



The Holidays are here!

**Guess who's
coming to town!**



December 2021

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

28	29	30	1	2	3	4
5	6 International Ninja Day 	7	8 Pearl Harbor Remem- brance Day 	9	10	11 WSC Holiday Party
12	13 Taylor Swift's Birthday	14 Roast Chest- nuts Day 	15 #	16	17	18
19 Full Moon	20	21 Winter Solstice 	22	23	24 Christmas Eve	25 Christmas Day
26	27	28	29	30	31 News Years Eve	Jan 1 News Years Day



A new Windycrest year! We have a slightly altered Board of Governors; notably, a new Rear Commodore—Michael Gent—has joined and Skeeter Chilton has rotated off. The former Commodore David Hyman is now the immediate Past Commodore. He is now an Old Hulk! Old Hulk is the name of a tradition that has become slightly obscure in recent years, but we are reviving its prominence.

I am thrilled to have attained the status of being Commodore! I have a few ideas ... but first things first.

We have a wonderful club full of members who have many attributes in common. We love sailing; many of us enjoy teaching the how-to's of basic sailing, as well as racing skills. Sailing is a life sport to be enjoyed with or without competition. As David Hyman pointed out in a previous article, Windycrest members have myriad skills and often our projects are completed with minimal or no outside contractors. This serves to keep costs down, but—importantly—it builds a spirit of volunteerism and pride in our club assets. Some projects DO require contractors, but every process begins with assessments done by club members so that we have accurate evaluations of a project at hand.

First and foremost, I will strive to see that club facilities are safe, functional, and attractive. We do have an 'aging infrastructure', and have recently assessed the most urgent needs.

Second, please note the enormous service that a former Commodore, Grant Gerondale, has done in the past six months or so—he convened an ad hoc committee to study how our instructional programs can be expanded and crafted to meet current needs. In addition, he organized a study for another group of members (many are or have been BOG members) to assess and prioritize improvements to our physical structures. As a Board, we now have accurate and thorough summaries of what is most urgent for our docks, breakwaters, and such—as well as idea for making our instructional offerings much more robust.

Speaking of instruction, our new Rear Commodore (in charge of instructional programs), Michael Gent, is a lifelong member of WSC. Both his father and his grandfather were Past Commodores! He was a part of the junior program--called the Windjammers--and taught sailing quite a bit as a teenager. We'll learn more details as the months go by. He is looking forward to expanding our current junior program. Get excited!

Our new Vice Commodore Maurice Casad (in charge of facilities) is a recently-retired architect. I am looking forward to tapping into his knowledge of the built environment. And he SURELY has more experience (than I) in finding and hiring contractors and individuals when professional help is needed.

See you at The Lake—yes, even in the winter!

Lisa Weatherholt
Commodore

Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore Dream Discover." – Mark Twain



November 2021



Happy November everyone from your new Vice Commodore. First I would like to extend a big thank you to Grant Gerondale who chaired a Facilities committee this fall to identify the areas of greatest concern at the club that we will be addressing this year. The top five concerns identified by the committee are –

Breakwater – the breakwater is key to the integrity of all our docks and therefore our boats, so keeping them in good shape is key to our survival.

Pavilion deck and lake overlook – repair, replace or remove and install dock access only.

Bathroom roof repair – we have known that the bathroom roof needs replacement and soon. The only hold up is deciding if we should add an upper pavilion structure to the bathroom as part of a roof replacement.

A Dock – the previous A dock was one of the original docks at the club and it reached the end of its useful life and has been removed. Since we are now out of slip spaces and the interest is there, a new A dock will be investigated.

F Dock – the flotation in F dock needs some help, so additional flotation will be added to keep it afloat.

I'm also glad to report that our Facilities Manager Chris Foster is recovering from knee issues and will hopefully be fully functional very soon. Chris has been doing a great job especially considering the knee issues and I look forward to working with Chris this year to get our facilities into great shape. We are healthy financially and need to spend some money, time and effort to keep things running.

Since we are still battling Covid we will continue to utilize the smaller focused work groups instead of the one-time annual Work Day. I've always liked the annual work day since it gave me an opportunity to meet members I have not otherwise gotten to know, but staying with the smaller groups seems to be working well and should be safer for all concerned.

We have our work cut out for us, so here it to a productive 2022.

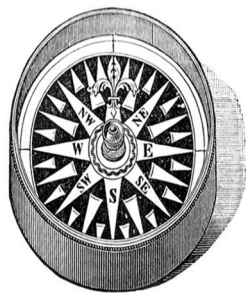
Maurice



My 2022 Stance. If I have offended you in the past, get over it.

I have a limited amount of time left on this planet and I'm not gonna spend it being a watered down version of myself just so people can like me

Thanks to all my friends and the folks that like me.



**THE CAPTAIN RON
Support Group**

.....
"IF it'S going to Happen, it'S
going to Happen out
there."

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After two years, the Windycrest Christmas Party has returned!

Join us in Tulsa **Saturday, December 11th at 6pm** for a holiday gathering with great food, great people, and festive music.

Tickets are a bargain at only \$20 per person, and include both dinner and an open bar!

Payable to: Windycrest Sailing Club

If paying by check, please let Nancy Keithline know ASAP. She can be reached at nancy.keithline@gmail.com or (918) 527-1959

The Official Publication of Windycrest Sailing Club



When I am out racing my boat, I am too often left watching the competition sail away on mysterious breezes that I am not able to find. This leaves me time to ponder what secrets they possess that I don't. So, it was a great pleasure to secure the services of Olympic gold medalist Paul Foerster as a crew member a few years ago on our Capri 25. I know several of you have had Paul on your boats, but I just wanted to relay my own experience.

The first thing I noticed about Paul was that there was not much talking but a lot of immediate action. He first wanted to eliminate all extra weight on the boat. I wasn't too worried about the race committee conducting a post-race audit, but I did want to keep the boat class legal, so I had to put a few things back after Paul threw them over the side. Once we had that done Paul, again without saying a word, grabbed a rag and jumped down on the hydro-hoist and started scrubbing the bottom few inches of barnacled keel that touches the water. I could have just watched but I decided I better get down there and help him, so I scrubbed the other side. Luckily the rest of the hull was in good shape, but Paul still did a quick inspection of overall cleanliness. Having a good clean bottom is a necessity in racing.

It didn't take long for Paul to assess the rigging on the boat. I was wondering if he would check the rigging for tension, side to side symmetry etc. but either he didn't think we had time or didn't think it that important. Again, there wasn't much conversation, just Paul staying very busy. He made sure everything was laid out in orderly fashion and then we hoisted the sails. As we were sailing out of the cove Paul covered the boat, looking at sail trim and going over the rigging one more time I assume to be sure he knew where and what everything was. It wasn't until we were near the starting line that he started to talk, and we discussed the race strategy. I was hoping for gleaming pearls of wisdom, but it wasn't going to be that easy. We looked over the lake for indications of which side might be favored, but he was deferring to me with my supposed home lake knowledge. This particular race was a staggered start, with each boat assigned a specific start time based on their handicap so there was no drama at the start line, just trying to cross the line at the correct time.

Once on course the first thing Paul corrected me on was tiller work. He advised me to be sure I knew where it was I wanted to go and use gentle tiller action to get there, not being too abrupt with the tiller. We discussed how to sail the shoreline, whether the shore was going to provide a lift or have different wind speed than the middle of the lake but again he deferred to my supposed local knowledge. Sail trim was okay, no major learnings there. On the downwind leg Paul got the spinnaker set and that was the most enjoyable part of the race for me. I do not have a lot of experience in flying a spinnaker, so he stayed by my side and helped with the nuances of how best to fly it working the tiller and spinnaker in tandem to keep everything flying.

I know you've read this far to find out the one magic thing to improve your sailing. Sorry. I did not come away with any one big thing. My experience with Paul just reinforced what deep down I already knew – knowledge, work and practice. There wasn't one big thing, it was doing lots of small things a little bit better so that the end result makes a big difference. But mastering those little things takes time on the water, time to try different techniques, work to be sure everything is ship shape, practice practice practice, and sitting at the feet of the masters who are willing to share their expertise.

Oh, and by the way, we did win the race.





Board of Governors

Commodore

Lisa Weatherholt
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Vice Commodore

Maurice Casad
Vice.commodore@windycrest.com

Rear Commodore

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Your Board of Governors for the year 2021-2022 had the first meeting for the year on November 8th.

Your new Board members are listed on this page and we are all excited about they will doing and planning for the club this year.

In the past the minutes from these meetings have been posted in the Windword. They have been known to take up six+ pages.

Because this information is important to the members of Windycrest Sailing Club the Minutes are now being posted in the "Club Member" section of the Web Page.



FROM AROUND THE WORLD AND YOUR OWN BACKYARD.



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

The winter solstice is the shortest day and longest night of the year. In the Northern Hemisphere, it takes place between December 20 and 23, depending on the year. (The reverse is true in the Southern Hemisphere, where the shortest day of the year occurs in June.) Cultures around the world have long held feasts and celebrated holidays around the winter solstice. Fire and light are traditional symbols of celebrations held on the darkest day of the year. It marks the start of astronomical winter. After the winter solstice, days start becoming longer and nights shorter as spring approaches.

Humans may have observed the winter solstice as early as Neolithic period—the last part of the Stone Age, beginning about 10,200 BC.

Neolithic monuments, such as Newgrange in Ireland and Maeshowe in Scotland, are aligned with sunrise on the winter solstice. Some archaeologists have theorized that these tomb-like structures served a religious purpose in which Stone Age people held rituals to capture the sun on the year's shortest day. Stonehenge, which is oriented toward the winter solstice sunset, may also have been a place of December rituals for Stone Age people.

Ancient Solstice Celebrations

Roman Holidays: Ancient Romans held several celebrations around the time of the winter solstice. Saturnalia, a holiday in honor of Saturn, the god of agriculture, was a weeklong celebration in the days leading up to the winter solstice. Saturnalia was a hedonistic time, when food and drink were plentiful and the normal Roman social order was turned upside down. For a month, enslaved people were given temporary freedom and treated as equals. Business and schools were closed so that everyone could participate in the holiday's festivities.

Some theorists believe the early Roman Catholic Church may have chosen the same date for Christmas in order to supplant pagan rituals, though many Christian scholars dispute this.

Yule: The ancient Norsemen of Scandinavia celebrated Yule from the winter solstice through January. In recognition of the return of the sun, fathers and sons would bring home large logs, which became known as Yule logs. They would set one end of these logs on fire. The people would feast until the log burned out, which could take as many as 12 days.



Winter Solstice Traditions

St. Lucia's Day: This traditional festival of lights in Scandinavia honors St. Lucia, one of the earliest Christian martyrs. It was incorporated with earlier Norse solstice traditions after many Norsemen converted to Christianity around 1000 A.D. As a symbol of light, Lucia and her feast day blended naturally with solstice traditions such as lighting fires to scare away spirits during the longest, darkest night of the year.

On St. Lucia's day, girls in Scandinavia wear white dresses with red sashes and wreaths of candles on their heads, as an homage to the candles Lucia wore on her head to light her way as she visited imprisoned Christians, carrying forbidden food in her arms.

Native American Traditions: For the Zuni, one of the Native American Pueblo peoples in western New Mexico, the winter solstice signifies the beginning of the year. It's marked with a ceremonial dance called Shalako.

After fasting, prayer and observing the rising and setting of the sun for several days before the solstice, the Pekwin, or "Sun Priest" traditionally announces the exact moment of itiwanna, the rebirth of the sun, with a long, mournful call.

With that signal, the rejoicing and dancing begin, as 12 kachina clowns in elaborate masks dance along with the Shalako themselves—12-foot-high effigies with bird heads, seen as messengers from the gods. After four days of dancing, new dancers are chosen for the following year, and the yearly cycle begins again.



Hello all!

If you've ever wondered about the depths at Keystone Lake, I found this website. You can zoom in to see the depths, at least what they have been in the past, who know how long ago these were put together. But it is interesting and good info. It also shows where submerged railroad tracks, bridges, culverts, etc. are located.

Skeeter



https://usa.fishermap.org/depth-map/keystone-lake-pawnee-osage-ok/#add_block



Windycup 2021

With anticipation 14 brave souls headed to Lake Keystone and Windycrest Sailing Club to see who the winner of the Annual Windy Cup would be. Upon rising up that fine Saturday morning, I woke to concerns, “there is not supposed to be any wind”.

Now un-like many years in the past I was not racing or working the race committee, I decided to go and try to be a photographer. After convincing the red chase boat to let me ride along, we took our position at the Windward Mark and watched the racers come out from the cove. We all we surprised to see not only ripples but small white caps developing. Had the wind gods and Channel 6 gotten it wrong about the breeze!?

The 14 boats that showed up were listed as:

Roger Kerr – J22
David Hyman – San Juan 7.7
Terry Rainey - Capri 25
Jon Kerr – Santana 525
Charles Mulholland – M5.5
(?) Hess – C22
Randy Bell – MC
Harvey Baker – MC
Richard Burdyn – MC
Rod Burdyn – MC
Dan Jarrett – MC
Drew Ziegler – C Scow
Mark Patz – Thistle



There were many able body sailors who chose to stay away from the light air, and shame on them. They missed a fantastic day of racing.

Most races were 12 courses, and they were great races. Tight bunches going into the marks, 4 out of 6 Keel Boats put up Spinnakers and it was a gorgeous site.

Now the wind did die, but there were 3 fantastic races.

You should have been there. Oh, Harvey won.





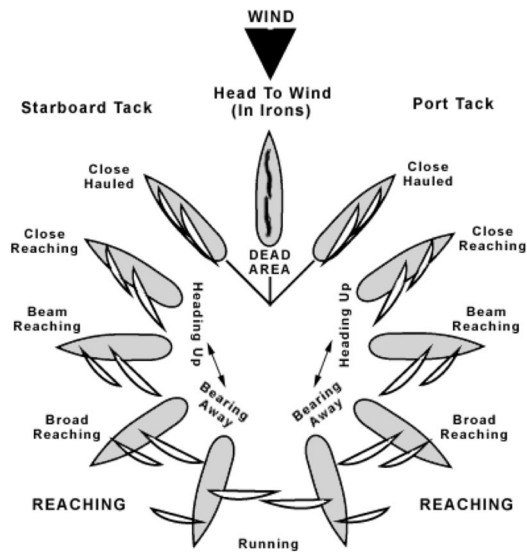
Downwind sailing

Another term for downwind is “bear away.” This meaning to turn away from heading into the wind. In downwind sailing, a big issue is the reduction is “apparent wind” or the reduced force of the wind on your face. That of course is because the wind is at your back and you are now aa with the wind. You “feel” as if you aren’t making much headway. In actuality, you can make the better headway, because now you can aim (in most circumstances) more directly at you destination. I say most circumstances because it is ill advised to have the wind directly behind you.

Running (straight) before the wind requires a great deal of concentration because of an accidental jibe. When that happens, the boom comes across the helm area unexpectedly with a great deal of force and can hit a crewmember causing injury or knocking the crewmember into the water (or both). A way to prevent the accidental jibe is to use a “preventer” line. Just attach a line to the bowsprit and the end (or close to the end) of the boom. Problem solved!

Running wind-on wing – or with the wind right behind the stern is a lot of fun. You see your boom on one side and the jib or Spinnaker on the other. You can get a lot of speed this way. You may encounter another problem – reduced visibility ahead, so keep a sharp eye ahead or station a crew member forward for this job. When running wind-on wing, you may want to put a whisker pole on the genoa/jib to help fly better and keep it full. Another problem is the steering caused by heavy waves in strong winds. So, keep an eye on your course.

Jibing – or turning with the stern of the boat passing through the wind. Plan this turn out before making it. I suggest that you (1) announce to the crew your jibe, (2). Check for other traffic, (3) release the preventer, (4) bring in the mainsail to center and lock down, (5) turn slowly and say “Jibe Ho”, (6) have the appropriate crewmember release the working (jib) sheet and take in the other (7) ease the mainsheet all the way to your desired setting, and (8) if your traveler was all the way out or not in the center, reset it and adjust the mainsheet and lock it down. You may still have the jib tracks set for the upwind sailing, so check them. **Cont. next page**



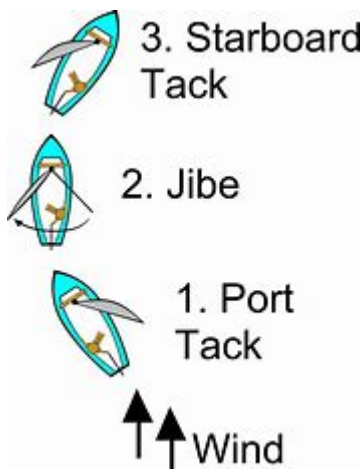
Downwind cont.

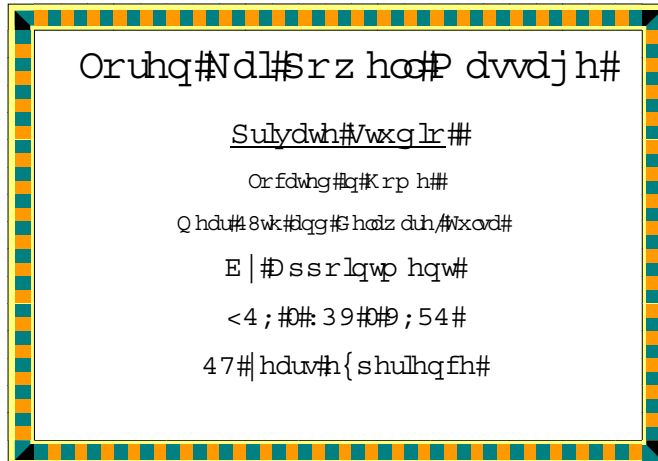
You won't have the telltales to give you an indicator of correct settings, so just look at the sails and adjust all you setting to get full sails. One way to open up the sails to catch more wind is to use a barber hauler, which pulls the leech of the sail out away from the boat. There are many other adjustments you can make which will help you. Many boats have other pieces of equipment that can improve the sailing, and you should explore those options.

There are different methods of sailing downwind. One is to sail an S pattern. This will help the boat to catch the wind at a better angle and ride the ways in a way that "surfs" or actually goes downhill, and at the same time go somewhat directly to you destination.

There are other sails you can employ once you get the feel of the boat. These are: spinnakers, asymmetrical spinnakers and gennakers. They are for more advanced sailors, but they do help when the wind is light and you need more sail just to move along.

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 (weather helm, speed, heeling and other signs).





FOR SALE

Catalina 25 #4214 "Kahuna" \$4000 OBO


Includes outboard, gas cans, chemical toilet, anchor, plus other accessories. Needs cleaning, outboard may need work, but sailable as is.



May be seen on D dock.

Contact Eric VanDenhende: ericvandenhende@comcast.net or text 9045669808.

Formerly sailed by Roger and Patsie VanDenhende.



**Gas Powered 2.5 HP, 2-Stroke
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Islander 21 Swing Keel



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Make me an Offer,
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918 914 3613

gilwood960@gmail.com

Catalina 22 #13689 Ivy Porter

Michael Hughes (hughesmp@att.net)
wrote : It's a good little boat under-
neath 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. Trail-
er was new during my ownership. Boat
is dry inside and comes with accesso-
ries which I can show to persons with
serious interest.

Michael Hughes
918 406 1797

1985 Catalina Sailboat & Trailer
\$5,000.00



**25' Sail-
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Classic Boat with the extras!

A little TLC and she's good as new!

**Trailer included and on location at
Windycrest!**

918 488 6544 or bob.zinke@zenergy.com

**Space Available
Free to Members**



Humor is a great anchor!



A ex-teacher, now a pirate is sailing her ship getting ready to attack an enemy...

when one of her men comes up to her and hollers:

"The cannons be ready, Captain!"

The Captain looks at him and says:

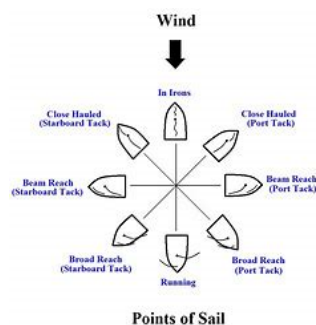
"Arrrrrrrrrrre" ready.

Got this one from a coworker the other day.

There was once this great pirate captain who refused to lose any battles no matter the cost. He would give up anything to secure victory in battle.

One day while sailing the open ocean he and his crew encounter an two enemy ships so he yells to his first mate "get me my red shirt!" So the first mate quickly gets him his red shirt. After the battle was over they partied and drank in honor of the days victory, when the first mate asks the captain, "why did you call for your red shirt?" The captain explains that he wanted it so if he were wounded in battle the enemy wouldn't know.

The next day 11 enemy ships sail directly toward them. The captain says to his first mate "get me my brown pants"





Sad news for the Windycrest family.

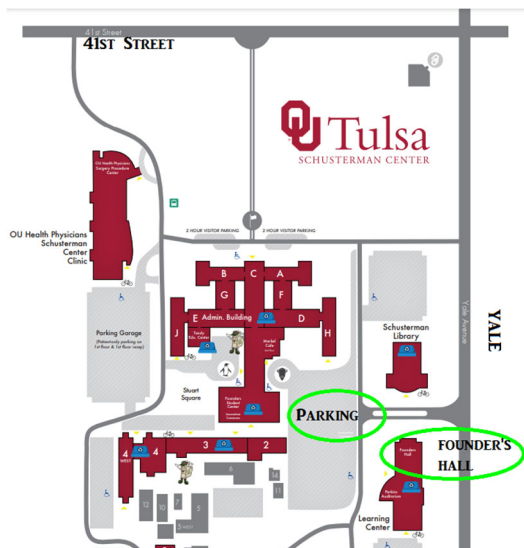
Jack Barcus, who for many years Jack was an avid sailor and served as the Commodore of Windycrest Sailing Club in 1979, passed away at his home in the early hours of November 28, 2021.

For those of you who were not privileged to know Jack, he was also the father of WSC member Reid Barcus (Loren Powell). Our condolences to your family, Reid.

A man of great charm and wit, Jack lived his life by the motto: "Remember Who You Are."

For many years Jack was an avid sailor and at one point served as the Commodore of Windycrest Sailing Club.

A gregarious personality (the kind of guy who owns his own gorilla suit), Jack was known for strong hugs and the love that flowed freely between himself and his friends and family.



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