleet
Fleet Captain-Tom Ostrye

Catalina 25/27 Fleet
Fleet Capitan-Tom Ostrye

Keelboat Handicap Fleet
Fleet Capitan-No One

CR914 Fleet
Fleet Captain-IV McNamara

Associate Fleet
Fleet Captain-No One





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



2020 MC SCOW SOUTHWEST CHAMPIONSHIP REGATTA



The MC fleet had a nice regatta on October 2-4. We did six races on Saturday and Sunday after enjoying a on the water coaching day on Friday. The winds and weather were beautiful all weekend. Former Windycrest Justin Adams, from Rush Creek YC, won the event by sailing very consist-

ently. Scott Griffiths from Missouri YC, who won last year's event, finished second. Stephen Gent finished 3rd, and his brother Michael finished 4th. They both sailed fast all weekend and repped our Club well. Everyone was very happy for them. You can see the rest of the scores here in the *Windword* or on-line at www.mcscow.org The real stars of the regatta were the RC on Saturday. Terry Rainey and his crew made all the appropriate changes as the wind shifted 180 degrees throughout the day to keep our races fair and square. Thank you.



On Friday before the regatta we had a nice on the water coaching session. Bill Dreheim, a multi class champion and a top MC sailor in the class was our coach. He followed all the participants around in a motorboat giving out tips, praise, criticisms, and ideas to help us all sail better and faster. We all had a great time doing it.

Sadly, we couldn't offer our normal Windycrest hospitality- no lunches or dinners, no entertainment, no bar. All because of the pandemic. But the racing was great and we all had a really good time! Thanks to all for attending and helping, you made a great regatta.



Danny Ziegler, MC Fleet 32



2020 MC SCOW SOUTHWEST CHAMPIONSHIP REGATTA

	Skipper	Club	Sail#	Div	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	Justin Adams	Rush Creek YC	2072	O	2	2	4	-5	2	2	12
2	Scott Griffiths	Missouri YC	2420	M	4	1	3	4	-6	1	13
3	Stephen Gent	Windycrest SC	2005	O	3	5	2	2	3	-12 OCS	15
4	Michael Gent	Windycrest SC	2164	O	5	-6	1	3	4	5	18
5	Bill Dreheim	Rush Creek YC	2433	GM	1	-17 DNS	17 DNS	1	1	12 OCS	32
6	Danny Ziegler	Windycrest SC	2162	GM	12	4	5	6	5	-12 OCS	32
7	Spencer Brackman	Missouri YC	2289	M	6	9	9	-9	7	3	34
8	Grant Gerondale	Windycrest SC	262	M	10	3	6	8	-10	7	34
9	Gary Schroeder	Missouri YC	2127	M	11	8	8	-11	8	4	39
10	Tim McMahon	Windycrest SC	2747	GM	7	-11	10	7	9	6	39
11	Roger Adams	Windycrest SC	2148	MM	9	7	12	-12	11	9	48
12	Randy Bell	Windycrest SC	2029	GM	13	10	11	10	-15 DNF	8	52
13	Tyler Parette	Windycrest SC	2349	O	14	12	7	-14	12	10	55
14	Harvey Baker	Windycrest SC	1929	MM	8	17 DNF	-17 DNS	13	15 OCS	12 DNS	65
15	Richard Burdyn	Windycrest SC	2230	MM	-17 DNS	14	13	16	13	11	67
16	Gary Marker	No Fleet	2201	M	15	13	14	-15	14	12	68



Meet Lisa Weatherholt, Rear Commodore and Future Vice Commodore



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

Lisa: We joined in 1993--Tom, me, and three little kids.

Mark: How many times have you served on the Board of Governors?

Lisa: This is the second time to be on the BOG. Several years ago, I served 2 years as Fleet Captain--in charge of the club racing program. That's a hard job!

I have also served as WINDWORD Editor; for 2 years. Way back then (2006-2008) it was still printed and mailed every month. I feel there was something lost when printing was discontinued, but IT IS STILL VITALLY IMPORTANT. SO, THANK YOU, Dear Reader and Mark Hoagland (current Editor).

As I write this during late October, we are transitioning to a new BOG, and I am moving out of the Rear Commodore position, where I tried to have some semblance of instructional programs in the face of the COVID pandemic. More on that later!

Mark: As Vice Commodore what are your plans for the Windycrest campus?

Lisa: I sincerely hope to do a competent job of continuing the repairs that were necessitated due to the recent severe flooding and improve our breakwater and aging docks. In the longer term we need to figure out how to structure a new 'A' Dock.

Mark: How did you get started sailing?

Lisa: I was eating lunch with a long-time friend/school mom at Taco Bueno. The year was 1992. She asked if I knew anyone who wanted to buy a little sailboat for \$50. (They were moving and needed to unload it) Oh yeah, that person was ME. Ha! I spent the whole winter reading every sailing book that the Tulsa public library system had

Parallel to that, I mentioned this purchase to a friend in a parenting group (remember: 3 little kids!). She and another Mom in the group had both grown up sailing! They wanted to come over and play "rigging the boat" in the backyard! So that's what we did, with children swirling around our ankles.

Importantly, one of those moms was a member of Windycrest, and happened to be married to the Commodore at that time! Cathey

Edwards invited me to join the Women of Windycrest (WOWs) where I could learn to sail without a bunch of guys or a husband yelling at me. She and the other friend Carolyn Fairless took me sailing on Cathey &

Joe's Santana 20. And she made subtle remarks hinting that 1) sailing & 2) joining Windycrest could change our lives. I believe that it was a great decision. Right away, I liked sailing *way too much*. Made some great friends in the WOWs as well.

Mark: What do you sail?

Lisa: I primarily sail a Sunfish and we also have a newly-refurbished J22, which has not yet been sailed nearly enough! But we just put it in the water in July.

Mark: Racer or Cruiser or both?

Lisa: Both, but racing is a scheduled activity, so it most obviously brings me out to the club--then I think, "we should go sailing more often"!

Mark: Do you have any skills that you bring to the club?





Lisa: Many of the skills that I use at the Club are skills I **LEARNED** at the club! Including that **US Sailing Level I Instructor** course that I took due to Darline's hints/nudges for me to sign up.

Mark: Is your family involved at WSC?



Lisa: One of the important things about joining WSC in the 90's was that my husband Tom worked much of his working years in a job that required shifts.

Back then, all the WSC instructional programs were on Saturdays, which gave me and one or more of the kids something really fun to do every summertime Saturday All three children went through the Junior program. The two girls spent part of their counselor years at GS camp teaching sailing! The youngest one, Daniel, really enjoyed the competitive side of the sport, so that was a perfect fit for me as a promoter and enabler of junior racing for WSC kids.

My husband has done less sailing and more work on boats and trailers. You could say that Tom supports my habit (talk about enabling!). We have a lot more sailing to do on that J22 in order to get proper value!!! He's retired now and I have a feeling that we **ALL** are going to benefit from his many practical skills during my upcoming year as Vice Commodore.

Mark: Do you have a job to report to or do you live a life of leisure?

Lisa: Oh **HAHAHA**, I'm retired now. I worked as a school library assistant then got a Masters degree and teacher certification so I could finish out with a few years of being a 'real' school librarian. Then I got a hip replacement last year

and decided to retire--only about a month before **COVID** closed everything down!

Mark: Do you have a vision and wants for WSC, both as a Board Member and/or a Regular Member?

Lisa: One of my longtime hopes for the Club is that we can help **EVERY** member get optimum use and enjoyment out of **OUR** club. While we can't currently have major socialization events (traditionally known as **PARTIES**), we can all improve our skills--whether it is learning to sail, learning to race, or simply **LEARNING TO SAIL BETTER**. I have spoken to **MANY MEMBERS WHO WANT TO HAVE BETTER SKILLS**. All the better to enjoy your boat, the Club, the lake, and your family!

I have a **LOT** of ideas about ways to deliver instruction, especially for adult novice (new) sailors and the aforementioned members who want to improve their skills. There also **NEEDS** to be more available for juniors, especially young teenagers, who have gained skills but have very little opportunity to participate past our junior camp. It always seems to be a difficult thing to accomplish. I **REALLY WANT** to re-start a women's group. In January & February I was talking big about this then in March ... roll up the sidewalk, it's **COVID** time. Women get ready. Make a list of sailing-related stuff that you wish would happen, so we can get going whenever this great **COVID** storm is over.





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with Trailer, 2HP Johnson
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George Eber, 918-607-4710

Posted 09/02/20



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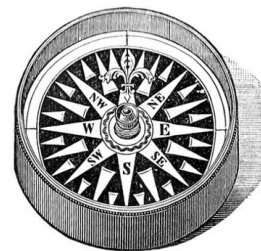
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Space Available

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**BEAUFORT/ DINGHY
PSYCHOLOGICAL SCALE**
I think most of us can relate to this.

Force	Psychological Scale
1	Boredom
2	Mild Pleasure
3	Pleasure
4	Great Pleasure
5	Delight
6	Delight tinged with anxiety
7	Anxiety tinged with Fear
8	Fear tinged with terror
9	Great Terror
10	Panic
11	I want my Mummy

11

Tricky light change

How many boaters does it take to change a lightbulb?

None, because the right size bulb isn't on board, the local marine-supply store doesn't carry that brand, and the mail-order house has them on back-order.



COMPETITIVE SAILING



What my friends think I do



What my mom thinks I do



What my skipper thinks I do



What my coach thinks I do



What I think I do



What I actually do

MEMES & FUNNY PICS FRABZ.COM

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