

# The WindWord

A PUBLICATION OF THE WINDYCREST SAILING CLUB    KEYSTONE LAKE    TULSA, OKLAHOMA



OCTOBER 14, 2023 EDITION

## SCHEDULE OF EVENTS

### KISS Regatta

(Single-handed event)  
Saturday, October 21  
Skippers' meeting 12:00 noon

### Windycrest Annual Meeting

Saturday, October 21  
Following KISS Regatta, rehash  
and dinner  
Windycrest Pavilion

### Windycup Club Championship

Saturday-Sunday,  
October 28-29  
Schedule and format not  
released at this time

### Windycrest Holiday Party

Friday, December 8  
Details to come

[Always check the website for the most current information](#)

### CORRECTION FROM LAST WINDWORD

The KISS Regatta is on  
Saturday, October 21 not  
Sunday

## WINDYCREST ANNUAL MEETING

Saturday, October 21

Social at 4:30 pm (or earlier if races are shorter)

Dinner at 5 pm

Meeting following dinner



Our annual meeting will be held the same day as the KISS Regatta which is currently set for Saturday, Oct. 21. Commodore Maurice Casad will provide a brief *State of The Club* report followed by a vote for the new board (see page 6 for more details).

If you have comments or questions pertaining to the meeting, please contact Commodore Maurice Casad at 918-766-2176 as soon as possible. You can also email him at [commodore@windycrest.com](mailto:commodore@windycrest.com)

### DINNER INFORMATION - RESERVATION REQUIRED



Enchiladas and all the fixings will be served (catered by Chimi's) at our Windycrest Annual Meeting.

Cost is \$20 per person, under 12 free

Reserve with Marsha Baker 918-660-8806 by Thursday, Oct 19

#### Ways to save!

Members who help with dinner prep, service and clean up save \$10 per person. Race Committee volunteers for KISS get \$10 off too! Get involved! Speak with Marsha or PRO Skeeter Chilton 918-346-9518



## SAVE THE DATE

Friday, December 8 is the annual Windycrest Holiday Party.  
Mark your calendars, now, with more details to come.



**WINDYCREST INFORMATION**

Windycrest Sailing Club  
P.O. Box 4731  
Tulsa, OK 74159-4731  
Location:  
761 Windycrest Road  
Sand Springs, OK 74063  
[www.windycrest.com](http://www.windycrest.com)

**Commodore**

[commodore@windycrest.com](mailto:commodore@windycrest.com)

**Membership**

[secretary@windycrest.com](mailto:secretary@windycrest.com)

**Facilities**

[vice.commodore@windycrest.com](mailto:vice.commodore@windycrest.com)

**Racing**

[fleet.captain@windycrest.com](mailto:fleet.captain@windycrest.com)

**Events**

[activities.captain@windycrest.com](mailto:activities.captain@windycrest.com)

**Training**

[rear.commodore@windycrest.com](mailto:rear.commodore@windycrest.com)

**Lake Level**

<https://www.swt-wc.usace.army.mil/webdata/gagedata/KEYO2.current.html>

“Before you can think outside the box, you have to start with a box.”

~Twyla Tharp

**CLASSIFIED ADS**

**BUY-SELL-TRADE YOUR BOATS-SAILS-EQUIPMENT HERE**

Creekmore 7 meter. Located on C dock. Free to a good home and comes with a trailer. Call Edith Coen at 918-640-3384.

**MC Scow Southwest Regionals '23**

Every year around the last weekend of September, Windycrest hosts the MC Scow Southwest Regional Championship. This is a qualifying event for the Blue Chip Regatta, which is a championship of champions event.

This year, we had a very diverse group. Ten of the 21 competitors were from out of state. We had entries from Kansas, Missouri, Arkansas, Texas, Florida, and Michigan.

We started off on Friday night having a cookout to greet the out of towners, helping them set up their boats and hosting a question and answer session. Drew Ziegler and Grant Gerondale put on an absolute feast of ribs and sides. Huge thanks to them for organizing and providing that for our competitors. Grant also arranged the Q&A with sailmaker Bill Draheim and his talented crew, MaryAnne Hopper. Both always bring valuable insight into our sport and are always generous with their knowledge.

JoAnn Chandler organized breakfast and lunch for both Saturday and Sunday.

*MC Report continued on page 4.*

**MC Scow Southwest Regionals '23**

[Results here](#)





## AN INTERESTING READ

The following was taken from the *Smithsonian Magazine*, July / August 2023. It is a great read about the Sunfish. Closer to home we have nearly 30 boats making up the Sunfish Fleet at our club. The article can be found online at [How the Most Popular Sailboat Ever Was Invented | Innovation | Smithsonian Magazine](#).

### CATCH THE WIND

## This innovative craft taught millions of Americans to seize the breeze

**I**T'S THE PLATONIC ideal of the sailboat, unmistakable in lakes and coastal waters across the country, with its colorful, equilateral triangle sail pulled taut in the summer breeze. It's also the most popular sailboat ever made, with more than half a million built since the first launch in 1952.

The design of the Sunfish came from Cortlandt Heyniger and Alex Bryan, friends whose company, Alcott, was building a rescue paddleboard for the Red Cross. On a whim, Bryan added a simple sail to the wooden board to create a basic but elegant sailboat. As legend holds, his wife, Aileen Bryan—née Shields, a sailing scion and racing champion—tried sailing the craft and wanted a little more room to maneuver, as she was then pregnant. So Alcott's first employee, Carl Meinert, designed a cockpit for the Sunfish, drawing the first mock-up in dust on the floor of Alcott's woodshop in Waterbury, Connecticut. The first Sunfish was built in the early 1950s.

The first models were wood and measured just under 14 feet long. They sold for less than \$200—roughly \$2,200 in today's dollars—and could be launched right from the beach without a dock, mak-

ing the Sunfish an accessible and affordable fixture at vacation houses across the United States.

The Sunfish also opened up the world of sailboat racing to those who could not afford yachts and club memberships: 1963 saw the first North American championship for Sunfish racers, and the first Sunfish World Championship was held in the U.S. Virgin Islands in 1970. The boat's simplicity meant winning was truly a testament to one's skills; as one Sunfish dealer told the *New York Times* in 1970, "Racing one puts a lot on the man." Or woman, adds Lee Parks, a two-time winner of the women's North American national championship: "Unlike some other classes, the Sunfish class is male and female. It's multigenerational. Anybody can sail them." In 1977, *Fortune* magazine named the boat one of America's 25 best-designed products. The Sunfish designers were inducted into the Sailing Hall of Fame in 2021.

Sunfish enthusiasts, whether casual sailors or serious racers, are known for their sportsmanship. According to Parks, "Every event you go to is like a family reunion." ♦

“  
ANYBODY CAN  
SAIL THEM.  
”



Robert W. Bowles of Long Island competes at the first Sunfish World Championship in the U.S. Virgin Islands, in 1970. Bowles placed ninth that year.



## MC Scow Southwest Regionals '23 (continued from page 2)

We are very thankful for her because we never have to ask, she just offers and does a great job ensuring that everyone is well taken care of.

The first day of racing on Saturday proved to be quite challenging. PRO Gil Greenwood put on four great races. The breeze was strong, gusty, and very shifty. These conditions led to wild spread in finishes among the races, keeping the scores close in points. Boy Wonder, Justin Adams, won the first race while Bill Draheim and Spencer Brackman were close to follow. Race two was fairly similar with Bill Draheim winning, Justin in second, and Spencer third again. Race three had Bill winning his second race, local Kris Bundy coming in second, and Justin in third. The final race on Saturday was much of the same. Bill in first, Justin in second, Spencer in third.



**MC sailors rehashing the races**

Four long, tiring races set up nicely for an amazing dinner. We enjoyed a baked potato bar with all the fixings. What I lovingly refer to as the “Wives of Windycrest,” put the dinner together. Sharon Bell took care of baked potatoes, Kris Bundy (not a wife) got all the sides, Amber Gent got the pulled pork and brisket, Sue Gillis put the salads together, Marsha Baker got ice cream for the cobbler. I am sure I am leaving off other contributors, but it was a big success and we don’t think anyone went home hungry.

Day two of racing was completely non-existent. Despite Gil’s best efforts, the competitors were unable to get any racing off on Sunday. The final results went as expected. Bill Draheim from Rush Creek in first. Justin Adams from Rush Creek (we still claim him though) in second. Spencer Brackman had a great regatta, but a most consistent Scott Griffiths squeaked out third place.

Again, a big thank you to everyone that was involved with making this regatta possible. We really appreciate all the help and support from our club members!

Submitted by Stephen Gent

## Vice Commodore's Report

Fellow Windycresters,

We have a few make up work projects if someone is still looking to take care of those part B fees.

These include:

- Identification signs for boat spaces. As previously mentioned, the Board has authorized the purchase of markers so we can properly label and assign spaces to our club members. As a result, we have about 300 reflective marking stakes which need numbers stenciled and painted onto them
- Board boat dock or junior board dock needs re-decking
- Team to repair row boats and lift to accommodate new test boats

**Electrical and Dock Upgrades** We know there are ongoing issues with the electrical on both C and D docks. We have spoken with a few electricians trying to get temporary electrical fixes. So, we are aware of the issue.

We are also in the process of taking bids on rewiring the pavilion and reworking the decking on C dock. Due to the scope of the project, we will likely work with an outside crew (with Board supervision) and hopefully be able to add new foam to those docks. Watch the *Windword* and our website to know when the docks may not be accessible during the weekdays. We have been waiting for the winter months to not interrupt our sailing season and also to be in a better position to locate contractors / labor due to peak construction season behind us.

**Boat and Trailer Storage** Boat and trailer storage rules can be found in your most recent directory. Please stay up to date on the guidelines. In the meantime, we could use help from all members on the following points.

- Trailers in general (with or without boats) need to have the member's name on them. Be sure to have your name on the tongue of the trailer. This will help us determine if a trailer is abandoned as we work to clean things up a bit.
- Margaret (club secretary) mentioned this in her last club report (*September Windword*), but it is worth a reminder. Remember to contact the Vice Commodore and Secretary via email or text in the event you need to bring a boat into the club.
- We have a lot of miscellaneous items stored in empty spaces or laying around (for example, masts or booms not on their designated trailers). Please label these items and then work with Chris, the facilities manager, to store them temporarily behind the maintenance building. This will help ensure your equipment isn't lost or considered abandoned and available for use when you are ready.

In closing, if you have a boat you are not using and are ready to get rid of it but are unsure as to how, please contact myself or a Board member to help with a solution. We are looking for members to join a committee to repair boats, strip boats, and haul boats to landfill. This means that some boats may be repaired and used by the club and others sold to members.

Respectfully submitted,  
Blake Kelso  
Vice Commodore

### From the Editors





Our goal is to publish the *Windword* middle of each month. In order to do that, we ask club members to contribute content by the tenth of each month. This includes classifieds as well. Submit content to Danny Ziegler at [sailamc@aol.com](mailto:sailamc@aol.com) or Leah Kelso at [leah.kelso@hilti.com](mailto:leah.kelso@hilti.com). Preferred formats include word files and jpg graphics.

## MORE ABOUT THE ANNUAL MEETING FROM OUR CLUB SECRETARY

By now, all members should have received voting information via email. All positions below are up for voting since they are elected. Following are the elected officers and current candidates according to Article VII - Officers § 1.

- Commodore: Blake Kelso
- Vice Commodore: Mick Walsh
- Rear Commodore: Mike Darrol
- Past Commodore: Maurice Casad
- Secretary: Margaret Hamlett Shinn
- Treasurer: TBN
- Fleet Captain: Dan Jarrett
- Activities Captain: Nancy Keithline

### Some key points to remember

-  An email was sent to Regular Members on Oct 11 with the link to proxy voting or better yet... come to the Annual Meeting
-  Regular members are entitled to vote
-  One vote is allowed per Membership (per household)
-  Please one vote per HH and please do not send the link to others

### Flow of the Annual Meeting

Annual Meeting is after the KISS Regatta and rehash. After dinner is served, we will have a *State of the Club* address by Commodore Maurice Casad followed by voting.

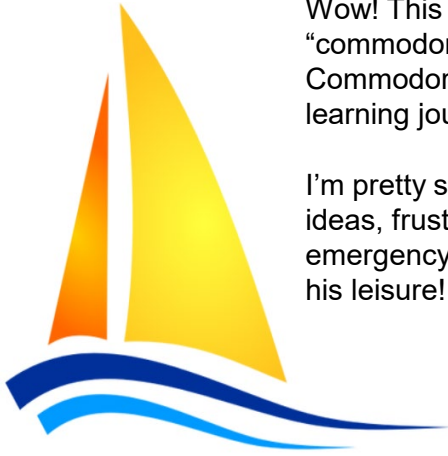
## Join the Windycup Club Championship Watch Party October 29



The Keithlines will be hosting a Windycup Watch Party on their patio. This is a potluck event – so bring your best dish to share and get ready to cheer on your favorite racer(s).

After the races are finished, spectators will head down to the pavilion to congratulate the winner!

## Rear Commodore's Report



Wow! This is my last article as a member of the Board of Governors. On the “commodore track” (as I think of it), you rotate through Rear Commodore, Vice Commodore, Commodore, then Past Commodore. Each is a one-year term. It’s a real learning journey, and good friends are made.

I’m pretty sure my husband Tom is also looking forward to Nov. 1! He listened to my ideas, frustrations, and opinions. He did several projects around the club, some on an emergency basis. He, too, loves Windycrest, and will continue to help as needed — at his leisure!

On November 1, we will magically move forward into the next iteration of the Board. I rotate off while another member comes on as new Rear Commodore. While it will be a relief to have completed my Board responsibilities, I can only hope someone notices that I am “missing” from the next meeting!

My abiding interest is sailing instruction, and I am soooo looking forward to helping Windycresters learn to sail and learn to sail BETTER. Sail in various boats — club-owned boats, my boat, YOUR boat, every experience provides learning opportunities. Plus, fun and a sense of accomplishment!

So, I’ll see you at Windycrest for any kind of sailing, racing, potluck suppers (also my boat needs washing and that trailer tire needs air AGAIN). Any excuse to commune with the boats and other members, even if it’s not a great sailing day.

A major responsibility of the Past Commodore is oversight of the annual charity regatta, which was held on Sept. 9. It is the oldest charity sailing regatta in the US — 44 years and counting! Our regatta is free for participants (except for raffle tickets and the Watch Party). We ask individuals to contribute to our OK ALS chapter in lieu of an entry fee requirement.

Here’s one more chance to donate—we have raised over \$13,000 in 2023.

Don’t forget to save the date for the next one — Sept. 7, 2024!

Call me if you are interested in the organizational aspects of this event. WSC has a great team, but each of us has something unique to offer.

Thanks for reading this, I’ll SEE YOU AT THE LAKE!

Lisa Weatherholt  
Past Commodore (but not for long!)  
weatherholt.lisa@gmail.com

**It’s not too late to support ALS**



<https://donate.als.org/team/515224>

“Sailing unties the knots in my mind.” - Al Noble

## Labor Day Long-Distance Race 2023 by Fleet Captain Dan Jarrett

Monday, September 4, 2023



Driving out to lake I was thinking, this is not going to be an MC Scow kinda day. It was windy. Too windy for the little scow unless you have a brave crew and even then, it was iffy. Not just windy, but also puffy, with occasional big blasts that felt like they had something to prove. Nope, not the MC for me today, guess I'll go with plan B, the Hobie Wave.

Before the race, we all gathered in the WSC pavilion for a pot-luck brunch, complete with seasonal brunch beverages and enjoyed being out at the lake together once more. Thanks to all who helped make this another great event. For the most part, weather luck has been on our side this sailing season. We've had some days too light and some days too windy to race, but mostly it's been favorable. Looking out over the lake, Labor Day 2023 looked to be a little on the heavy side, but still, it looked manageable. Manageable that is, for keel boats and small boats like the Sunfish and the Wave, with a tiny, 95sq ft handkerchief of a sail.

The Holiday Long-distance race series at WSC is a Corinthian format, with a start window from 11am to 12pm. A start/finish line and two widely dispersed rounding marks make up the course, it's up to the competitors to figure out the fastest way around.

I casually approached the start line to get an idea of which direction I wanted to start: North to the leeward mark somewhere towards Walnut Creek; or South, toward the old Highway 51 bridge and causeway. Which way would offer the straightest rhumb-line approach? Since it was fairly breeze-on, there was not much need to sail angles, just go straight for the mark and minimize tacks and jibes.

Some keelboats were already on the course, and I could pick out Roger Kerr on the J-22 beating close to weather, looking like he was getting a favorable lift on port tack, so that approach looked best to me. Prepared to wind-up and head toward the bridge on port tack. But as I looked back in the cove, I could see Drew Ziegler on his Wave. I waited a minute for him to arrive so we could start together. There were three keelboats on the course, a J-22, Catalina 22 and a Capri 25. They were all max-heeling going to weather as me and Drew wound up to start.

Steering upwind on small boats in big wind is always fun, especially when the boat is under control. Just drive the boat and steer the waves, concentrate on not crashing into the waves but instead drive up and over them, using the energy of the wave and not fighting against it. Drew was footing away toward the west, legging it out and really moving fast. Meanwhile I was sailing a higher line, slower, but really carving upwind. We both arrive at the Windward mark at the same time.

Coming around the top mark on starboard tack I veered off straight toward the turn in the river channel just beyond Washington Irving North. I was aiming straight for that point, sailing all the way out, fully battened main mostly wrapped around the side-stay with the boat surging downwind. The bigger puffs were powerful and I watched the little short bows disappear each time the boat punched into the back of a wave. Meanwhile, I hunkered down as far back as I could get, trying desperately to convert the power of those puffs into speed without exceeding the limits of my plastic craft. Getting near the point of land where the lake turns westward, I could see the boats in front of me closer now, had I closed the distance on them? No way, those guys have been on a smoking downwind spinnaker run the entire length of the lake, yet it does look like I'm catching up some. As I approached that westward point, I was careful to stay well off the shore and more in the middle of the lake to avoid the wind shadow on the leeward side of that headland. Seemed to have worked, I stayed in good wind all the way to the mark.



