

# WINDWORD

*Windycrest*  
SAILING CLUB

Volume 27, Issue 9

October 2021

Mark Hoagland, Editor

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**WINDWORD**

*Windycrest*  
SAILING CLUB



October - November 2021



Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

<p><b>24</b> <b>WindyCup</b></p> <p><b>October</b></p>	<p><b>25</b> <b>National Greasy Food Day</b></p>	<p><b>26</b></p>	<p><b>27</b> <b>National American Beer Day</b></p>	<p><b>28</b> <b>BOG Annual Meet and Election of BOG Officers</b> <b>ZOOM</b></p>	<p><b>29</b></p>	<p><b>30</b></p>
<p><b>31</b> <b>Halloween</b></p>	<p><b>November 1</b> <b>BOG Meeting</b></p>	<p><b>2</b></p>	<p><b>3</b></p>	<p><b>4</b></p>	<p><b>5</b> <b>National Red Head Day</b></p>	<p><b>6</b></p>
<p><b>7</b> <b>Day-Lite Savings Time</b></p>	<p><b>8</b></p>	<p><b>9</b></p>	<p><b>10</b></p>	<p><b>11</b> <b>Veterans Day</b></p>	<p><b>12</b></p>	<p><b>13</b> <b>Fall Regatta</b></p>
<p><b>14</b> <b>Fall Regatta</b> <b>T-Day Pot Luck</b></p>	<p><b>15</b></p>	<p><b>16</b></p>	<p><b>17</b></p>	<p><b>18</b></p>	<p><b>19</b> <b>Full Moon</b></p>	<p><b>20</b></p>
<p><b>21</b></p>	<p><b>22</b></p>	<p><b>23</b></p>	<p><b>24</b></p>	<p><b>25 T-Day</b> </p>	<p><b>26</b></p>	<p><b>27</b></p>



The State of the Club,



or the Commodore's thoughts as his term ends



I am close to the end of my year long term as your Commodore, a time that I enjoyed more than I ever expected I would. By this time next month I will be an "old hulk" in every sense of the term, sent back to my boat tired but happy. As I leave office, I do so with enormous admiration for Windycrest Sailing Club and its past and present members. When people in far away places ask where you can sail in Oklahoma of all places, it is very easy to describe our vibrant, friendly, active, picturesque club. And then, if they look at our website and read all about Windycrest, they tell me how awfully impressed they are. That's probably because very few sailing clubs anywhere have a 30 acre campus, over a hundred slips and moorings, a panoramic lake view, and as many members as we have.

During its 56 years, Windycrest's lifeblood and the root of its success have been its members' enjoyment of sailing and commitment to our club. Our members' enthusiasm is the soul and source of all our activities — social, training, racing. It's our members, hardly ever outside contractors, who repair the docks, fix the plumbing, paint the buildings, pour concrete, set buoys, and everything that a 40 acre campus requires. While that devotion and effort hold down operating costs and keep our dues reasonable, more importantly they forge friendly and lasting relationships.

Still, in time, activities can become routine and facilities may wear out or become inadequate. Like every organization that stays vital, Windycrest must look critically at itself from time to time. New thoughts and new efforts are essential. Therefore, Windycrest is right now beginning comprehensive evaluations of all our facilities and all our activities. A new facilities committee has just begun developing a multi-year plan for the maintenance, improvement and future development of our entire campus, including our docks, buildings and grounds. At the same time, a new activities committee is reviewing all of our club activities with an eye to improving and inventing new social events, energizing membership development, and increasing participation by all our members. A new training committee is working on ways to improve all our training programs from youth to adult in order to provide our members with the best training for basic sailing, racing, and cruising.

These groups are energetically looking at what Windycrest now has that works, what it has that doesn't work, what it doesn't have that can work, and everything in between. This is all in the lasting Windycrest tradition of members making — and keeping — this one of the best sailing clubs anywhere.

None of this is a top-down process. If you are not on one of these committees but have ideas that you would like to share, your thoughts and ideas are vitally important. Get in touch and share them.

Thank you for allowing me to sit at Windycrest's helm this past year.

Sincerely,  
David Hyman,  
Commodore



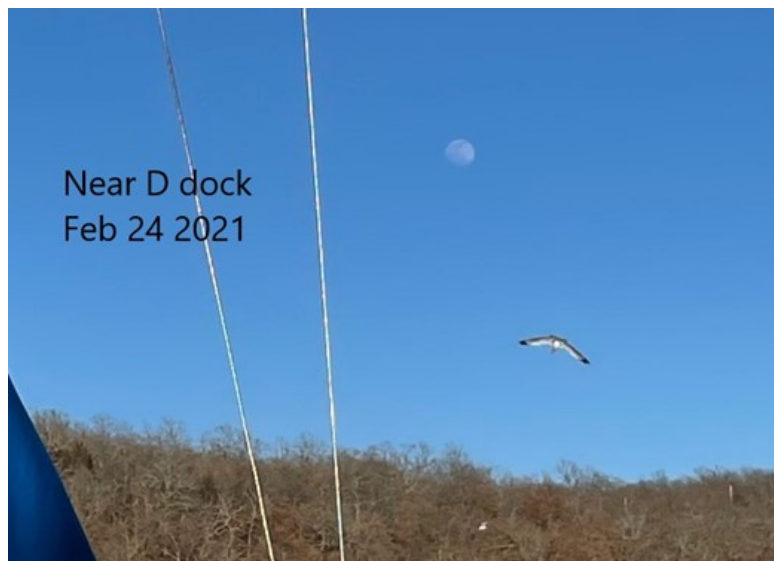
## Migrating Pelicans

Right now pelicans are migrating to the South. I love seeing them on the lake, and they are striking while flying overhead. They fly in a V formation, and on their undersides there is also a v-shaped contrast between dark and light feathers! A former facilities manager, Kevin Calman, says they are American White pelicans. According to Audubon.org, these birds are ... "One of the largest birds in North America, with a 9-foot wingspan. Similar to Brown Pelican in shape but much larger, and very different in habits: Occurs far inland, feeds cooperatively in shallow lakes, does not dive from the air for fish. Despite its great size, a spectacular flier, with flocks often soaring very high in the air, ponderously wheeling and circling in unison." My best guess is that the birds we see are headed either to Texas or Mexico.



Lisa Weatherholt  
Vice Commodore

More information is available at: [https://www.allaboutbirds.org/guide/American\\_White\\_Pelican/](https://www.allaboutbirds.org/guide/American_White_Pelican/)  
(affiliated with Cornell University)







Once again the world got in the way of a September issue. I received some great stuff but was lacking in some areas. (Here comes an excuse.) Right in middle of everything my wife fell and fractured her wrist, it took two weeks to get into surgery. But what does that have to do with the Windword? Nothing! Just my transition to a new job, my grandsons first birthday in Houston, committing to my daughter that we would stay and babysit while they got away for a short vacation. So September all of sudden became October. Pam got her arm set, we made to Houston, and I got the transition to my winter job set up.

So here is Octobers Windword. It should have been Septembers and it is about to miss October. I am aware that there are things people will tell me, "it use to be in the Windword!" and I am trying to get back on my schedule and include some fun and interesting items. I also know that you are aware that a lot of things come for other people: Articles from members of the BOG, Notices of Races and Events, etc. take time to have members get them written and submitted.

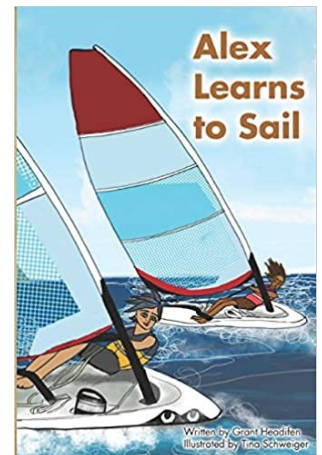
I want to get more information about our members, more articles of what is happening to inspire people to get involved in the goin'-ons at Windycrest. This all takes time. So I count of the good members of out club to send in articles about events they worked at or was the sponsor.

One thing I got this month that I was very happy to see was several articles submitted by members. One on the designer of the Laser, ASA training on trim, another great article on getting youth involved in sailing. Thank you all!

As I mentioned I went to Houston to celebrate my first grandson's first birthday, Do you think I am jumping the gun a bit by getting him this book? His name is Alexander Chudy.

More when there is time.

Mark



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**NOTICE OF RACE****2021 Windycup Regatta****Hosted by: Windycrest Sailing Club****Tulsa, OK USA****RULES**

The event will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*. The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions and the Windycrest 2021 Sailing Instructions.

**ELIGIBILITY AND ENTRY**

The regatta will be open to all boats and members of Windycrest Sailing Club. All boats will start together and race the same course.

**SCHEDULE**

**Sunday, October 30, 2021.** Competitors' meeting will be held at 12pm. First race begins at 1pm. Plan to race a minimum of 3 and a maximum of 5 races.

**SCORING**

The regatta will be scored according to the Portsmouth handicap system for all boats, *The Racing Rules of Sailing* App A low-point system.

**AWARDS**

The winner of the 2021 Windycup Trophy will be the boat with the lowest aggregate score among the races comprising the regatta. Prizes will be awarded to 1st – 3rd Place.

KB—Scorer  
kbscore@windycrest.com

CB—Scorer  
cbscorer@windycrest.com

Training Director  
training.director@windycrest.com



The Annual Meeting will be via Zoom on Thursday, October 28th @ 7:00 pm.

Join the meeting <https://www.meeting.windycrest.com> or via the Windycrest Website <https://www.windycrest.com> on the left you will see a tab for Zoom, you may enter via the tab.

During the meeting there will be a review of the 2021 year with the highs and lows, and a state of the Club presented by the Commodore and Vice Commodore. We will also have a financial statement available for viewing.

The slate of Board of Governors (BOG) Officers are:

- Commodore - Lisa Weatherholt
- Vice Commodore - Maurice Casad
- Rear Commodore - Michael Gent
- Past Commodore - David Hyman
- Secretary - Margaret Hamlett Shinn
- Treasurer - Gary Worley
- Fleet Captain - Dan Jarrett
- Activities Captain - Molly Richardson



VOTE HERE : <https://forms.gle/QbXhLHSgxwME5FzZ6> or on the website.

Sail On WSC



Board of Governors

**Commodore**

David Hyman  
Commdore@windycrest.com

**Vice Commodore**

Lisa Weatherholt  
Vice.commodore@windycrest.com

**Rear Commodore**

Maurice Casad  
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**Past Commodore**

Skeeter Chilton  
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**Secretary**

Margret Hamlett Shinn  
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**Treasure**

Gary Worley  
Treasure@windycrest.com

**Fleet Captain**

Dan Jarrett  
Fleet.captain@windycrest.com

**Activities Captain**

Molly Richardson  
Activities.captain@windycrest.com



## Board of Governors (BOG)

The BOG had their last meeting of the current members on October 4th, 2021. It has been a busy year and I know everyone appreciates the work that has been done. Also I know that we are looking forward to the Board.

In the past we have posted the minutes from the monthly meetings in the Windword. In the future the minutes will be posted on the web page in the Club Members tap.

As with all things this may take a bit of time to work the bugs out. More information coming soon.





## Autumn Activities



We saw autumn activities simmer down as COVID-19 cases again in the Tulsa area, but we're glad we could throw some fun and safe events this spring and early summer. We'll be in touch soon regarding the safety of a Windycup grill party and also holiday events. Stay Tuned!

Great news ahead, though - we've had a wonderful response to the call for club members to join the Activities Crew! We now have a good mixture of newer and more-experienced members and look forward to putting together a solid event calendar for 2022.

We plan to revive certain past traditions, continue fun events started this year, and get creative with new activities to celebrate a safe and active sailing season in 2022. We'd especially like to revive fleet support for hosting fleet-sponsored events, and we also want to host some Open House Events that can help raise awareness of Windycrest to potential new members.

If you have ideas along these lines or would like to join the Activities Crew, please contact Molly Richardson: [activities.captain@windycrest.com](mailto:activities.captain@windycrest.com)

Until next time!

Molly



## Windycrest Sailing Club Racing 2021

2021 has been a memorable year of sailboat racing at Windycrest. This year we raced a bunch, with a few weekend regattas, our regular Sunday afternoon series, Wednesday night series, and a fun and interesting Holiday Long-Distance series comprised of 5 race days: St. Patrick's Day, Memorial Day, Independence Day, Summer Sizzler, and Labor Day. Plenty of sailing so far and we're not quite done with the 2021 season.

### Corinthian Long-Distance Series (aka Holiday LD Series)

The purpose of this series was to encourage all sailors, no matter skill level or experience, to come out for a low-stress and fun day on the lake with friends and family. The race format allowed participants to start anytime between 11am and 1pm, and 2 marks were set far enough apart to make a nice one-lap long-distance course, starting and finishing in WSC cove. Racers could choose which way to go on the course, taking first the right hand or left hand of the course depending on conditions. The format also made it easy on the race personnel as all that was required was to record start and finish times and calculate the results. As always, we had chase boats on the course for safety. By all accounts this series was successful. More than 40 different boats and crews took part in the series and we had a different overall handicap winner in each of the 5 races. Best of all, the series brought out boats and sailors who just wanted to enjoy a beautiful day on the lake with their friends and family which is what this series is really all about. Whether you came out to race or to cruise the course, we hope everyone enjoyed the event and camaraderie and we hope you'll come out for the series reprise next season.

Some of the best sailors in the club raced the entire series and honed their skills at not just navigating and racing the course, but also optimizing the course and weather. Deciding how to manage the course for optimal wind and weather and how to decide which way to go after starting were critical to success on the course and added a new important element to the race. Those with the best course strategy tended to prevail including the top 3 overall series winners: Randy Bell (MC Scow); Roger Kerr (J-22); Mark Lobo (Catalina 22). We'll bring the Holiday series back next year but we'll have a few changes to make to tighten up the racing a bit and get even more boats on the water.

### Club Series Races

It was really exciting to see all the boats on the water for our club series races in 2021. Compared to recent years, this year has been a real boon especially among the keelboat handicap fleet with a total of 14 boats representing 12 different classes participating in the club series this year. A few new members have really embraced the series and have brought a new level of competition to the group.



### **Windycrest Sailing Club Racing 2021 Continued:**

The Centerboard fleet was competitive as usual and again new members to the group brought fresh enthusiasm. In addition to the usual gang, new MC'ers Tyler Parette and Rob Stout joined the fray, and Jeremy Kirby on his Flying Scot, Mark Patz on his Thistle and Gil Greenwood on Sunfish represented their fleets as well. Again, it was really fun to see everyone out this year, let's keep the fleets growing. Remember, Sundays at Windycrest, competitors meeting at 1pm and first start at 2pm.

### **Wednesday Night Series**

What's not to like about the Wednesday night series? Raced each Wednesday at 7pm between mid-May and late-July, this series is always fun. Unfortunately, this year the weather played a big role in the series races with either too much or not enough wind cancelling several races. Regardless, just being at the lake on a Sunday evening is worth it, come out next season and enjoy beautiful evening sailing and a sunset sail back to the club on Wednesday nights.

### **Other Regattas**

Windycrest hosted a bevy of regattas this year as well. The Memorial Spring Open in May kicked things off with some really exciting racing featuring a Saturday regatta with 7 J-22's including some hotshot guest crews. The MC fleet raced both Saturday and Sunday completing 7 races in the regatta.

This fall was especially busy with the 42<sup>nd</sup> Annual Charity/ALS regatta, the Windycrest-hosted Hobie Catfight regatta/Hobie 18 and 20 North American Championships, and the MC Southwest Championship all taking place in the last month. These events brought a literal ton of new guests and visitors to our fair lake and course and were an overwhelming success.

We're not quite done with the season. The WindyCup race is scheduled for Sunday, October 30<sup>th</sup>, open to all members and classes. Also, the Fall regatta has been re-scheduled to November 13-14 to allow Fall to arrive as it seems a bit late this year. Bring your boat out and enjoy the last racing of the 2021 season.

Overall, this season has been a success and let's continue the trend next year. Let's keep the fleets active and grow new ones. It takes 3 boats to make a class, so encourage others to come out and support the class. It is not too far-fetched to imagine 10-12 boats on the line with regularity if we work on bringing everyone out on race day. We'll have the course set, come out and race it.

Dan



***There are many reasons to teach children how to sail.***




***Here is a list of the top 15 benefits:***

- **Learning through Discovery.** Sailing teaches life skills through self-discovery. This is a very effective and interesting way to learn and is different from most educational methods used in school. By learning through self-discovery, people develop a thirst for greater learning as well as a deeper understanding of the subject.
- **Decision Making.** Sailing teaches and gets people comfortable with making real-time decisions. When faced with the changing courses of other boats and wind shifts, the sailor needs to constantly make decisions to safely maneuver the boat and to do so without time to discuss or contemplate. This is one reason the U.S. Navy uses sailing as a teaching tool to high school age NJROTC cadets and to Midshipmen at the Naval Academy.
- **Self-Confidence.** There is simply nothing like being able to pilot your own craft at the age of 8 years old. Riding a bike is one thing. Skillfully steering and docking a sailboat is quite another.
- **Team Work.** An analogy is to imagine having three people to drive your car, one person on the wheel, one person for the accelerator, and one person for the brake. To not properly work as a team on a sailboat will cause chaotic sail and boat behavior often causing the boat to turn out of control, or for a small sailboat to tip. That's a lot of motivation to learn to work as a team.
- **Communication Skills.** Sailing demands accurate and clear and timely communication between every member of the crew. To not correctly communicate can quickly cause things to go wrong, such as falling behind on a race, or tipping the boat.
- **Adventurous.** Sailing creates a sense of adventure which combines curiosity and boldness and becoming comfortable to face new challenges. It does so while being fun creating the desire to enjoy new challenges.
- **Risk Taking.** Sailors whom race learn to take risks and become comfortable with taking risks. They also quickly learn the results of taking too much risk. Many young sailors will tip their boat on a warm summer day just for the fun of pushing the risk-taking beyond the limit. Learning small boat sailing on a sunny summer day in calm waters is where disastrous results of going beyond the limit can be fun.

Continued on Next Page





-  • **Responsibility.** Taking command of even a small boat is a lot of responsibility. Not only are boats costly to purchase and repair, but being in any situation involving water has a certain level of danger. Even the youngest sailor learns the need to follow safety protocols, safe practices, using safety gear, and acting in a safe manner. Sailing is so much fun; all sailors are motivated to learn and follow the practices of safe and proper seamanship in order to keep sailing.
- **Courage.** To step away from the land into the marine environment powered only by the wind takes courage. To try to make a boat sail as fast as it can and to take risks in order to be victorious during a race takes courage. Sailors who are comfortable while sailing, especially in a racing situation have developed a deep-rooted level of courage.
  - **Shipshape habits.** Sailing students learn how to properly rig and unrig a boat. Kids learn to put things away in the right place and keep them tidy while on the water, especially small boat sailing. It's not that sailors are "neat freaks" it's just that it creates a safer environment and is practical due to the rocking and heeling of the boat. That's a skill no mom or dad can argue with.
  - **Perseverance.** Sailing rewards perseverance. There is a good reason why many boats have been named Tenacity, Resolute, and Endurance. Success in sailing is often due to having steadfastness of doing something despite difficulty or delay in achieving the object.
  - **Flexibility.** A sailor must not be rigid in following a plan because the sea and weather are always changing. The sailor must learn a level of flexibility to be successful.
  - **Cognitive Skills.** To communicate with a crew, manage the shape and trim of a sail, steer the boat, navigate the boat in the bay considering other boats, shoals, etc.; to do this in a changing environment with wind shifts, and tidal currents; to learn using every sense the human has while instantaneous problem solving; and to do so with the ease and comfort as taking a breath of the sea air. There is no better tool for teaching cognitive skills.
  - **Practical Mathematics.** Velocity, bearing between boats, tracking distances, the real world experiences while sailing is so much fun that the sailor doesn't even realize that they are learning mathematics such as geometry, as well as basic physics.
  - **Leadership.** The sailboat is a floating leadership laboratory. Every sailor will have time as skipper and will need to take command and navigate and safely steer his boat among changing, often challenging conditions. Every sailor will have time working with a skipper, learning the adage before you lead, you need to learn to follow. The U.S. Navy sends its top high school NJROTC cadets to the Leadership and Sailing Academy so in a short two week period they can learn the leadership skills needed to return to take over command positions in their units. The Naval Academy will have its newest midshipmen have a similar experience during their first eight weeks of arrival because the sailboat is a very effective tool for teaching leadership.





## Bruce Kirby, sailboat designer whose Laser dinghy became a global phenomenon, dies at 92



known as the Laser.

Light enough to be fastened to the roof of a car, stable and speedy enough to be used by weekend hobbyists as well as Olympic racers, the boat became a fixture of international competitions and local yacht clubs.

Its popularity established Mr. Kirby as one of the world's preeminent sailboat designers and enabled him to quit his day job as editor of a yachting magazine to practice design full-time. He had no formal training but went on to create such influential sailboats as the San Juan 24 and the Sonar, a 23-foot keelboat now used in Paralympic competitions.

Mr. Kirby, whose original Laser sketch entered sailing lore as the "million-dollar doodle," was 92 when he died July 19 at his home in Norwalk, Conn. The cause was congestive heart failure, said his wife, Margo Kirby.

An accomplished sailor who competed in three Olympic Games for his native Canada, Mr. Kirby grew up in Ottawa, listening to radio broadcasts of the America's Cup competition. He sailed his father's 24-foot boats up and down the river and began experimenting with hull design as a teenager, while carving a model boat from a piece of pine taken from his aunt's kitchen cupboard.

By age 15, he was sailing in major competitions, racing a class of 14-foot dinghy known as the International 14. After losing a 1958 regatta on the Isle of Wight, he began designing his own 14s, relying on intuition and a pilfered copy of Norman L. Skene's "Elements of Yacht Design," first published in 1904. "If you can understand 50 percent of what's in that book, you can design a boat," he later said.

Doodling on a yellow legal pad in 1969, Bruce Kirby designed one of the most beloved sailboats in history, a low-slung fiberglass dinghy that became

Mr. Kirby was 40, living on the Connecticut shore and editing the magazine *One-Design & Offshore Yachtsman*, when he got a call from his friend Ian Bruce, an industrial designer who enlisted him to design what became the Laser. An offshoot of the Canadian retailer Hudson's Bay wanted Bruce to develop a one-person sailboat light enough to mount on a car. As they talked about the project over the phone, Mr. Kirby started sketching.

As he told it, he soon mailed his design to Bruce, along with a note: "If your clients don't want to build the boat be sure to hang onto the drawings because it might make us a buck someday."

The retailer didn't end up making the dinghy, and Mr. Kirby's plans remained in a drawer until 1970, when he and Bruce built a prototype for a regatta in Lake Geneva, Wis. Aided by Hans Fogh, an Olympic sailor from Denmark who provided a sail and served as the skipper, they won a race and began fielding offers from spectators on the beach.

At the time, their boat was known as the Weekender, a name that was reinforced by the large block letters on its sail: TGIF. It acquired a new, modern name — Laser — before being unveiled at the 1971 New York Boat Show, where Mr. Kirby and Bruce sold 144 Lasers off the floor. Nearly 14 feet long, with a 130-pound fiberglass hull and aluminum mast, the boat sold for \$695 each and soon became a global phenomenon.

"From a technology standpoint, it's a very simple boat, and just a great, great boat to learn how to sail fast," Scott MacLeod, who won North American collegiate championships in a Laser, told *Popular Science* in a 2019 interview.

More than 250,000 Lasers have been built, according to the National Sailing Hall of Fame, which inducted Mr. Kirby in 2012. The 1980 Laser world championships in Kingston, Ontario, drew 350 entrants, and the boats have been used at the Olympics since 1996, when organizers reportedly added the Laser sailing class to make it easier for younger racers to compete without having to buy a more expensive boat.

Continued Page 13



## Bruce Kirby - Continued



"It's very affordable. You don't have to worry about crew, and the boats are simple," Jim Brady, an American sailor who won a silver medal at the 1992 Games, told *The Washington Post* in 1993. "It's going to make it easy for a lot of younger people to do much better with a lot less money than ever before."

Indeed, the Laser is now used in World Sailing's Emerging Nations Program, which promotes sailing around the world. In a statement last week, the organization's president, Quanhai Li, called Mr. Kirby "a tremendous ambassador for the sport," adding that he "paved the way for generations of sailors who raced and enjoyed his creations."

The second of three children, Bruce Robert William Kirby was born in Ottawa on Jan. 2, 1929. His mother was a homemaker. His father served in the Canadian army during World War I, ran a building supply company and encouraged his children to join him on the water.

Mr. Kirby, who never graduated from college, got his start in journalism, working as a reporter for the *Ottawa Journal* before becoming an editor at the *Montreal Star*. "When there were lulls," he later told *Sailing World* magazine, "I would draw boats on these pads that you put headlines on."

All the while, he continued to sail. Mr. Kirby made his Olympic debut at Melbourne in 1956 — he came in eighth sailing a single-handed Finn, his best finish at the Olympics — and later competed at the 1964 Games in Tokyo and the 1968 Games in Mexico City.

His more than 60 boat designs included *Canada I*, a 62-foot sailboat that reached the semifinals of the 1983 Louis Vuitton Cup, and *Canada II*, which competed for the cup four years later in an unsuccessful bid to challenge for the America's Cup. He

received the Order of Canada in 2018 for his contributions to sailing.

By his account, he made "quite a lot of money" from the Laser but stopped receiving royalty checks about a decade ago, leading to a prolonged trademark and royalties dispute with the boat's European manufacturer. A jury awarded him nearly \$7 million in damages last year. As a result of the trademark fight, the Laser is known in official competitions as the ILCA, or the International Laser Class Association.

In addition to his wife of 65 years, the former Margo Dancey, of Norwalk, survivors include two daughters, Janice Duffy of Bethel, Conn., and Kelly Kirby of Wallingford, Vt.; a sister; and two granddaughters.

Mr. Kirby's wife said he continued to race until about two years ago, following a long battle with knee and back pain. He blamed the ailments on years of hiking, a technique in which a sailor leans far outside the boat, almost parallel to the water, to maintain speed. But he said he found it hard to quit, especially when it came to sailing his beloved Sonar keelboat, which he called his favorite design.

"Once I'm in my Sonar," the National Sailing Hall quoted him as saying, "the aches and pains go away."



September 24, 2021



To our friends at *Windycrest Sailing Club*,

On behalf of APSO and the many families in northeast Oklahoma suffering from the horrendous effects of ALS, I would like to thank you once again for your awesome, and generous, contributions that go to aiding our ALS community!

So... we are now deep into the second year of dealing with a pandemic that has touched the lives of each and every one of us. For APSO that means that we've had to do things a little differently, but the work still goes on. ALS doesn't give one hoot about the pandemic, it's still going to attack just as many people. As we work through these changes, we find that more and more folks are reaching out again to have us help. The first year or so of the pandemic, folks were afraid to have anybody come to help. Currently APSO is involved with 4 home modification projects ranging from just widening a couple of doors to whole house modifications with grant funding from the Veterans Administration. And, as we always do, we are providing education and other services to several families.

As you can imagine, all of this work requires funding for our operating expenses. That's where Windycrest comes in. Nine years of your tremendous support has had a real impact on our organization and we simply can't thank you enough! We truly couldn't do what we do, if folks like you didn't do what you do.

Donations were a little over half of what we've had in the past with the total so far coming in at \$8180. As you know, our wind at this year's regatta was completely opposite from last year's. Instead of a drifter, it was almost a blowout! Maybe some sailors didn't come out because of the wind, and it's our first regatta since Steve passed, so considering all we were up against we're thrilled with where we ended up! We are so humbled by your generosity! We will always hold *Windycrest Sailing Club* near at heart and in the highest regards!

Once again, I just want to say Thank You! We feel that we have truly made some good friendships over our nine years of regattas at Windycrest and look forward to our next meeting!

Larry Seacat



*Executive Director*  
*ALS Patient Services Outreach*

*ALS Patient Services Outreach · 12977 S. 200<sup>th</sup> East Ave.. · Broken Arrow, Oklahoma 74014*  
*info@alspatientservices.org · Federal Tax ID: 45-5454628*

Upwind sail trim, ASA Advanced Cruising & Seamanship by Bill Gladstone

### Mainsail Trim-

The mainsail has several control devices. These allow the sailor to adjust the mainsail to whatever situation is at hand. These controls are: the mainsheet, the traveler, the boom vang, the outhaul, halyard and Cunningham. In addition, the helm and mast bend can adjust the mainsail usage.

The mainsheet – the primary tool for adjustment of the mainsail, is adjusted based on the angle necessary from close haul to a reach. For best performance trim the boom so the upper leech (or top batten) is parallel to the boom and the leech telltales are mostly flowing. From there, experiment with the different adjustments; pointing, twist and balance. Look for overpowering, speed and weather helm.

The traveler – this moves the boom's angle of attack. Keep the boom centered unless you are in an overpowered situation and to reduce weather helm, at which time ease the boom out. You can also ease the traveler to adjust quickly during gusty conditions.

The boom vang – (not all boats have one) Used to tighten the vertical stretch of the mainsail to adjust for twist (tension to reduce twist, ease to add twist).

The outhaul – used for tension of the foot of the sail. Tension will reduce the depth in the lower part of the sail and easing will increase the depth (for more power). Go lightly on easing it, as it may not have the desired results.

The halyard and Cunningham – control the tension of the luff of the sail, which determines where the draft of the sail is set (the draft or depth of bend should be at the midpoint of the sail, luff to leech).

The helm – this is another way to adjust the main power by adjusting the angle of attack. The helm response is a main indicator of trim (weather helm).

Mast bend – not all boats have mast bend. It is used mostly in racing to change the power setting and draft position.

Every boat responds slightly or greatly different to each control device/adjustment. You should experiment with each one when you are away from the dock and shore to determine your boat's response. Carry a GPS to see the change in speed. Test the tiller with each adjustment to determine the change of weather helm. Have someone else steer the boat so you can examine the changes to the different parts of the boat (telltales, weather helm, speed, heeling and other signs). Make mental notes or write it down. The more knowledge and experience with the different controls that you have, the more enjoyment of the sailing experience becomes.





Windycrest recently hosted our annual MC Scow Southwest Championship Regatta. We had a great turnout of 20 boats, including sailors from Texas, New York, Kansas, Missouri, and Arkansas. We also had a new Windycrest member sailing who is from Michigan. Competitive group that had a lot of fun over five races. Spencer Brackman took first place overall.



2021 MCSW Skippers - (l-r) Liam Hood, Roger Adams, Gary Schroeder, Brady Savage, Mike Darrol, Harvey Baker, Danny Ziegler, Randy Bell, Tyler Parette, Darryl Daniel, Dan Jarrett, Justin Adams, Peter Lane, Scott Griffiths, Richard Burdyn, Stephen Gent, Rob Stout (in the boat), Chris Lane, Spencer Brackman, Tim McMahon. (not pictured- Michael Gent)



## San Juan 7.7





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**Catalina 22 #13689 Ivy Porter**

Michael Hughes ([hughesmp@att.net](mailto:hughesmp@att.net)) wrote : It's a good little boat underneath the grime that has accumulated. I will be cleaning it up but will sell as is if someone prefers to make an offer. New Mainsail with minimal use. Nice North Sails genoa and regular jib. Trailer was new during my ownership. Boat is dry inside and comes with accessories which I can show to persons with serious interest.

Michael Hughes  
918 406 1797

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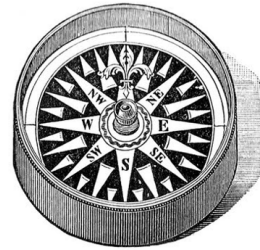
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14 THE JAPAN TIMES • SUNDAY, AUGUST 14, 2005





With great sorrow, we send word of the recent deaths of Roger and Patsie Vandenhende. The Vandenhendes were very active, long-time Windycrest members and were friends to many of us. We will miss them greatly and send our sympathy to the entire Vandenhende family.

Windycrest Sailing Club  
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761 Windycrest Road  
Sand Springs, OK 74063-8396