



# Mainsheet

January 2009

Thunderbird Sailing Club

[www.thunderbirdsailingclub.org](http://www.thunderbirdsailingclub.org)

**Commodore:** *Ted Streuli*

Fellow Sailors!

And what a terrific way to ring in 2009. After sharing the usual terrific food at the BoatHouse, we were greeted by warm temperatures and modest winds that lasted most of the afternoon. It was quite a change from the morning's white-caps and made for a pleasant, easy sail. We counted eight boats out on the north-south leg of the lake, including a couple of non-members. One of those, new owners of a Catalina 22 with a dark blue hull, were close enough to talk to and Mary Anne was quick to invite them to join us.

Chad Cox had a little mishap at the dock, but nothing a towel and a hot toddy wouldn't cure.

#### **2009 club calendar**

As soon as the BoatHouse Planning Committee and instructors provide dates for 2009 classes, Fleet Captain Karen Thurston will add races and Vice Commodore Sam Tiffany will plug in meetings and social events. Captain Les has graciously agreed to take on the Start Sailing Smart camp in June one last time and Rick Shaw indicated he'll teach a Small Boat Instructor class in May, but we're still waiting to hear about adult small boat classes, keelboat classes, and the second children's camp. If you're interested in teaching or helping, please step aboard.

Watch the Web site ([thunderbirdsailingclub.org](http://thunderbirdsailingclub.org)) for updated information, new photos and a final calendar.

#### **Hospitality Fleet**

Our theme for 2009 is member ship development. Many hands make light work – and better races, cruises and dinners. We made huge strides in that area in 2008 and we'll continue that effort in 2009. To that end, one means of building membership is to introduce people to our sport. Many of us were offered a sailboat ride that led us to take a class that in turn led us to buy a boat and join a club. We're compiling a list of members and friends of TSC who are willing to occasionally take a couple of people out for a courtesy sail. If we have that database in place, we'll know who is open to participating and the number of guests that can be accommodated when such an opportunity arises. I sent a club-wide e-mail that included a simple form that added the necessary information to the list; if you didn't receive it (check your spam folder!) and wish to be part of the Hospitality Fleet, please drop me an e-mail and I'll add you to the list. I've made some great new friends by offering a sail; you likely will too. It can be a lot of fun.

**continued**

An Oklahoma Chartered Corporation Affiliated with  
United States Sailing & Central States Sailing Association

**P.O. Box 1652**

**Norman, Oklahoma 73070**

Note: The TSC and BoatHouse share this PO Box.

**Commodore message: continued**

#### **A little plug**

Nice plug on [sailinganarchy.com](http://sailinganarchy.com) recently. Who is the mystery author?

#### **Next club meeting**

Our next club meeting is Saturday, January 17. Social hour starts at 6 p.m., dinner at 6:30 and a meeting and program at 7. Bring a friend and a dish to share. All who are interested are also welcome to attend the board meeting at 4:30 that afternoon.

Fair Winds,

Commodore Ted

Skipper of the Slow Sloop Seascape

**Treasurer:** *Dave Craigie*

#### **Greetings Sailors,**

There is a nautical saying that goes something like, "God does not deduct from one's life span the time spent sailing." I think that is close enough that most sailors understand that sailing, or at least being on a sailboat, is good for you and perhaps can even lengthen your life span here on earth.

With that in mind, and while my first class first mate, Joyce, jetted off to visit family in California, I made the most out of the Holidays Season. I think I added several days to my life during this period as I spent this time on our boat, *Incipient*, alone. For sure, it did get breezy on occasion, and cold too, and I do confess that I did slither back to the marina for two very cold and windy nights. But most nights were spent at anchor and I put a lot of miles under the keel, sailing on days when it was sane to be at the helm. I spent a lot of time motoring too, slowly around the edge of the lake, breathing in the crisp air and observing the various wildlife that inhabit our shores. I spotted some hawks, deer, various birds, but sadly no eagles.

I also spent time hiking the trails that go north and south from the marina to Zoom beach. If you walk softly it is not unusual to spot a few white tails, an occasional raccoon and a host of birds. The trails are well kept and appear very under utilized in the winter. If you have never walked these areas and if you

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## Vice Commodore: Sam Tiffany

Greetings Sailors!

This sailor hasn't been a member of TSC for long, but I'm excited about being asked to serve as your Vice Commodore this year. I have a few ideas for our meeting programs, but I need input from you - ideas for programs you want and contact information for people you know that we can invite to come speak, give demonstrations, etc. You can help out by sending your ideas/contact info to me at:

[sam@thunderbirdsailingclub.org](mailto:sam@thunderbirdsailingclub.org)



<http://www.onetoonessail.com/>

**Bob King, Technical Manager at Candid Color Systems, will be at the January 17 club meeting to give us some tips on how to get a good picture of a sailboat. I know you all want a great shot of your boat to put on the wall, so come hear Bob for some tips on how to do it.**

### Nautical Term of the Month: Keelhauling

*From Wikipedia, the free encyclopedia*

**Keelhauling** ([Dutch](#) *kielhalen*<sup>[1]</sup>; "to drag along the keel") was a severe form of [corporal punishment](#) meted out to [sailors](#) at sea.

The sailor was tied to a [rope](#) that looped beneath the vessel, thrown overboard on one side of the ship, and dragged under the ship's [keel](#) to the other side. As the [hull](#) was often covered in [barnacles](#) and other [marine](#) growth, this could result in [cuts](#) and other injuries. This generally happened if the offender was pulled quickly. If pulled slowly, his weight might lower him sufficiently to miss the barnacles but might result in his [drowning](#)

Keelhauling was legally permitted as a punishment in the [Dutch Navy](#). The earliest official mention of keelhauling is a Dutch ordinance of [1560](#), and the practice was not formally abolished until [1853](#). While not an official punishment, it was reportedly used by some

## Vice Commodore: Continued

British [Royal Navy](#) and [merchant marine](#) captains, and has become strongly associated with [pirate](#) lore.

Today keelhauling can refer to the [spinnaker sheets](#) getting stuck under the hull after dousing the sail. This occurs especially in [dinghy](#) sailboats such as [Laser 2](#) because nothing prevents the sheet from being pulled under the [bow](#). Editors note: Hope our TSC skippers don't get any ideas for the old version of keelhauling :+)

### Keelhauling on Film

In both the [Mutiny on the Bounty \(1935 film\)](#) and the 1962 film [Mutiny on the Bounty](#) a shipman is keelhauled as punishment for punching the Captain. He is killed by a shark during the operation. The incident helps lead to the revolt of the crew. In fact one seaman did die on the [voyage](#) - but of [scurvy](#), *not* keelhauling.



## Birthdays for Jan/Feb

If your birthday isn't listed, please update your information with Dave Craigie at [incipient@msn.com](mailto:incipient@msn.com).

Wanda Lively	1/1
Karen Mellgren	1/2
Mary Doezema	1/3
Connie Divine	1/4
Rita Hendricks	1/9
David Craigie	1/10
Jim Palone	1/10
Howard Haines	1/15
Roger Elliott	1/17
Dorrie Trent	1/25
Reggie Frank	1/26
Laura Hamilton	1/26
Walter Hedrick	1/30
Virginia Fitzpatrick	2/5
Vicki Palone	2/6
Gray Graham	2/8
Glenda Anderson	2/9
Liz Hedrick	2/13
David Hendricks	2/20
Florence McCann	2/23
Fabiola Spens	2/25
Isaac Finkbeiner	2/27

**FLEET CAPTAIN:** *Karen Thurston*

The TSC Fleet Captain has a challenging job. For most races, there is anything from a Sumfish or Flying Scot to a 28-foot trimaran all in the same start. This is the reason that the Club races are actually quite fun, goofy, chaotic,...really you can fill in your own adjective, I am sure. Even if you do not own a boat (or have a boat that does not feel like racing that day), there is room on someone's boat to play.

I hope that the "regular crowd" grows (whether we add boats to the start line or not). I look forward to planning events for the next season and cannot wait until it warms up and stays that way! Be looking for future announcements.

Karen

**RACING NEWS!** *Karen Thurston*  
**Flying Circus wins second place!**

Bill Etchieson and crew (Vernon Green, Mike Kelly, and Karen Thurston) competed at the Wursthfest Regatta in Texas on the Corsair 28R. It was the last regatta of the season (Nov 7-9), and we were ready to play. The regatta served as the Area F multihull championship qualifier, and I have not seen that many cats and tris in one place in a long time. It was fabulous!

The competition was strong; and despite a few minor issues (a nice way to say screw-ups), we ended up with second place in a fleet of six 28Rs (and fourth overall with the larger trimarans)!

TSC's Bill Etchieson, skipper of the "Flying Circus" waiting patiently for the winds to fill in at the Wursthfest Regatta.



**LTEF Update:** *Les Cummings*  
**1999 Sprint F/S with 200hp Mercury**  
**Newest addition to our 5 boat safety fleet!**

Back in November, I reported the impending donation of a beautiful 21' Sprint fishing/ski boat to the LTEF. The boat is delivered, all the paperwork is completed and we thank TSC member Gus Shaver again for mentioning the LTEF to the donors, Bill and Janet Gillis.

Gus's employer, Bill Gillis, owner of Pioneer Supply Company in Moore, Ok. mentioned that he was no longer going to be using his beautiful boat because he wanted to spend more time on the golf course. Gus explained the LTEF programs to Mr. Gillis and that the boat would make a very nice safety boat and provide him with a substantial tax deduction. A perfect win-win situation for him and the LTEF.

Gus put Bill and his son-in-law, Steven Roberts in touch with me and I met Steven at Love's across the street from Riverwind Casino for a cup of coffee and he filled me in on the history of the boat. It has not been used much for the past several years and Steven used it most of those times. There are no known issues with the boat or the 200hp Mercury engine and its been kept in a covered storage area keeping it in excellent shape.

Thanks to Rep. Bill Nations and his help to get the non-profit boat registration law changed several years ago, we have already changed the registration for the total sum of \$5.00 (\$2.50 for the boat and \$2.50 for the motor). This law saves us hundreds of dollars each year in registration fees! We also thank Mike Kelly of OKC Boatworks for appraising the boat. The value placed on the boat, engine, trolling motor, and trailer is \$13,000.

Finally, I thank Justin Tuck for helping to change the fluids in the engine and getting the boat ready for the winter. See photos of the beautiful boat below and **THANK YOU BILL AND JANET GILLIS!**



## *A Happy New Year from Houston!*

Thanks to the fantastic editor of our "Mainsheet" Ann and I would like to wish all the members of TSC a very happy New Year. What a year it is sure to be and hopefully we will all come out in much better shape than where we were going into it!

We cannot believe that it has been right at 15 years since Ann and I and KC left Norman and headed to Lafayette and that we have already been here in Houston for 5 years. KC has of course graduated (Tulane) and later moved to Houston where she is a social worker at the VA hospital here. I changed companies 10 years ago and have been traveling all around the world especially for the last three years working on setting up centralized operations centers for our drilling operations and getting the drilling rigs connected by satellite into these centers. This allows us to apply new technology to the way things are done and do more, better, with fewer experienced people. It has been interesting to say the least. Ann has been with me to many places including Europe, Brazil, Russia and this past year China.

I am still active in US SAILING and you will soon see a completely new look to the US SAILING web site as we are beginning to move it over to the new system and format now. I do a lot of judging and we very much enjoy being able to travel all over the country meeting fellow sailors and doing a little work on the side! Ann and I have been very fortunate to meet many of the top sailors from this country and others and were so proud of our sailors at the Olympics and Paralympics. We work every year in Newport, RI at a paralympic event and have gotten to know all the competitors quite well and they are true athletes in every sense of the word. I have a picture of myself and the winner of the gold medals in the Laser Radial (Anna Tunnicliffe) and the Skud 18 (Maureen McKinnon-Tucker) and I am wearing the medals! Close as I will ever come to one of those! It is really special to see what our sailors are capable of. By the way both of these women are finalists for Rolex Yachswoman of the Year!

The last few years have been devastating to sailing on the Gulf Coast. Everyone is aware of what Katrina and Rita did. (We are active in the Gulf Yachting Association, GYA and 13 clubs were essentially wiped out by these storms, most have rebuilt or are rebuilding now.) Last September we had Ike, a piddley category 2 hurricane with a 19 foot sea surge! Houses around Galveston Bay and to the south and along the coast looked just like what Katrina did. The surge was felt all the way over to Bay St. Louis, Mississippi. 90% of the Houston Yacht Club Harbor was destroyed and for the first time since the club was built in 1920 there was water in the building. The Soiling was parked way up in the lot and all the boats from the harbor came to visit it! It is repairable and we are getting that done. The mast was destroyed but we had a spare that survived! We had insignificant damage to our house, especially when compared to many people we know. No water for 3 days, no electricity for 6, but I left for Russia, after 4 days so what can I say! All we know is that our final retirement location will be very considerate of hurricanes!

We can't tell everyone how very good it makes us feel to witness some very humble beginnings many years ago grow into the Boathouse and the LTEF. What a wonderful thing for sailing and the community! This is just one of the things that make TSC a very special organization and one we are very proud to have been a part of. We promise every year that next year we will come up for an event. It seems unbelievable we just haven't been able to do so. I guess retirement may be the only answer, but not sure when that will be yet so in the meantime we will keep promising and trying!

Chris & Ann Luppens  
[jcluppens@ussailing.net](mailto:jcluppens@ussailing.net)

Editor's Note: Chris and Ann were major donors to the Boat-House project and continue to support both the TSC and LTEF. We still remember their help and wonderful hospitality when we were in New Orleans a few years ago to pick up the six Optis at the Southern Yacht Club in New Orleans.

See [www.southernyachtclub.org](http://www.southernyachtclub.org) for the latest information and photos of the SYC rebuilding after the tragic fire and flooding of hurricane Katrina.

Chris and Ann sailed very competitively aboard their US 22 "KC" (named for their daughter). This boat is for sale on the "Boats" link on the [www.thunderbirdsailingclub.org](http://www.thunderbirdsailingclub.org) website, for more information please contact [kmellgren@cox.net](mailto:kmellgren@cox.net).

Here's hoping that Chris and Ann will stop by to see us one of these days.

Les



**Treasurer's report: Dave Craigie**  
*Continued from page 1*

like to hunt with a camera, this would be a good place to spend some time.

So what is the point? The point is that Lake Thunderbird is still a neat place to go, even in the dead of winter. If you have a boat and pick your nights, dress warm and have a way to cook, then you have a neat platform that will put you on the water and perhaps let you relax and enjoy the scenery. If you would like to anchor out sometime and don't feel ready, contact me and I will make it work.

**In Other News:** Still lacking a few familiar faces that I hope will renew and continue to support TSC. If you have not renewed yet, please do so ASAP. We do need you and we do need your support. Thank You.

If you would like to renew your membership on line, go to the club website [www.thunderbirdsailingclub.org](http://www.thunderbirdsailingclub.org) click on the membership section and then finish with a credit card payment through Pay Pal.

**Currently we have \$5,094.11 in our club checking account. This is close to what we had last year at this time.**

See you on the water

**Enjoy some photographs  
From the 2008 Sailing Season!**



*Photos from the 2008 TSC Christmas Party!*



*Photos from the 2008 TSC Christmas Party!*



**2008 TSC Board (Above)**  
**(Congratulations on a great year)**  
 From left: Kerry Knowles, Ted Streuli, Paul Reynolds, Phil Moershel, Fredrica Cottrell, Mary Anne Secrist, and David Craigie.  
 Please pass on your congratulations for a job very well done!



On the left, far left is TSC member Warren Fitzpatrick, one of the best Sunfish sailors around.  
 It was great to have Warren drive all the way in from Dallas!

**2009 TSC Officers (on right)**  
 Commodore: Ted Streuli  
 Vice-Commodore: Sam Tiffany  
 Rear Commodore: Altus Boren (not present)  
 Fleet Captain: Karen Thurston  
 Secretary: Elsbeth Dowd  
 Treasurer: David Craigie  
 Past Commodore: Phil Moershel



***Next Meeting:******Bob King, Candid Color Systems!****Learn how to take great photos on the water****Saturday January 17 at 6PM******Please, bring friends & a dish to share !*****2009 Executive Committee**

Commodore:	Ted Streuli <a href="mailto:ted@tedstreuli.com">ted@tedstreuli.com</a>	605-8073 (h) 589-0981 (m)
Vice-Comm:	Sam Tiffany <a href="mailto:stiffany@powercosts.com">stiffany@powercosts.com</a>	793-1398 (h) 822-3280 (m)
Rear-Comm:	Altus Boren <a href="mailto:altusboren@yahoo.com">altusboren@yahoo.com</a>	802-8869 (m)
Secretary:	Elsbeth Dowd <a href="mailto:efield@ou.edu">efield@ou.edu</a>	579-0424 (h) 609-540-2425 (m)
Treasurer:	David Craigie <a href="mailto:incipient@msn.com">incipient@msn.com</a>	741-2555 (h) 613-7774 (m)
Fleet Captain	Karen Thurston <a href="mailto:k_thurston@cox.net">k_thurston@cox.net</a>	401-8454 (m)
Past-Comm:	Phil Moershel <a href="mailto:pmoershel@sbcglobal.net">pmoershel@sbcglobal.net</a>	364-6304 (h) 208-1532 (m)
M'sheet Ed:	Les Cummings <a href="mailto:les-cummings@omrf.org">les-cummings@omrf.org</a>	823-2342 (m) 271-7188 (w)

Your 2009 officers! From left, Sam Tiffany, Vice-Commodore, Elsbeth Dowd, Secretary, Karen Thurston, Fleet Captain, Ted Streuli, Commodore, David Craigie, Treasurer, Phil Moershel, Past-Commodore and Altus Boren, Rear Commodore not shown.

**Thunderbird Sailing Club**  
**P.O. Box 1652**  
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