



*That's where the future lies,
in the youth of today*





Tobie and I spent the Fourth of July holiday with her cousins on Lake Skaneateles, one of the famous Finger Lakes in upstate New York. Lake Skaneateles and the other Finger Lakes were plowed out of the continent by Ice Age glaciers a few thousand years ago. Once the glaciers retreated, the Finger Lakes promptly filled up with clear, deep, chilly water. Lake Skaneateles eventually became a splendid vacation and boating destination just as soon as someone invented vacations and sailboats. The lake is surrounded by rolling green hills, farms and vineyards, pretty houses, and the little village of Skaneateles, NY.

We had been in the village of Skaneateles for only a day when the sight of sailboats on the lake overwhelmed me. So, I rudely interrupting breakfast to Google “Skaneateles + sailing” on my iPhone and happily found the Skaneateles Sailing Club. Its website showed the usual club info, but more importantly it heralded the club’s annual Columbia Cup Regatta to be held the next day. Holy Jibsheets! Though still hungry with a plate of pancakes and eggs in front of me, I stopped eating to shoot an email to the regatta chairman asking if anyone needed crew or even a willing race committee hand. (Digression #1: Tobie gave me a pass for the day so that I wouldn’t moan. She said, “Go if you must. I’ll spend the day with the cousins. If I said ‘No’ you wouldn’t be any fun to be around, anyway”.) Before our breakfast check arrived, an email from SCC Commodore replied. “Of course! Come right on over first thing in the morning and we will put you on a boat.” Which I did, and which they did.

When I arrived at the club the next day, I became the willing prize in a pre-race contest among the race committee and a couple of skippers who needed a crew member. Ultimately, the skipper of a Buccaneer 18 won me. Or, maybe, once the others saw me they decided to go with what they had. (Digression #2: A Buccaneer 18 is a very cool boat. It resembles an overgrown Laser with a roller furling jib, a spinnaker that launches from a tube in the bow, and all the go-fasts of a Thistle, but without the discomfort. <https://buccaneer18.org>) In fact, my skipper was the official measurer for the class; so he very much knew what he was doing in the boat. When all was done, we had taken second overall among the centerboards, behind a Flying Scot. We might have won, but while dousing the spinnaker I wrapped it around the centerboard and created a very large sea anchor. My host skipper called it “shrimping” and it tends to slow a boat down quite a bit. After a day on the racecourse, including the squall that blew through, I was wet, tired and very happy to have been welcomed by the Skaneateles Sailing Club.

If you ever get to Skaneateles, New York, visit the Skaneateles Sailing Club. You’ll find a Windycrest burgee in their clubhouse and some of the nicest folks afloat.

While on the subject of friendly sailing folks, there are no more friendly, helpful ones than our own Windycrest members. How often have you seen a Windycrest sailor fiddling with a problem only to find someone wander up to offer help. It could be launching or retrieving a boat that just won’t go onto, or off of, the trailer. Or pulling a boat into a slip when the wind is making it tricky to shoot into the gap. Or laying out the Wednesday night burger feed. Or fixing a dock or breakwater. Or filling in on race committee at the last minute. Whatever the problem, there is invariably a club member who will step up to solve another member’s SNAFU, and, in doing so, helps make Windycrest more than merely a boat parking lot or marina. Windycrest members are, as they always have been, tied together by a spirit of friendliness and sportsmanship and enjoyment. Like the very best sailing clubs, Windycrest is the sum of all its members’ very best heart and spirit.



Has this ever happened to you? Earlier in the evening I had seen a tiny break in one of the many strands of my Sunfish mainsheet. Who knew it would completely separate on that last big pull to go close-hauled at the Start signal last Wed. night!

Yay for the RC safety boats: One of them was nearby and secured my boat so I could concoct a temporary fix, and continue with the evening of sailing. I used a SHEET BEND to connect the two pieces, which was a workable solution. On the downwind it was a little short but that's nuthin' compared to being towed back to the dock . . .

Moral: I should have gotten a new mainsheet last week--I knew it was old.

MAINTENANCE

Everything at WSC needs maintenance. Take a look at the pavilion's metal beams and railing—most of them have been painted this year. The ramp to C dock has new boards, even the flower bed has a new decorative rope. These tasks and many others are accomplished by members' efforts. Occasionally we do hire professional help; that's part of what our dues cover. But there are many members who have a wide-ranging set of skills and use them on WSC's behalf.

The timing of many projects are dependent upon the lake level. On the July 4th weekend it came nearly up to the pavilion floor—but not quite! While we lost use of the big parking lot, we were still able to use the pavilion for fun activities along with the two days of racing. Each flooding incident causes an imperceptible amount of erosion or other change in the shoreline. It all adds up and across the decades we have to identify the damage and effect the remedies.

As Vice Commodore, my immediate focus is the **mooring** areas. **Mooring** chains corrode and eventually break. The chains are galvanized but as they slowly swirl around in the water beneath the **mooring** balls, one link rubs the protective coating off another. Additionally, the Arkansas River contains a certain amount of salt, which adds to our worries about corrosion on every chain and anchor. Eventually these chains break if not checked and replaced in a timely manner. WSC members of the **mooring** fleet need to be aware of the lake level and adjust their **mooring** lines whenever the lake level changes significantly. Usually a BOG member will send an all-club email noting warnings about the rising lake level. If more line is not released, there is too much strain on the **mooring** chain which can pull the boat's bow into the water or else the floating boat can actually drag the **mooring** anchor!

All of these situations are BAD! You can figure out WHY. It all causes excess strain, which inevitably shortens the useful life of all equipment at the very least.

It is important for everyone to know something about club facilities, so thanks for reading my treatise on **moorings!** I believe that the more each person knows about the nuts-and-bolts workings of the club, the better it can function.

Come on out and enjoy your club. If you have a concern, contact me. I will see you all at The Lake.

Lisa Weatherholt
Vice Commodore



"A knot is never 'nearly right'; it is either exactly right or it is hopelessly wrong, one or the other; there is nothing in between. -- CLIFFORD ASHLEY from *The Book of Knots*



Not much to talk about. Short edition this month. It is hot, July has come and gone. August is coming on hot and heavy.

I am working towards a great September. I will hopefully have my boat back together and look forward to sailing in maybe Labor Day or the Sail for Steve regattas.

Things are moving right along at the club, we have appeared to miss major flooding this year and we are in a growing party mood.!

I am ready for a major beach party or a raft up. Any one else ready for that??

If you go out to work on a boat or go sailing, drink plenty of water. I know we all want beer, but we need the water. We are in the height of overheating season and I don't want to write about someone passing out.

This month I have left off my usual sailing news from around the world. For some reason a lot of my research and web time has been West Marine and/or info on my boat. But I have already began looking for things of interest for next month.

As I have said this over and over, this is a newsletter for Windycrest Members. Not only as readers with articles from the Board of Governors and other happenings around the Club. But this is a platform for you share your sailing experience, information that you think could help other members or just plain fun stuff.

Send me articles, classifieds or any other material by the 18th of the month and I will published it in that months edition. (I do have editorial control. Be a little PC, and remember your audience.)

There are not a lot of boat ads in this month's addition, but there are some that are offering up for free or next to nothing. I am currently trying to get my Mutineer (Center Board)in a place to give it away to someone. (this is a little brother to the Buccaneer that the Commodore speaks of in his article.

We will see you at the lake or in our thoughts and prayers.

Mark Hoagland

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MC Report: Stephen Gent recently acquired a Melges 17. Looks like a lot of fun.

We have had a few race days with big wind and they had a great time on it. The July 4th Regatta was light air at the beginning but we still managed to get in three races. Kudos to Skeeter for doing a nice job as PRO. The Monday July 5th Long Distance Race was a good time too. It is nice to see our Keelboat Classes active in our LD events. We've had some crazy winds recently and it has made sailing challenging and fun! Hoping for more of it.

Only 2 Wednesday Nights left. Better get out there!

Danny Ziegler



San Juan 7.7



Junior Sailing Camp was a success this year despite a lack of wind in the early going. There were 15 young participants ranging in age from 8 to 16.

The camp was run by Grant Gerondale who did a very nice job of trying to stay focused on teaching sailing skills while faced with very light wind and high temperatures making swimming breaks a common occurrence. Grant was assisted by Skeeter Chilton, Jeremy Kirby, Lisa Weatherholt, Michelle Young, Gil Greenwood, Cathy Casad, and me. Several parents were also on hand during much of the camp who were very helpful in keeping kids corralled, safe in the water and focused.

We saw some marked improvement in sailing skills during the camp and hopefully have encouraged a next generation of sailors. I would to extend a big extra thank you to Jeremy Kirby and his sons Zachary and Jonathon who helped prior to camp in getting the boats ready and during the camp day to day in getting the boats rigged up.

The camp ended on a high note on the last day when the wind picked up to a nice crisp breeze and the sailors got to test their newly learned skills in more challenging waters.

Also during camp, a photographer from Tulsa People magazine showed up and there is a nice write up and photos in the July issue of Tulsa People on the camp and Windycrest. You can check it out at <https://www.tulsapeople.com> on pages 46 to 51.





Submitted by Vice Commodore Lisa Weatherholt



WINDYCREST WAITING LISTS	
LAST UPDATED 7/10/2021	
All requests are based on dated, written requests submitted to the Vice Commodore.	
SLIP UPGRADE LIST	
8/24/2017	Jeremy Kirby D dock
7/1/2020	Zack Whitlow B to D
SLIP WAITING LIST	
03/26/2021	Chris Kovac
04/20/2021	Doug Lewis
06/29/2021	Eric Fransen
07/10/2021	Pat Lahmeyer
MOORING WAITING LIST	
PASSED SLIP LIST	
<i>Members who have reached the top of the Slip Waiting List or previously held a slip may request to be placed at the top of the Waiting List at any time.</i>	
2/3/2004	Darrel Daniel
4/1/2005	Margaret Hamlett Shinn
8/18/2009	IV McNamara
4/16/2013	Roger Adams
3/19/2013	Julie Stillwell
11/14/2013	Steve Elliott A to B
7/14/2016	Josh Gifford
12/1/2016	Drew Ziegler
8/24/2020	Ryan Ferrell
TRAVEL TRAILER WAITING LIST	
1/23/2017	Bill Gent
7/30/2018	Norman Jensen
10/6/2018	Michael Gent
4/21/2020	Dan Kirkpatrick
6/2/20	Doug, Leslie Cunningham
PASSED TRAVEL TRAILER LIST	
2/27/1999	Barbara Montalbano
10/10/2004	Joe Perrault
4/1/2005	Margaret Hamlet Shinn
11/30/2010	David Runnels
1/6/2014	Marcus Fairless
3/12/2015	Cindy Gowing
5/5/2015	Paul Holden
3/1/2016	Charlie Keithline
9/2/2016	Michael Jones
12/1/2016	Drew Ziegler

Editors Note: If you are on this list from like 5-10 years ago, and just haven't asked to have your named dropped. Let the Vice Commodore know.

mith



CHEESEBURGERS IN PARADISE PARTY! A real PARTY!

I hope you were there! Not associated with a regatta or a holiday race, purely a PARTY. Well over 120 party-goers reveled in great casual food (cheeseburgers, both beef and veggie), margaritas (etc), and music from Gemstar, the steel drum band. Great ambience! Great company!



The most recent time we were hula-hooping to steel drum music was 2018. Yikes, that makes this year's party all the sweeter. Major thank-you to Jo Ann Chandler, who was in charge of food, Skeeter Chilton was the main bartender with big-time help from Margaret Shinn and Steve Elliott. Sandye Taylor and Evelyn Hayes did their usual excellent job of taking the money and dispensing leis. Other members of the Sunfish fleet helped decorate and clean up. I personally gave it five stars and six exclamation points! – Lisa Weatherholt





The Windcrest Sailing Club is governed by a group of VOLUNTEERS that gather once a month in an official meeting to discuss all of the club business. They are also active at the lake and can be seen regularly attending regattas, parties, checking on the condition of the club and sometimes even getting to spend some time sailing.

I thought this would be a great time to illustrate what the 8 members (volunteers) responsibilities to us, the members of Windcrest Sailing Club.

They are referred to as the Board of Governors or BOG for short.

Commodore: Responsible for the welfare of the Club. He/She shall preside at all meetings when present and will represent the Club at special events. The Commodore shall be chairman of the Board of Governors, a member of the Steering Committees, shall appoint such other committees as are required and be an ex-officio member of all such committees. The Commodore will report on the Club's activities at the annual meeting.

Vice Commodore: The primary responsibility of the Vice Commodore is the charge of the buildings, grounds, docks, and moorings. New Membership's first contact is the Vice Commodore and all applications for new membership should be directed to him/her. The Vice Commodore is to assume the office and title of Commodore in the case of a vacancy, as well a temporary absence or disability of the Commodore.

Rear Commodore: Development and directing of all training programs, as well as being in charge of all club boats.

Secretary: Keeps minutes of all Club meetings, permanent records of all Club activities, and conduct all Club Correspondence. The secretary will compile and distribute to all minutes a complete list of active members as of March 15th of the current year.

Treasure: Is responsible for the collection of all dues and any other amounts due the club. They will disburse Club funds in payment of properly authorized Club indebtedness.

Fleet Captain: In charge of the general coordination and planning of the Club racing schedule and special Club races, the preparations of sailing instructions and the committee boat, chase boats and racing equipment.

Activities Captain: Development and planning of Club social functions and non-sailing activities.

Past Commodore: Acts in an advisory capacity to the Board of Governors and help represents the Club at special events.



M-20 \$500

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gilwood960@gmail.com



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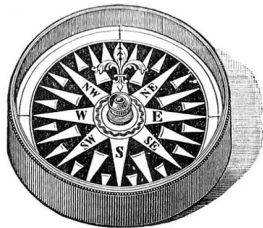
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Don't start anything!

A sailor brings his boat up to a restaurant dock to eat lunch.

The dockhand says, "I'm sorry, sir, but I can't let you dine here today. This establishment has a necktie policy, and you are not wearing one."

"Of course I don't have a tie on," replied the sailor, "I'm on a boat!"

"Well, go down below and put one on," said the dockhand.

"I don't HAVE one!" shouted the sailor.

The dockhand, not wanting to turn away a customer, said: "Well, why don't you just find something that approximates a tie. That should be OK."

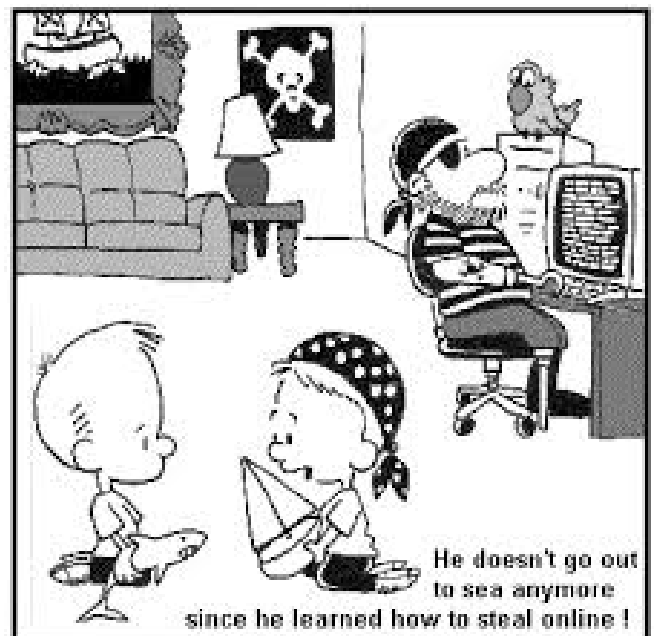
After some time, the sailor comes out with a pair of jumper cables. "This is all I could find to put around my neck," he said.

Sighing, the deck hand said: "OK, I'll let you in with those, but just don't start anything."



Courtesy of www.americanboating.org
"How rude of me, I've been talking about my boat all night. I haven't given you a chance to talk about it."

"Making a boat out of stone would be a hardship!"



He doesn't go out to sea anymore since he learned how to steal online!



Be Safe.

Stay Hydrated.

Go Sailing as often as possible.

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