





COMMODORE report

January 2022

Here's what I want to do; what do YOU want to do? – 2022 Edition

First, Happy 2022 wishes for all of us Windycresters!

Stay warm, observe pandemic precautions, **write down your WSC goals for the year!**

My Main Goals—

To upgrade our instructional programs, both for new sailors and for long-time members.

To improve communication with newer members, get them involved and participating.

To start attending regattas again. They are happening whether we are there or not!

To repair and improve some of our existing facilities; the research is done, projects are prioritized, now it's Go Time.

My brain is swirling with *too many ideas* for 2022, so I will simply end with this multi-purpose **Pop Quiz:**

What do these photos have in common?

Hint: When leaving from the tie-up dock, too many Windycresters try to sail over this (usually submerged) feature, even though I repeatedly tell you to **STAY AWAY FROM THE SHORE NEAR THE BREAKWATER.**

The feature near the center of these photos is a **JETTY.**

It is made of **ROCKS.**

It is usually at least partially submerged.

Birds love to pose on it, esp those great blue herons.

ROCKS and CENTERBOARDS/RUDDERS are not compatible.

Get the idea?

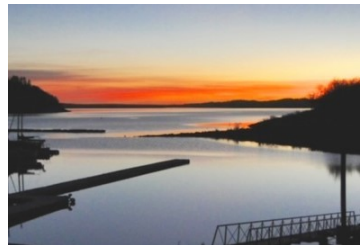
(Thanks Dave for the pics!)

Yes, even in Winter I will

See You at The Lake!

Lisa Weatherholt

Commodore



Photos courtesy of Dave Dolcater.



How I got my start in sailing. I have heard stories of members growing up at Windycrest or some other sailing venue, but my heritage has no basis on water. My grandfathers were a banker and farmer, my dad an engineer, mom a teacher, all dry land activities. Nobody in my family had any connection to boats or sailing, so I'm not really sure where my early interest came from. I suppose maybe a trip to Wilmington, North Carolina when my dad had a business conference there. He decided to make it a road trip and took my mom, brother and I along. I remember seeing the ocean for the first time, the battleship USS North

Carolina and the sailboats in the marina and thinking how nice it would be to sail away on that big, beautiful ocean. Also, several of my friends' families had Dolphin sailboats to sail on Lake Ponca, but my folks were not too interested in buying me a sailboat. So, I picked up a sailing magazine and mailed off \$5 for a set of sailboat plans to do it myself. Weeks turned to months and still no plans, so my father sat down and wrote a polite but firm letter, very official looking. I remember being very impressed with that letter. We mailed it off and within a few days I had not one but three sets of sailboat plans. I scraped together my paper route money, saved allowance, birthday and Christmas checks and bought supplies. My dad and I then spent many hours in the garage putting together a small board boat we dubbed the Sea Flea. We scavenged spare parts and cut down a mast and sail from some of our sailor friends and off we went. The boat did not handle well at all, but it did stay afloat, and I learned the rudiments of sailing. Then when I graduated from college and got more financially viable, I purchased a Nacra 5.2 catamaran. I was dating Cathy at the time, and I invited her out for a weekend race, probably prematurely because I was still trying to find my way around the boat. She packed a fried chicken picnic lunch for us thinking of a nice peaceful day on the water, but it was a genuine cat day with good wind. I did tie the lunch to the mast so as not to hurt her feelings, but we didn't get a chance to eat it on the water. When we got back to shore it was pretty soggy, but I still ate it, and Cathy was still talking to me so I figured it must be true love. And she did go back on the boat. Many times. Cathy has a gymnastic background and made a great crew so we campaigned that cat for several years, making it to two Nacra World Championships. We also sailed a Prindle 16 and windsurfer overseas in Dubai, keeping at it until kids and a move to Montana curtailed our sailing. Then we were moved back to Oklahoma and joined Windycrest. Our catamaran days were over though, so we are sticking with monohulls for now.

So, that's how I got into the sailing world. I would love to hear some of your stories if you're willing to share. Thanks for reading, and we'll see you on the water!

Maurice Casad



Well, I finally became a statistic and got COVID. So I have been in bed over half of January. Which only makes me want to get to the lake even more. Sitting in bed all day, coughing you lungs out is someone else, not me.

This is the slow time in sailing, if you know that there is going to be good weather, then you really want to get to the lake. But we all know that in Oklahoma you can't trust a weather report. Thus, we had a couple of postponements and finally a cancellation to our first race of the year.

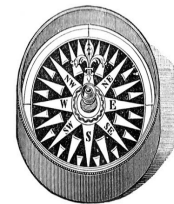
I am confident that those in power of these things are getting plans worked out for a great 2022 at Windycrest.

P.S. I hate snow!

Mark



San Juan 7.7



The Captain Ron
Support Group

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

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I'm looking for a few volunteers to assist with our training programs for 2022.

Are you at least 16 years old? Do you like sailing? Do you like talking about sailing?

Then you should be a US Sailing Small Boat Level 1 Instructor! Lynn Pinegar, of OCBC, has agreed to come to Windycrest to teach the course for us. We'll need at least 8 people to attend the two-day in person course. It will likely be scheduled for April or May. Vast sailing or racing experience is not necessary, so please do not be intimidated at all. You will become a better sailor yourself by helping to teach. It is a very fun experience, and Lynn is a great instructor trainer. Course costs will be reimbursed by Windycrest upon completion.

Further details are available at the web address below.

<https://www.ussailing.org/education/instructor/small-boat-instructor-programs/level-1-instructor/>

Call me, text me, e-mail me, or drive-by and yell at my house if you'd like to help out this year.

Michael Gent
(918) 693-2529



MC Fleet 32 had a sweet year in 2021. Great racing and fun regattas were enjoyed at home and when traveling. We are all looking forward to doing it all again in 2022. The boats are easy to sail, launch, and maintain. What's holding you back? We would love to have you join us. Talk to any MC sailor about getting started.



Boater Education: [Boat-Ed](#)

Who needs the education?

According to the Oklahoma State Law: An person 16 years or younger (age 12 minimum) cannot operate a boat or personal water craft with a combination of 10 horse power motor or a sail craft of 16 feet or more without certain restrictions:

A Boat-ed card

Supervised by a person 18 years or old within 500 yards if not a PWC and if a PWC, the adult must be able to take control of the craft.

This course covers all watercraft on the lakes and rivers of Oklahoma. Even though it is not mandatory for adults, it should be. Boating safety is a priority concern for our club. The Boat-Ed course is an online course for Oklahoma. It costs the individual \$34.95, the test is online and can be taken more than once if you fail it. There is a section just for sailboats.

As a proponent of sailing education, I highly recommend this course for all members of Windycrest, and especially for sailing instructors and new members.

Just go to Boat-Ed from Google and look for the Oklahoma section.

Gary Worley

Treasurer

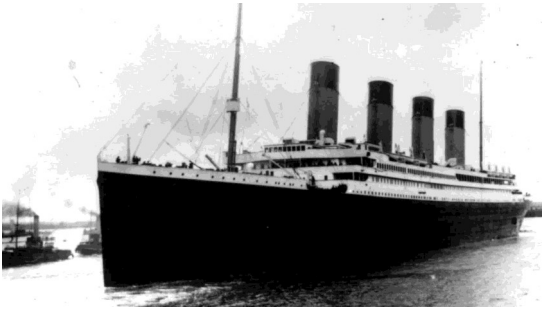




FROM AROUND THE WORLD AND YOUR OWN BACKYARD.
Not all news is sailing news. Some is just fun information.



Would you take this Cruise?



EXACTLY 110 years after the Titanic hit an iceberg and sank in one of the world's most infamous disasters at sea, an ambitious successor will set off to finally complete its doomed maiden voyage. Clive Palmer's *Titanic II* — an exact replica of the ill-fated ocean liner — is due to set sail in 2022, the billionaire said.

Mr Palmer's company Blue Star Line has been working on the \$700 million *Titanic II* project since 2012 and recently resumed construction of the replica after the project stalled due to financial disputes.

Titanic II is being built in a shipyard in China, rather than the Belfast shipyard in Northern Ireland where the original, "unsinkable" *Titanic* was built.



Aside from vastly improved navigation and safety technology and extra lifeboats on board, pretty much every else about the replica will be the same as the original.

Titanic II will mimic the cabin layout of the original and will carry almost exactly the same number of people on board — 2400 passengers and 900 crew.

An artist's rendering of Titanic II. Picture: Blue Star Line

And it will trace the maiden voyage of its namesake, starting in Dubai and then taking the same North Atlantic route from Southampton, England to New York.

After the two-week maiden voyage, it will embark on other global routes.

"The ship will follow the original journey, carrying passengers from Southampton to New York," Mr Palmer told MSN.

"But she will **WINDWORD** navigate the globe, inspiring and enchanting people while attracting unrivalled attention, intrigue and mystery in every port she visits."

WINDWORD

The Official Publication of Windycrest Sailing Club

Cont.



Continued



After the two-week maiden voyage, it will embark on other global routes.

“The ship will follow the original journey, carrying passengers from Southampton to New York,” Mr Palmer told MSN.

“But she will also circumnavigate the globe, inspiring and enchanting people while attracting unrivalled attention, intrigue and mystery in every port she visits.”



According to Blue Star Line, *Titanic II* will have the same class categories as the original ship — first, second and third class.

It will also be the same length, and will have replicated dining rooms and restaurants.

There is no word yet on how much a ticket will cost.

The ship was originally slated to set sail in 2016 but was delayed due to disputed royalties from a Chinese conglomerate, the BBC reported.

Mr Palmer recently announced the *Titanic II* project would [open its European headquarters](#) in Paris, rather than London, because he wanted the office in Europe post-Brexit.

The *RMS Titanic*, the largest ship afloat at the time, was considered unsinkable when disaster struck days into its maiden voyage to New York on April 15, 1912.

The British ship hit an iceberg south of Newfoundland and sank hours later, killing more than 1500 people, including the ship’s architect, and its captain Edward Smith.



Sailboat of the Year 2022



Sailing World Magazine's annual Boat of the Year tests are conducted in Annapolis, Maryland, following the US Sailboat Show. With independent judges exhaustively inspecting the boats on land and putting them through their paces on the water, this year's fleet of new performance-sailing boats spanned from small dinghies to high-tech bluewater catamarans. Here's the best of the best from our 2022 Boat of the Year nominees »



Out yonder in the vast cornfields of Wisconsin, boatbuilders in Tyvek suits are infusing polyester glass hulls as fast as they can, buffing out one gleaming white dinghy nearly every 66 hours in a full-tilt routine to place the latest American-made dinghy into the hands of sailors clamoring to get a piece of the new great thing in small-craft sailing: the remarkably versatile Melges 15, our 2022 Boat of the Year. No longer shall youth and adult sailors be cast to their individual dinghy classes, and our judges agree. This one allows all ages to play together in one remarkable 15-footer.

"It's stable, forgiving and accessible to a wide swath of physiques, a platform where you can learn to sail it and then transition quickly to racing," says Eddie Cox, the youngster of Melges Performance Sailboats who's been involved with the Melges 15's development from inception to launch. "The boat fits a wide variety of sailors, and that's what our goal was. It's family-orientated sailing, which is important to us because that's how Melges boats are."

While the Reichel/Pugh-designed Melges 15 was originally introduced in May 2020, its BOTY appearance was delayed to 2021, and clearly neither the class nor the builder was waiting for its award. In less than a year, multiple fleets have been seeded and growing across the country, with more than 150 boats sailing and another 175 or so already on order as of October 2021. Demand is, of course, outpacing supply, but the folks out in Zenda don't mind that one bit.

The most notable trait the judges noted as they observed the boat on land during October's United States Sailboat Show is its deep cockpit, which puts the boat in a similar space as the Club 420. But that's about where comparisons end. In fact, during post-sailing deliberations, the judges found it impossible to identify another doublehanded dinghy quite like it, aside from the 25-year-old RS200 class, which is only active in Europe. So, there's a golden opportunity for the Melges crew in the non-skiff, doublehanded asymmetric-spinnaker market.

Sailing World Boat of the Year judges Dave Powlison (foreground) and Greg Stewart sail tested the Melges 15 in Annapolis in 10 to 15 knots of breeze, which was plenty enough to get them to planning and eventually praising the doublehanded dinghy for its construction and versatility. Walter Cooper

The Melges 15's best trait under sail, however, is its stability. The hull's wide after sections and sharp chines push a lot of buoyancy outboard, says Greg Stewart. Examine the hull profile from aside the boat on its dolly and it's easy to see the rocker too, which encourages early planing and a smooth ride uphill while also making it responsive to crew-weight adjustments as wind conditions change.

On deck, the judges took note of the open foredeck, which allows you to safely and comfortably walk or crawl to the bow should you need to when landing or correcting the inevitable spinnaker snafu. Mounted on the foredeck is the asymmetric spinnaker turtle with a stainless-steel throat bar and aluminum retracting sprit. The single-line spinnaker hoist and retrieval system leads to a cam cleat near the mast base and runs aft to a turning block at the transom, so either the helmsman or crew can manage the hoist. Pin-stop adjustable jib tracks are mounted on the side tanks, and sheets lead to ratchet blocks with stand-up rubber boots to provide the appropriate cross-sheeting angles.

Here, in the crew's playground, a lot of design focus went into the height, width and construction of the boat's backbone, making it a comfortable seat to straddle in lighter winds. The aluminum-reinforced centerboard box, Cox says, also provides extra strength in the trunk and allows Melges to build the boat more economically. The trunk tapers downward sharply aft toward the floor to provide an anchor point for the mainsheet block. From there, it's a clean run aft with only the skipper's hiking straps.



While the Melges 15 is a one-design for doublehanded teams, BOTY judge Chuck Allen easily singlehanded the boat upwind and down. With control lines that are easy to reach, Allen was able to make sail-trim adjustments with ease. Walter Cooper

While the trend in dinghy design has been toward open transoms, doing so requires raised floors in order to drain water. To maintain a deep cockpit, Melges instead opted for tried-and-true stainless-steel Elvström/Anderson Bailers, as well as flaps in the transom should the sleigh ride be especially wet and wild.

Aiming to keep the rig tuning quick and simple, the two-part tapered aluminum Selden rig has a single-length forestay and adjustable turnbuckles, while gross settings for varying crew combinations can be made with adjustable spreader brackets for rake and spreader length.

“Put a Loos tension gauge on the forestay, tune the rig up until you hit 19 on the gauge, and that’s your base setting,” Cox says. “When it gets windy, put on a few more turns at the shrouds and that’s how you get to 24, which is your heavy-air setting. It’s all pretty simple. The boom-top mounted vang is anchored on the mast with the sliding track on the boom, which is a clean solution to keep the crew’s runway clear and have a powerful tool to depower the rig (the cleat is on a mast-mounted swivel).

The centerboard and rudder are both aluminum with rubber end caps, which is the go-to solution for maintenance-free appendages these days—less time fairing and fussing means more time sailing, and this is especially true for boats destined for sailing and yacht-club fleets.

“Our goal is to help the sport grow and help racing grow,” Cox says. “We think one problem with American sailing is getting younger sailors out of high school or college sailing into their next race boat. Going fast and being able to go 20 knots downwind hooks people—we need to make sure we are making sailing fast, fun and exciting.”

When the judges got their time in the boat with a fresh 15-knot northwest wind, they witnessed firsthand what Cox had promised. To prove a point of its versatility, veteran judge and college sailing coach Chuck Allen commanded the 15 alone, set the red spinnaker, and was immediately a projectile—soon a red speck on the horizon.

“The stability of this really opens it to such a wide range of sailors,” Allen says. “The build quality is superb, and it is so clean. It’s classic Melges. They really took their time with it before putting it out there. Its stated purpose is right on target, the price point is good, and with that stability it sails incredibly well upwind and downwind.”

Once they were able to wrestle the tiller from Allen’s hands, fellow judges Greg Stewart and David Powlison, tipping the scales at 420 pounds combined, set off on a few speed burns of their own, climbing to windward in 12 knots of breeze at narrow angles, and effortlessly planing off downwind, knocking through jibes with ease after only a few minutes in the boat.

“Of all the boats we sailed, it was the one I really didn’t want to get off of,” Stewart says. “For me, selecting it as our Boat of the Year comes down to execution of the build and its performance. It’s exceptional in all ways. Everything is so well-integrated and clean. It starts with a good designer, and then it’s good product development and craftsmanship—there’s nothing on this boat that you don’t need.”

Powlison seconds Stewart’s praise for the boat, especially the part about how it serves such a wide variety of crew combinations. “It’s not just a race boat, but a boat to go sail and have fun with anyone, anytime.”

The post [Sailing World’s 2022 Boat of the Year](#) appeared first on [Sailing World](#).



Holidays at Windycrest



Hostess with the Mostess



Wonderful Food



Old Salts



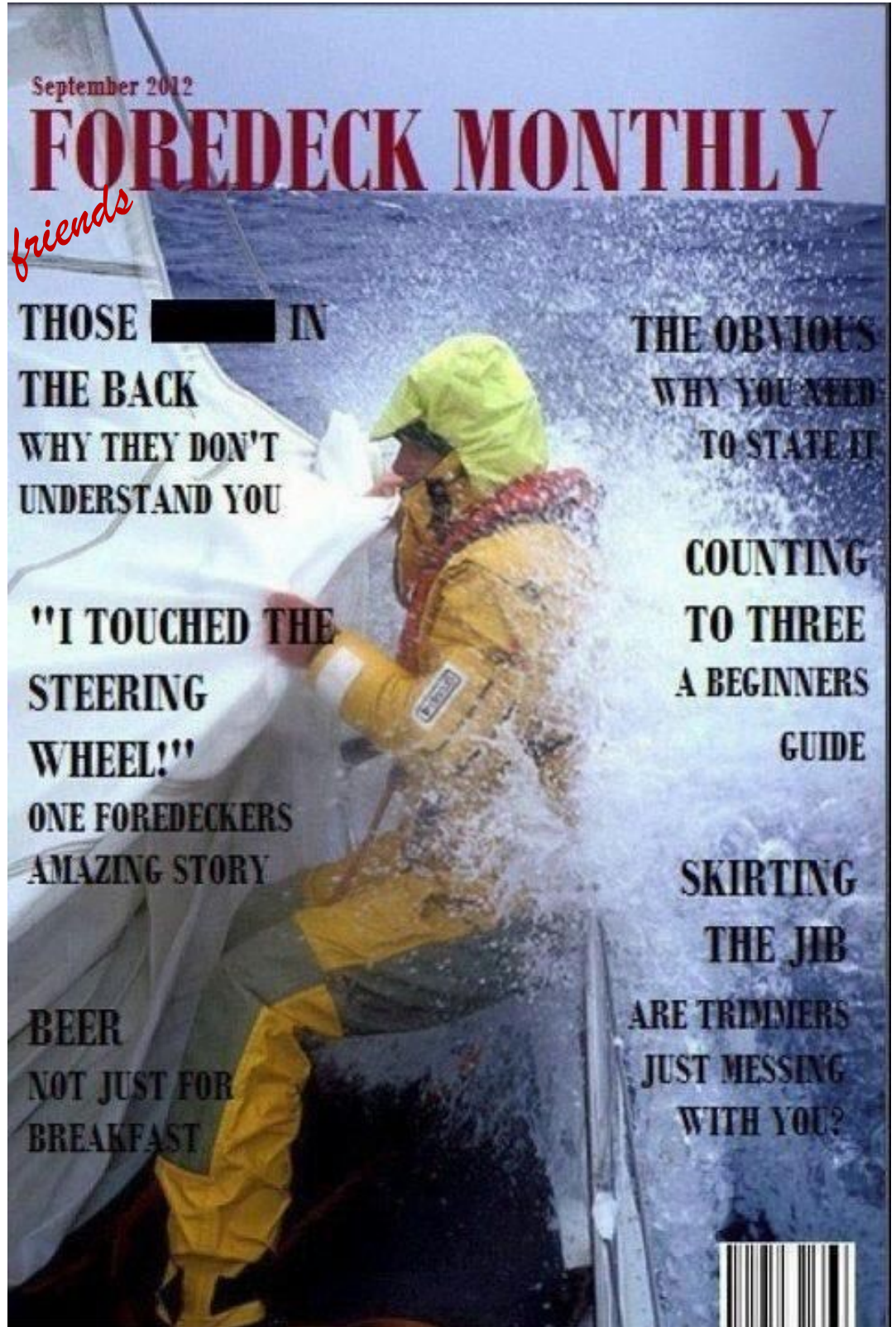
Great Friends



Elves with Gifts



For all my foredeck friends





RUST'S A MUST

Mighty ships upon the ocean
Suffer from severe corrosion,
Even those that stay at dockside
Are rapidly becoming oxide.
Alas, that piling in the sea
Is mostly Fe₂O₃.
And where the ocean meets the
shore,
You'll find there's Fe₃O₄.
'Cause when the wind is salt and gusty,
Things are getting awful rusty.

We can measure, we can test it,
We can halt it or arrest it.
We can gather it and weigh it.
We can coat it, we can spray it.
We examine and dissect it.
We cathodically protect it.
We can pick it up and drop it.
But heaven knows we'll never stop it!
So here's to rust, no doubt about it,
Most of us would starve without it.

Published: February 2021- BoatUS magazine

Author

T.R.B. Watson

The late T.R.B. Watson of the international Toronto-based Corrosion Service Company penned this beloved little poem, which has gone on to be quoted in numerous technical books and professional machinist and marine-engineering websites across the United States and Canada.





Gas Powered 2.5 HP, 2-Stroke

Island Hopper Motor

Air Cooled *Extendable/
Adjustable Shaft (up to 34")
*Light weight-easy to Carry (16 lbs.) *Less than 2 hours use.*

Perfect for smaller boat on light air days

Paid \$670 - Firm at \$300

Contact Bob Wandres - 918 813 1052

Loren Kai Powell Massage

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Near 15th and Delaware, Tulsa

By Appointment

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14 years experience

COVID protocols required and are in place

Catalina 22 #13689 Ivy Porter

Michael Hughes (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

Space Available

Free to Members

Think of all the things you could sale.



M-20 Scow \$500-OBO



Contact Gil Greenwood
918 914 3613
gilwood960@gmail.com

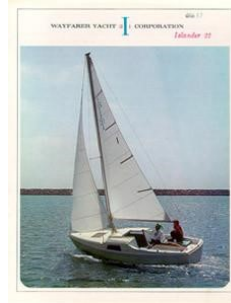
Islander 21 Swing Keel

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Project Boat on the
trailer.

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1985 Catalina Sailboat & Trailer
\$5,000.00



Ranger 23
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Complete sail set
Like new motor

*Located on D dock, needs some cleaning. Great
size boat for Keystone lake.*

Chris Hardgrave 918.694.4304



**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

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 VanDenhede: ericvandenhende@comcast.net or text 9045669808.

Formerly sailed by Roger and Patsie VanDenhede.

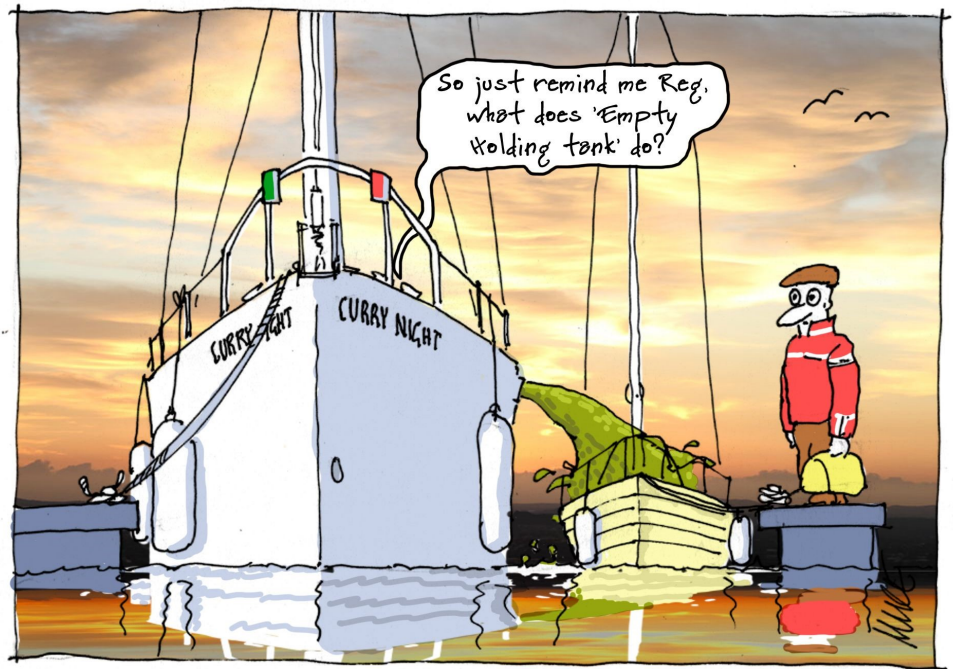


Building yachts

I started a sail boat company in my attic. Sales have gone through the roof

How long would you be sailing if you were to sail 220 yards at a speed of one nautical mile an hour?

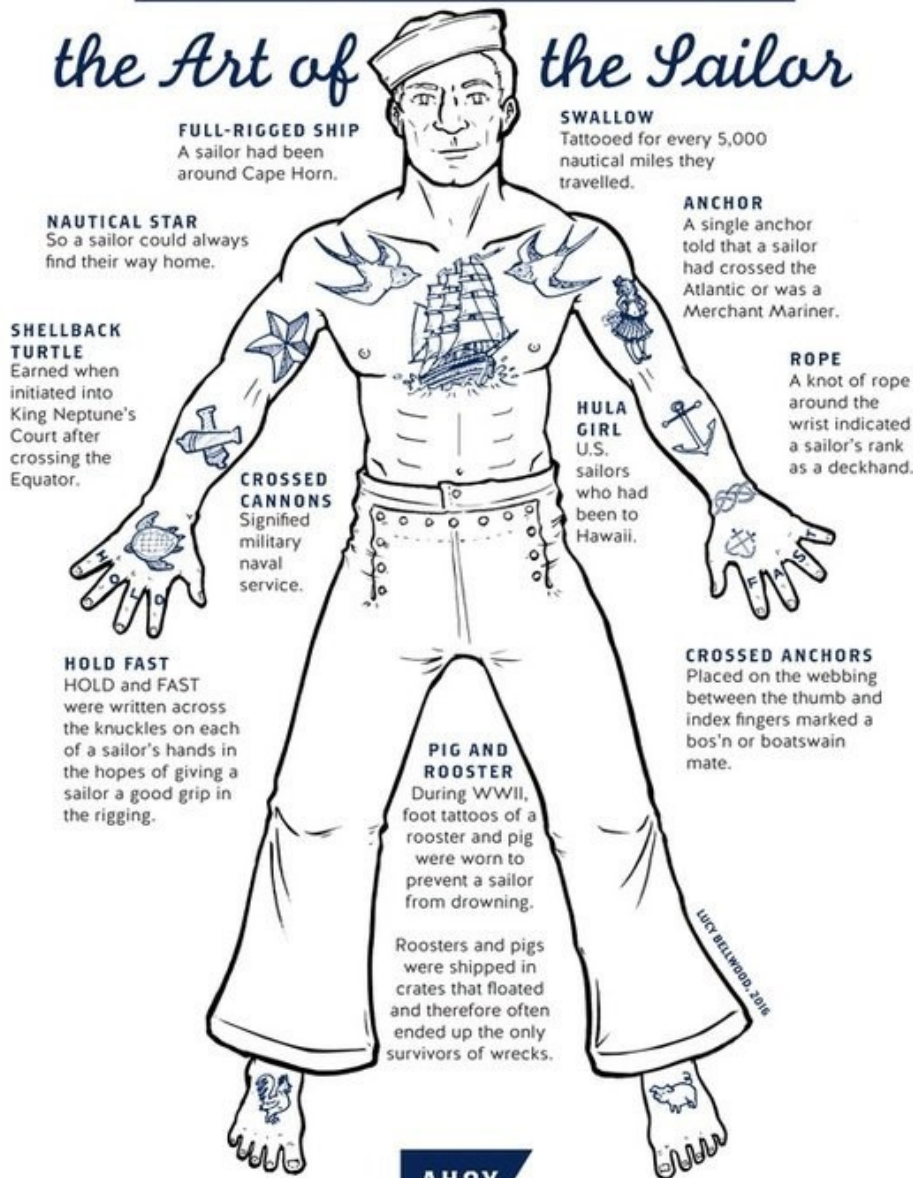
Knot furlong.





• HOMEWARD BOUND •

the Art of the Sailor



FULL-RIGGED SHIP
A sailor had been around Cape Horn.

SWALLOW
Tattooed for every 5,000 nautical miles they travelled.

NAUTICAL STAR
So a sailor could always find their way home.

ANCHOR
A single anchor told that a sailor had crossed the Atlantic or was a Merchant Mariner.

SHELLBACK TURTLE
Earned when initiated into King Neptune's Court after crossing the Equator.

ROPE
A knot of rope around the wrist indicated a sailor's rank as a deckhand.

CROSSED CANNONS
Signified military naval service.

HULA GIRL
U.S. sailors who had been to Hawaii.

HOLD FAST
HOLD and FAST were written across the knuckles on each of a sailor's hands in the hopes of giving a sailor a good grip in the rigging.

CROSSED ANCHORS
Placed on the webbing between the thumb and index fingers marked a bos'n or boatswain mate.

PIG AND ROOSTER
During WWII, foot tattoos of a rooster and pig were worn to prevent a sailor from drowning. Roosters and pigs were shipped in crates that floated and therefore often ended up the only survivors of wrecks.

AHOY

OTHER TATTOOS AND THEIR MEANINGS

COMPASS ROSE: So a sailor could always find their way home.
CROSSES: On the soles of one's feet warded off hungry sharks.
DAGGER THROUGH A ROSE: A sailor was loyal and willing to fight anything, even something as sweet as a rose.
DRAGON: A sailor had served in China.
GOLDEN DRAGON: Tattooed when a sailor had crossed the International Date Line.
HARPOON: A marker of a whaler or a member of a fishing fleet.
KING NEPTUNE: Earned when a sailor made it across the Equator.
PALM TREE: Royal Navy sailors during WWII who took part in Mediterranean cruises were tattooed with a palm tree, as were U.S. sailors who spent time in Hawaii.