



www.thunderbirdsailingclub.org

Commodore Corbett Brown

The last few years the club has focused a lot of our efforts on re-building the club racing program. We plan to continue these efforts this year, but in addition we would like to start offering more for our cruising members. Plans are being made to hold some cruising events this summer. We hope to have the first event in May with an evening cruise followed by a raft up overnighter. If this event is successful we hope to have other cruising and overnight events. This is an event that can be enjoyed by all sailors, both cruisers and racers. After all, we even got Dave Craigie to race last year didn't we. Oh yes, and he kicked some butt! Now lets get some of you racers to cruise!

Asst. Boatyard Manger: Paul Reynolds

Fellow Sailors and Boaters,
In an effort to clear out some of the items clogging the BoatHouse and boatyard, I am organizing, or as the case may be dis-organizing, some of the accumulated flotsam and jetsam and placing it for auction in the BoatHouse during the Thunderbird Sailing Club's meeting on February 18th. You are invited to empty your pockets as you battle for these valuable pieces. All proceeds go to the Lake Thunderbird Educational Foundation and BoatHouse. Please don't be upset if you see one of your kind donations on the block. You are also invited to bring anything you think might sell, allowing the BoatHouse to skim 10% off your hard earned profit, and promising to take it home if it doesn't sell. All BoatHouse partners are being invited to this auction – hope to see a few new faces.

Paul Reynolds
Chief-Assistant, Vice-BoatYard Manager and
Senior Tiller-Repairman

Mainsheet

February 2006

Thunderbird Sailing Club
An Oklahoma Chartered Corporation Affiliated with
United States Sailing & Central States Sailing Associations

**P.O. Box 1652
Norman, Oklahoma 73070**

Note: The TSC and BoatHouse will now share the new PO box as listed above!

Excess Equipment Auction!

**Following is a sampling of the
terrific items that will be available
at the BoatHouse auction
6PM Saturday Feb. 18**

- ◇ 2 wooden bookcases
- ◇ 1 swivel desk chair
- ◇ small podium (table-top type)
- ◇ slide projector
- ◇ overhead projector
- ◇ Scanner
- ◇ assorted sailing books
- ◇ large plastic toolbox
- ◇ wet suit (large size)
- ◇ foul weather gear
- ◇ power washer
- ◇ Some sailboat hardware
- ◇ 2 windsurfers
- ◇ Thule cartop carrier
- ◇ Snark sailboat
- ◇ Electrical wiring and PVC conduit
- ◇ Grout
- ◇ PFDs
- ◇ 2 large spools of extremely heavy duty conveyor belt, suitable for suspending bridges or mooring aircraft carriers (possibly very useful as landscape edging).
- ◇ Other miscellaneous items

Phil Moershel has scheduled a workday at the BH on Saturday February 25 from 10 til Noon to install the boatlift! A winch truck with gin-poles would be helpful.

Vice Commodore *Barbara Schindler*

I'd like to thank Melynda Hickman, Wildlife Biologist, for her terrific program on the wild birds we may see during various times of the year in Oklahoma.

We had an excellent turnout with several guests in attendance.

Note: Our scheduled program for February featuring Roger Elliott and Coastal Cruising will be re-scheduled to accommodate sufficient time for our members and guest to peruse and bid on the fine list of boating treasures we will put up for auction on Saturday, February 18.

Hope to see you then!



Barbara Schindler, (on left) TSC Vice Commodore presents Melynda Hickman with the traditional BoatHouse coffee-cup in appreciation for presenting the program at the January TSC meeting.

Photo: By Dave Craigie

FLEET CAPTAIN *Kerry Knowles*

Hello racers!

We are at present completing the upcoming racing schedule and hope to have it ready for publication in the March Mainsheet. In the meantime we are considering sand-dune sailing races this year as the lake water continues to drop precipitously. :=)

Treasurer *Dave Craigie*

Hi All,

Our beloved Lake Thunderbird is at the lowest level that I and many other long time TSC members have ever seen. The wild fires still burn and we are in the driest part of the year. We need someone to do a rain dance. No complaints if it rains on our next out door gathering. Hope it rains before the first race or we may have trouble launching, and retrieving boats.

There are still a few members who have not returned their membership dues. Don't be bashful and think that you will get a lecture. I welcome all late comers with check in hand. Please, Please, take a minute to return your dues check to me at my home address. If you need more information, please contact me personally.

The following is the activity in our checking account for January 2006

Balance as of 1/1/06	\$7097.23
Checks Written	(367.22)
Deposits	<u>248.80</u>

Balance as of 1/31/06	\$6,978.81
	<u>=====</u>

Fair Winds,

David

CONGRATULATIONS

To Sea Scout Ship #5790 and their Bridge of Honor held on Feb. 3, 2005 at the BoatHouse. The TSC congratulates Skipper Rick Shaw, all the adult leadership and of course the terrific and growing team of talented Sea Scouts! Please contact Rick Shaw if you can volunteer some time for these terrific kids!

Boatyard Expansion Project Completed

Fifteen volunteers provided 57 volunteer hours on Saturday, January 14 to install the new fence addition to the boatyard. The materials were picked up that morning from Acme Fencing in Oklahoma City and were on site by the 9am start time. At approximately 2:30PM the project was completed following a short pizza luncheon provided by the BoatHouse.

We express our appreciation to the following:

Mike Klatt	Jesus Salas	Ryan Roggow
Paul Reynolds	Dave Craigie	Gray Graham
Art Lucardie	Phil Moershel	Kerry Knowles
Ed Shoemaker	Roger Elliott	Howard Haines
	Les Cummings	

We also thank Officer Terry Gibson, Thunderbird State Park Ranger, for providing exceptional consulting services!



The hard working fence raising crew shown above pauses for a short photo break during the construction of the new 2,500 square feet fence expansion



George Morin, TSC Member, from Lake Sunapee, New Hampshire has been in town for the past couple weeks. He visits the BoatHouse and TSC when he attends class at the FAA and asks us to tell all TSC members how impressed he is with the BoatHouse and its many diverse programs!



George is shown here at the helm of the Enya along with able crew consisting of from left to right: Les Cummings, Karen Thurston, and Roger Elliott.



Karen Thurston at the helm of the Enya along with able crew consisting of left to right: Roger Elliott, Jerry Lojka, Rick Eager and George Morin.

Membership Information

If any of your membership information has changed, please contact:

**David Craigie Incipient@MSN.com
405 741 2555**



**LAKE THUNDERBIRD
EDUCATIONAL FOUNDATION**
Roger Elliott

Sand excavation project approved

The LTEF expresses its appreciation to **Susan Hendon**, Thunderbird State Park, **Doug Smith**, Oklahoma Tourism and Recreation Department, **Allen Ryan** and **Arlyn Hendricks**, U.S. Corps of Engineers, and **Fred Landefeld**, U.S. Bureau of Reclamation for their assistance in the approval process. **Chad Cox** is working with **Rick Gates**, Supervisor of the Oklahoma Central Master Conservancy to arrange for the work to begin the week of February 13 and should be completed that week.

The project will remove some 20 cubic yards of fill/sand in front of the boatramp. This removal will give use approximately two-feet of additional depth from the end of the boatramp east approximately 25 feet out in the lake. This additional depth should allow us to launch our boats more easily as the sand runoff has required the trailers to be pushed out quite far in order to float the boats off the trailers.



**LAKE THUNDERBIRD
EDUCATIONAL FOUNDATION**
Les Cummings

On behalf of the LTEF board of directors, I express our appreciation for making 2005 another fine year for the LTEF and the BoatHouse project.

Following is the 2005 un-audited financial report:

Income:	\$26,588.05
Outflow:	<u>27,632.60</u>
Change in fund balance:	(\$ 1,044.55)

Income notes: Contributions accounted for nearly \$20,000 or 75% of our income including some \$7,000 donated by the LTEF Board. Also, keep in mind that nearly \$19,000 (68%) of the \$27,632.60 outflow was expended on asset purchases including the dock upgrade and the new Pram Fleet.

Short term assets at 12/31/05 were:

Cash:	\$ 2,430.00
Endowment:	12,566.29
Money Market:	<u>5,233.29</u>
Balance 12/31/05:	<u>\$20,229.58</u>

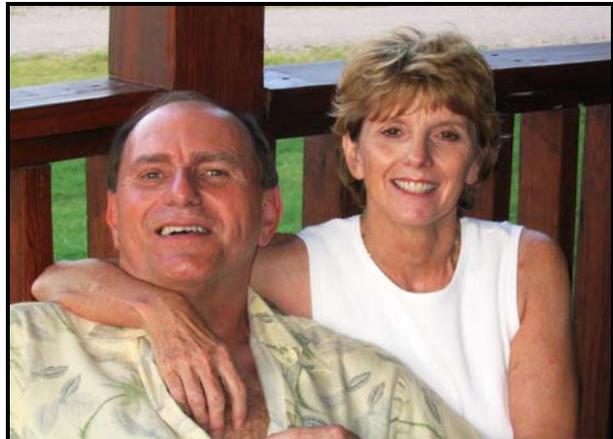
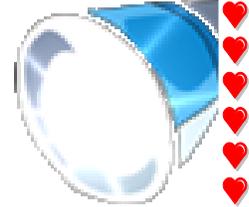
We thank Connie Divine for her excellent work as LTEF Treasurer.

Thanks for everyone's support!



**Spotlight on TSC
Members**

**Ed and Doris
Shoemaker**



Ed and Doris have been married for 2 1/2 years and still adjusting, adjusting, and adjusting. This is Ed's first marriage and he is beginning to doubt everything Doris tells him...such as: husbands always fix breakfast and "Yes Dear" being the only answer. Even though Ed was in the Navy during the Viet Nam war he is not a sailor in TSC tradition. He has found his niche helping with the cook-outs and enjoys the men's work group. Doris still sails her sunfish so appropriately named the sailing vessel "Minnow Paws".

Since 1980 Ed has worked for the Oklahoma Historical Society and knows a lot about genealogy and state history. Doris attempts to teach 8th graders Language Arts, but since the teens know everything it is a difficult task. Retirement count down for this couple is near three years or less.

TSC Annual Dues are payable now!

\$50 full, \$25 Associate and \$15 Student.
See Treasurer's message on Page 2

Trailer/Sailing Okie Style

By Chuck and Vesta Gettys

First published in the Trailer/Sailors Association magazine, Clipper Snips, Fall 1994

Our Trailer Sailing story begins, however improbable, one October day when we pulled our Flying Scott out of our slip in Lake Thunderbird, Norman Oklahoma, to put it up for the winter. We looked at each other, and remarked that it might be nice to own a keel boat that we could sail all winter, but still have a boat that we could trail to various lakes for vacations. We heard that Houston, Texas was full of bargain sailboats and after contacting a broker, Chuck made a trip to the boatyards in Kemah, Texas, just off Galveston Bay. There were over 1000 keel boat masts visible from the brokers office, and as a lifetime centerboard sailor, Chuck was intimidated.

To make a long story short, Chuck found a lonely Merit 25 in mint condition, abandoned in a parking lot, surrounded by "stink pots". The broker explained that the Merit had been owned by somebody in the oil business, and the bank had repossessed it during the Texas oil bust. Vesta, Chuck's wife and sailing buddy of 30 years, also known as "She who must be obeyed", had expressed an interest in a Merit 25, so Chuck decided to make a token offer. To his amazement, the bank accepted the ridiculously low offer, and a Merit 25 was delivered to our driveway. It was huge! On its trailer it was 12' high, and you needed an extension ladder to climb on the deck. Launching it required an afternoon and a crew of three.

It was fun sailing the Merit during the winter, but it took too much work to launch and retrieve it, and it was much too heavy to trail for a vacation boat. To solve our vacation boat problem, Chuck commenced a three-month period of research trying to find the ideal boat that two highly skilled, but middle-aged and "poopy" sailors could take adventuring. The Scot was too big and heavy for this purpose, and it was not self-rescuing. We listed our "wants" which included: a self-rescuing boat for safety; it should carry two heavy people with their gear and picnic goodies easily; it should be fun to sail; and easy to launch and rig. After writing dozens of letters to class associations inquiring about 14'-16' foot boats, we got a cordial letter from Patricia Skeen. She convinced us that 13,000 plus Day Sailor owners can't all be wrong. After checking out a variety of small boats (Capri 14.2, Sweet 16, Coronado 15, etc.), we moved the Day Sailor II to the top of our list.

We put a "sailboat wanted" ad in the local paper, and it bore fruit. There was a beautiful cream over red Day Sailor II, #7030, for sale just a few miles away. It looked almost new, the price was right, and we bought it after a short test sail! We spent some time over the next few months upgrading the boat to optimize it for cruising Oklahoma's lakes. Among the "improvements" was the addition of slab or jiffy reefing for the mainsail. As soon as the re-fitting was completed, we began a series of adventures in the Wild West of Oklahoma Lakes.

We have a saying, "If you don't like the weather in Oklahoma, wait a minute". A rare day

has winds from 0-5 mph, our average winds are 10-20 mph, and we have days with winds of 25 mph gusting to 40 fairly often. Some days start at 5 and end at 40 mph! Often the choice is between sailing in heavy air, and sitting on the shore. We have found that when we pick a three-day weekend for a short vacation, we can count on one day that is marginal for sailing, one that has high winds, and one day that is perfect.

Cruising Lake Murray. Our first two trips in the Day Sailor were to Lake Murray, located just off I-35 in South Central Oklahoma. This lake contains about 5700 acres. There is an excellent lodge, with many family-oriented activities available on shore, and a beautiful, clear lake with rocky shores. Like most tourists, we visited Tucker Tower, built by the WPA on a huge rock spire for "Alfalfa Bill" Murray, an early Oklahoma Governor. The tower now serves as a nature museum. On each visit, we also made a point to travel a few miles to McGee's Catfish House just west of Marietta, Oklahoma. This restaurant is on the back side of nowhere, but it really has the best all-you-can-eat catfish dinners that we have ever enjoyed. Miles of narrow, section-line roads lead you to a full parking lot, and a busy grass airstrip, with light planes landing one after another. The crowd waiting to be seated testifies to the fact that lots of people travel a long way to eat there.

We have had many pleasant days sailing on Lake Murray, but one of our most memorable sails came on a fall afternoon, with sun and a great breeze. We spent most of the morning tacking the length of the lake, and reached the dam about noon. We hove to briefly, enjoyed our sandwiches, and began our trip back in increasing winds. Wing and wing, with a wake behind the boat that drove waves clear to each shore, we planed the length of the lake, covering in a few minutes the distance that it had taken all morning to sail. It was very exciting to go that fast. Our Day Sailor inspired confidence as it felt like it was on rails while planning.

Cruising Lake Texoma. We have made two trips to Lake Texoma, just south of Lake Murray, on the Texas-Oklahoma border. Both trips took us across the bridge into Texas, and we stayed at Cedar Mills Marina. The lake and this Marina were featured in the September 93 issue of Sail magazine. The Marina has open slips available, but we had to improvise longer dock lines for our Day Sailor in a slip designed to accommodate a 40' yacht. At Cedar Mills Marina there are nice cabins available, a nice restaurant (formerly a whore house), and the manufacturing center for Valiant Yachts. The "average" boat tied up at the dock is 35'. You can go to sailing school there and qualify as a charter skipper, or rent very big boats.

We had some of our best, and worst sails at Texoma. This is a very big lake with 580 miles of shoreline. The winds can come up quickly and whip up some big waves. Setting out on a sunny day, we were caught across the lake from Cedar Mills by a fast-moving front. As the wind came up, we took down the jib, reefed the main, and still had a "white knuckle" trip back. About every 15 seconds, a cold wave broke across the bow, and Vesta, who was crewing, described it as someone throwing bucket after bucket of cold water down her neck. We made it back safely to the slip, and watched from shore as the storm blew in. Next day, it was warm and sunny with a gentle breeze, we cruised into quiet bay after bay. At noon we beached our boat, and enjoyed a quiet lunch about 25 feet from a fishing white heron.

On one of our trips, friends from Norman invited us to go out with them on their Catalina 27, which they keep moored at Texoma. We had a great sail, and got a good view of the sandy islands in the middle of the lake. For supper, we sailed over to Loe's Highport Marina, and we soon

knew we were in Texas, where bigger is considered better! As we approached the restaurant, we watched in amazement as we passed docks with row after row of motor boats as tall as a two-story building. When we tied up, the Catalina 27 filled less than a third of the guest slip provided for restaurant patrons, and we had to climb up about 2 feet just to step out on the dock. Across from our slip was a motor boat with three decks, plus a bridge deck. On shore, and in the restaurant, ladies in brief skirts, jeans, and bathing suits mixed with overdressed patrons draped with mink stoles. This Marina is certainly worth the visit, but Day Sailor owners would either have to beach near the marina, or climb the mast and heel their Day Sailor to reach the dock!

Cruising Greenleaf Lake. We were intrigued by pictures of Greenleaf State Park in Eastern Oklahoma. The park features cabins built in the 1930's out of native stone, with fireplaces, and good views of the lake. Full of adventure, we booked a cabin, and set out. By the time we got settled and launched our boat, the wind was howling. We reefed the main, and took her out for a trial run. We pride ourselves in being seasoned sailors, and prepared for anything. However, a sudden gust, and a stuck mainsheet, almost resulted in a test of the self-rescuing feature of our boat! A very strong puff hit, and we found ourselves standing on the centerboard trunk, staring straight down between our feet at some angry-looking water. At the last second, we were able to release both the main and jib, and the boat righted itself. We didn't capsize, but we did take on a lot of water, so we also got to test the self-bailing feature of the Day Sailor II.

That night a tornado touched down in nearby Tulsa, Oklahoma, but we were snug in our stone cabin, and were unaware of the strength of the wind a few miles away. As we enjoyed our after-supper coffee, and relived our near capsize that afternoon, Chuck remarked that he would really like a north wind, so we could beat up the lake and run back. His wish was granted, because the next morning, the storm had cleared, and the wind was out of the north. We tacked and hiked out going up the lake in a moderate wind, but coming back, we set the spinnaker, and once again, we seemed to fly back down the lake.

Cruising Lake Altus-Lugart. There are several small lakes in western Oklahoma, and Lake Altus-Lugart is next to Quartz Mountain State Park. Our sense of adventure led us west on a beautiful October weekend, and we booked a cabin at Quartz Mountain. When we arrived, we asked about renting a slip, but we were told that a recent flood had washed them all out. We asked about sailing, and the people at the State Lodge assured us that it was a good sailing lake. However, we soon found out that our informant didn't really know much about sailboats!

Altus-Lugart Lake was created as a source of water for irrigation, so the water level rises and falls rather dramatically depending on rainfall. When we arrived on a Friday afternoon in October, the level was low, docks stood up high and dry, and there were sandy beaches all around the lake. After settling into our cabin, we decided to launch the boat. Much to our dismay, we discovered that every launch ramp on our end of the lake was crossed, about halfway down, by electric wires. There was no way we could step the mast and roll the boat down the ramp without touching the wires. However, we were not to be denied, so we launched the boat, mast down, pulled her up on the sandy beach, raised the mast, and rigged her. The wind was strong, so after a short sail across the south end of the lake, we decided to postpone our sailing until the next day.

On Saturday, the wind was really howling, there were white caps all over the lake, and sailing was out of the question. Looking for something to do, we drove to nearby Magnum, Oklahoma to visit

the museum. The Greer County Museum was closed for the weekend, but there was a sign on the door, "open on weekends by appointment", and a phone number. After a phone call to the Mayor of the town, a curator was dispatched, and with typical Oklahoma hospitality, the museum was opened just for us. The Mayor even dropped by to chat and make sure we were enjoying ourselves. We spent a very pleasant afternoon looking at artifacts from Oklahoma history. As we returned to Quartz Mountain, the wind was still howling, but the sun came out. The golden eagles were migrating, and as the sun was going down, we were treated to a rare sight. A large flock of eagles was soaring in the thermals around the red granite hills. Our binoculars came in handy, as we got a close-up view of the setting sun reflecting golden tints off the wing feathers of these big birds. Also, while we were eagle watching, we spotted a V-formation of pelicans gliding in low over the water. The pelicans settled down on the water for the night, and we got to watch them fishing the next day.

Sunday morning, with bright sun and light winds, we headed for the shore and our boat. On the way to the beach, we cross, and watched them the road. We loaded our and started out of the granite cliffs that performing two bowls, and the opening between the part of the lake. We dismay, that our troubles were not over. As we got we saw the wires gleam-heeled the boat, held our wires by several feet. If full height, we would sure! When we reached lake, we decided it was get there! The pelicans sailed around the lake, and an interesting contrast to western Oklahoma.



stopped to let six deer climb the hill above lunch, raised our sails, south inlet. There were truded into the lake we had to sail through cliffs to get to the main found, to our extreme with electric wires close to the opening, ing overhead. We breath, and cleared the the lake had been at have hit the wires for the main part of the worth the trouble to kept us company as we the granite hills made the usually flat land of

When it was time to leave, we sailed into a beach to the north of the cliffs, took down our mast, and motored back beneath the wires to our launch area. We were afraid that the wires had sagged lower in the now hot sun, and we had no desire to sparkle. Any sailor visiting this lake needs to launch from the north ramp, and refrain from sailing to the south end of the lake nearest the dam!

We hope you will come and enjoy some of our Oklahoma Lakes in your Day Sailor. Our Day Sailor II has given us a lot of pleasure. Because it is so easy to trail, launch, and rig, and because it is self-rescuing and very stable, it has been an ideal boat for two middle-age sailors who really enjoy sailing-adventure weekends on Oklahoma lakes.

Ed. NOTE: We thank David Craigie for providing us with this reprint from the Trailer Sailor club.

Mercury Marine donates new outboard to the LTEF!

Ms. Jenny Butt of Mercury Marine has notified the LTEF that the request for a new outboard had been approved. The 15hp, 4-stroke, long-shaft, electric start Mercury outboard will be shipped to the LTEF in the next few weeks. We express our appreciation to Cindy Marshall, Advertising Manager, Kevin Grodzki, President, and Karl Kaukis, Marketing Director, all with the MerCruiser Division in Stillwater. In addition we thank Jim Hubbard, Chief of Staff and Jenny Butt of Mercury Marine headquarters in Fond du Lac, Wisconsin.

The LTEF and BoatHouse plans to raise sufficient funds to purchase a new safety boat this spring. A new safety boat along with the new engine will be a terrific addition to the boating and sailing safety needs at the BoatHouse!



Specifications

HP @ Prop: 15
kW @ Prop: 11.0
Max RPM (WOT): 4500-5500
Cylinder/Configuration: 2 (in-line)
Displacement (CID/cc): 19.7/323
Bore & Stroke (in): 2.32 x 2.32
Bore & Stroke (mm): 59 x 59
Cooling System: Water-cooled w/thermostat
Ignition System: CDI w/ electric spark advance
Starting: Manual or electric
Gear Ratio: 2.00:1
Gear Shift: F-N-R
Steering: Tiller or remote
Alternator Amp: 6 (manual)/10 (electric)
Alternator Watt: 76 (manual)/126 (electric)
Trim Positions: 5
Shallow Water Drive: Standard
Exhaust System: Through prop
Lubrication System: Wet sump
Recommended Oil: Mercury 4-Stroke Outboard Oil
Fuel Induction System: 2-valve single overhead cam
Remote Fuel Tank: Standard
Remote Fuel Tank (US Gal): 3.2
Remote Fuel Tank (L): 12
Shaft Length (inches): 15/20
Shaft Length (mm): 381/508
Dry Weight (lbs.): 111
Dry Weight (kg.): 50
Operator Warning System: Low oil pressure
Overrev Protection: Standard
Available Propellers: Consult current dealer propeller guide
CARB Star Rating: 2

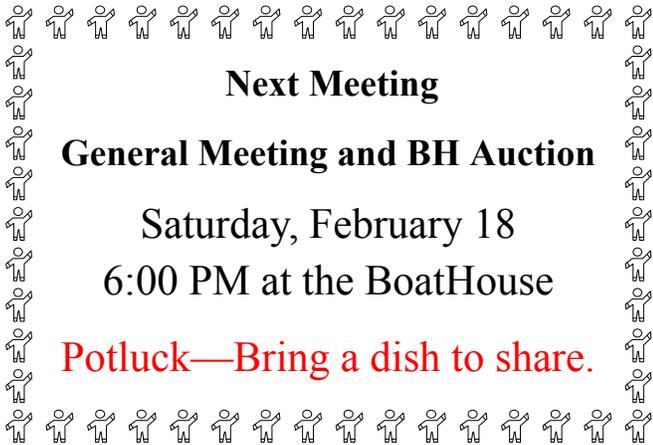


MERCURY

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MERCURY



Next Meeting

General Meeting and BH Auction

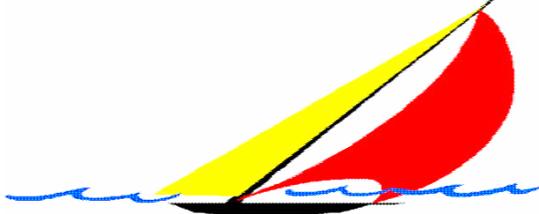
Saturday, February 18
6:00 PM at the BoatHouse

Potluck—Bring a dish to share.

2006 Executive Committee

Commodore:	Corbett Brown cb8197@sbc.com	749-1547
Vice-Comm:	Barbara Schindler bschin@cox.net	321-1354
Rear-Comm:	Jerry Lojka jlojka@aol.com	620-4498
Secretary:	Mary Anne Secrist m.secris@sbcglobal	329-3871
Treasurer:	David Craigie incipient@msn.com	741-2555
Fleet Capt.	Kerry Knowles kmellgren@cox.net	321-7968
M'sheet Ed.	Les Cummings les-cummings@omrf.ouhsc.edu	271-7188

**Aint' we got
a lot of fun?**



**Thunderbird Sailing Club
P.O. Box 1086
Norman, OK 73070-1086**