



<http://www.thunderbirdsailingclub.org/>

**Commodore** *Corbett Brown*

The beginning of the new year is a good time to reflect on where we have been and where we want to go. The last few years have seen major changes in the Thunderbird Sailing Club with the building of the Boathouse and the growth of the educational programs. These additions have created the need for many hours of volunteer work for TSC and the other Boathouse member organizations and the TSC has responded commendably. Although the need for volunteerism will continue we also need to remember the purpose of this organization. We are, after all, a **sailing club** and as such need to be responsive to the sailing needs of our members. In order to accomplish this, I would like to hear from the membership. What would you like to do as a sailing club? Would you like to see more (or different) club racing? Do you have any ideas for cruising events? What kind of programs and speakers would be of interest to you? Your input is important as we plan for the coming sailing season. Let us know what you want your club to be.

**Vice Commodore**  
*Barbara Schindler*

The Lake Thunderbird area is teeming with a variety of wild birds and other critters. Melynda Hickman, a wildlife biologist for the Oklahoma Department of Wildlife Conservation, will talk about these wild creatures at the January meeting.

Ms. Hickman's primary responsibility with Wildlife Department includes creating and coordinating watchable wildlife opportunities including the Selman Bat Watches, developing Watchable Wildlife Areas, developing the Great Plains Trail of Oklahoma, administering the Wildscapes Certification Program, and conducting surveys of targeted nongame species and wildlife management areas in the state of Oklahoma

Please bring friends who may enjoy the program and be sure to bring a snack to share with your sailing club friends.

See you Saturday, January 21 at the BoatHouse!

# Mainsheet

**January 2006**

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

**P.O. Box 1086, Norman, Oklahoma 73070-1086**

**LTEF News**  
**President** *Roger Elliott*

## **BOATYARD EXPANSION UPDATE**

Cheri and I were in Colorado during the project, but I understand it was a beautiful day that greeted the TSC volunteers to set the new fence posts for the boatyard expansion. By 10am the workers were well on their way installing the corner, gate, and line posts that will add some 2,500 square feet of storage space for our boats and equipment. By noon the posts had been set and hot pizzas were served to those who were able to hang around for another hour or so!

We express our appreciation to George Skinner, District 2 Cleveland County Commissioner, and his crew for helping with the grading of the area and to Chad, Les, Howard, and Phil Moershel with the layout of the new fence perimeter. Also to the LTEF for funding this upgrade.

The gates are being fabricated now by Allied Fence in OKC and should be ready this week. Our next order of business will be working on a new boatyard layout which will include the installation of the boatlift donated by Phil and Anita Trotter last year. We hope to have some help from the other consortium partners for the fence raising project, and especially from those groups who are storing boats in the yard. Thanks to all who helped set the posts.

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**Work day Saturday January 14 at 9AM.**

**Fence-raising and gate installation planned. Bring your gloves, wrenches, socket wrenches, sawzaws with metal cutting blade, channel locks, pliers, step-ladders, and come-alongs. Lunch will be served.**

**Treasurer** *Dave Craigie*

Hi All,

Jan 2006

Hope this finds everyone well and in the spirit that a bright new year should bring. Hopefully none of you are being directly affected by the wild fires that are overwhelming fire fighters and consuming large parts of Oklahoma and Texas. Rain would sure be a welcome relief.

I got a little lift in my spirits the other day while I was grazing around my local Home Depot; gone were all the Christmas and Holiday garnishments and in there place were gardening tools and flower seeds. Spring will be here soon and I will be flaking back the tarp that is encapsulating our beloved Hunter 26, *Incipient*. She is patiently waiting in our back yard, right outside the kitchen window as a constant reminder. Soon we will be oiling the cabinets, polishing the hull and going through the boat inventory ritual to make sure that everything is ready for the summer. We plan to again head north to the North Channel in Ontario. If any one ever feels the notion to travel that way some time, I will be more then happy to fill you in on all the details. It is a trip to die for. If you have any questions concerning trailer/sailing I will be more then happy to try to answer any questions, over a fine steak dinner and wine.

I went to the BoatHouse for the annual New Year's Day celebration and it was again a great time with a great bunch of sailors, and a few lone soles from the Norman P & S. I can think of no better way to start off the new year. During this gathering, I was honored by a man who has literally given his life to the TSC, the BoatHouse and LTEF and a bunch of other civic activities. It was an honor for Howard Haines to stand up in front of the honorable assemblage and heap accolades of praise on me because I showed up for a certain number of hours to help with BoatHouse activities. I received an LTEF hat and shirt and I will wear them with honor, not so much for the time I gave, but for the sheer fact that they were given to me by a man of who has given so much and deserves more then will ever be given in return. There will never be another Howard, but we will go on and we will continue his work.

**DUES...DUES....DUES....DUES...**

Although most of the membership dues have now been received, there are still a few members who have not responded to my low key appeals. Obviously, some of them wish to drop out and their names will be removed from the rolls in time. Others, who are known to be tardy every year, despite their good intentions to maintain their membership, will be kept on the books because from experience we have found that they do pay up eventually – often sending their checks with apologetic notes that are irresistibly contrite. 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 December 2005

|                            |               |
|----------------------------|---------------|
| Balance as of 12/1/05      | \$7039.49     |
| Checks Written             | (548.66)      |
| Deposits                   | <u>606.40</u> |
| <br>Balance as of 11/30/05 | <br>\$7097.23 |

**FLEET CAPTAIN** *Kerry Knowles*

**HEY SAILORS!**

This New Year brings with it an opportunity to for you to participate in a racing program so structured and popular that almost anyone can place in the top three. If you're worried about your skills or the competitiveness of your boat, please don't. Masks will be available for skippers wishing to remain anonymous as well as masking tape to cover your boats name. Full hoods without eyeholes will be provided for Phil Morshel and Paul Reynolds.

You don't build skills sitting at the dock. I ask that boat-owners encourage newer members or non-owners to crew. A tentative schedule will be presented at the TSC meeting on the 21<sup>st</sup>. We will have a session after the March meeting to answer questions about rules, right of way, etc. and a warm-up race in late March or early April. Please call with any questions. **321-7968**

## BoatHouse Management & Programs

*Howard Haines, Ex-Chair*

### **One Hundred and Twenty Three Volunteers Drive 2005 Boat- House Events!**

Volunteers make things happen at the BoatHouse and it is inspiring & exciting to watch the group in action! A formal 2005 annual report will document all the various and sundry gatherings that occur at the BoatHouse. But for this piece, I will focus on those events that were 'BoatHouse wide' that is, those events involving all the organizations of the BoatHouse consortium.

*In all --123 volunteers logged 2715 hours -- in thirty BoatHouse-wide events. The volunteers are members of **nine BoatHouse organizations** together with **seventeen unaffiliated** guests. **Forty-seven** of the volunteers are members of TSC.*

2005 saw thirteen weekend work parties where volunteers gathered to invest *Sweat Equity* in the BoatHouse; accomplishing everything from boat repair to installing new shelving in the building to repairing the dock to landscaping. Notable among the work parties was the end-of-season clean up on November 19 when forty volunteers worked all day to put the facility in good shape for the off season.

Sixty-five volunteers from seven organizations delivered the classes, camps and training sessions of 2005 donating nearly fourteen hundred hours. There were the adult and NROTC dinghy classes, the Sailing Smart camps for kids, Basic Keelboat Sailing, Essentials of Sailing plus an orientation session for BoatHouse instructors/volunteers and a Level-1 Instructor Training class.

Public service events such as Lake Sweep and CAST received help from fifty-nine volunteers who expended 580 hours of

their valuable time.

It is impossible to adequately recognize the effort and dedication of BoatHouse volunteers. As I've been told many times, no one volunteers in order to get something in return. The time and energy is donated because of the dedication and devotion that volunteers have towards the purpose and mission of the BoatHouse. Like I said, it is inspiring to watch and be part of. The LTEF and Management Committee has attempted in the last two years to at least acknowledge the service of volunteers by creating an attractive poster showing the highlights of the year and listing the volunteers.

Too, in 2004 the LTEF funded the start of a recognition program whereby volunteers received a BoatHouse cap and or polo shirt in recognition of hours of service. Twenty volunteers received a cap and shirt in recognition and appreciation for 30+ hours during 2004 and another 35 a cap for 10+ hours of volunteer time. Additional caps and or shirts are available at cost to recipients.

The great majority of the 2004 recipients of caps and shirts gave as much or more effort in 2005 and their repeated contribution is greatly appreciated.

In addition, --**eleven more volunteers contributed 30+ hours in 2005** -- and will be recognized with shirts and caps. And, another -- **twenty-six great folks volunteered 10+ hours** -- and will receive caps. TSC can be proud of eight of its members within this group.

Doubtlessly BoatHouse volunteers will achieve another banner year in 2006, but for the moment we can all be proud and happy with the results of 2005. Job well done!

*Kudos!*

## ANNOUNCEMENT PAGE

### Automatic External Defibrillator Update

Thanks to Rick Shaw and the Sea Scouts, the BoatHouse, the TSC, NSPS, and Roger Elliott, we will soon have a Philips FRx Heart Start AED available in the BoatHouse. We appreciate Dr. Frank Lawler serving as the AED Medical Director and Jerry Lojka as the AED Coordinator.

**NOTE:** Please include AED training when you take your CPR class this spring! Jerry Lojka will be offering the AED training along with the CPR training at the BoatHouse as well.

### West Marine Regatta Announcement

**Saturday, July 29, 2006**

The LTEF has been notified that the BoatHouse has been selected to host a West Marine Fun Regatta again in 2006.

This speaks volumes about our past regattas and its organization. We look forward this year to also having a CSSA Jr. Regatta within the West Marine Fun Regatta event.

As everyone knows, this event is specifically designed for new and inexperienced sailors. However, it is very easy to mix experienced and inexperienced by dividing them into fleets.

PLEASE, plan to help out on Saturday July 29, 2006. We will need on-water support as well as near-shore and boathouse help. We are working with West Marine now to develop the prize list.

Les Cummings, Regatta Chair

### THANK YOU!

We thank the following TSC members for their help on setting the new fence posts at the BH.

|               |                |
|---------------|----------------|
| Phil Moershel | Chad Cox       |
| Jerry Lojka   | Howard Haines  |
| Frank Lawler  | Rick Shaw      |
| Paul Reynolds | Kerry Knowles  |
| Dave Craigie  | Karen Thurston |
| Ed Shoemaker  | Les Cummings   |

From the Editor:

If you would like to publish an article with/without photos, please email it to me at les-cummings@omrf.ouhsc.edu. I will publish the articles if room is available.

Also,

If you have boating items for sale, send me photos, description, etc. and we will publish these for free, again, as room permits. We ask consideration for a donation to the TSC or LTEF if the items sell.

Finally, if you must have a copy of the Mainsheet mailed to you, please let me know and please include your mailing address. We prefer to email the publication.

Thanks,

Les

### Membership Information

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

**David Craigie [Incipient@MSN.com](mailto:Incipient@MSN.com)  
405 741 2555**

## Oysters, anyone? by Les Cummings

Ever think, really think, how those delicious oysters ended up on your plate here in Oklahoma or elsewhere and why they are so expensive. Well, I can tell you first-hand how many of the delicious Chesapeake Bay oysters are caught back on Tilghman Island, Maryland and surrounding areas.

When I was a kid, all through college, and even after completing my stint in the U.S. Army, I worked to make extra money with my Dad during the winter catching oysters on weekends, holidays, and vacations. The oyster season can usually be defined as those months with “R” in their names, e.g., September through April. These are the months that the weather and water is usually cool or cold and when the oysters are usually fat. When caught during the summer months, oysters go bad (sour) very quickly in the heat, and summer is also when they spawn and they are usually very poor (not fat). Most true oyster lovers will not touch a fresh oyster from May through August.

There were three primary methods of catching oysters; tonging, patent-tonging, and dredging when I was a kid, since then diving has also come into its own. I’ll discuss tonging in this article.

Tonging is the art of using two long wooden shafts fastened together about 1/3 of their length by a wooden pin that allows the two shafts to be worked like a very-long pair of scissors. At the ends of each shaft are the heavy iron “heads” that have long iron teeth that actually scrape up the oysters on the bottom. Just above the teeth, the head contains iron rods that hold the “rakes” usually run from 12’ to 30’ long depending on the depth of water where the oysterman work standing on the washboard with oysters/shells/rocks, lifting from the bottom, and dumping the culling board is a flat wooden platform that goes across the middle of the boat on which the oysters are dumped when caught. When the man separates the legal size (usually 3” or longer) oysters from the shells, rocks, small oysters ext., and bottom of the boat and throw the etc. back overboard. I also worked when I was a kid when Dad was



the Chesapeake oyster dropped by over 90% due to diseases in the Chesapeake Bay in deadly to oysters but not to humans, are known as Dermo (*Haplosporidium nelsoni*). Much work has been done trying to find are immune to the disease. To

Over the past twenty years (*Crassostrea virginica*) catch has eased that have killed most of the 20’ or deeper water. The parasites, mans, are known as Dermo (*Haplosporidium nelsoni*). Much or develop a strain of oysters that

date little has been accomplished but there is much hope for an Asian oyster *C. ariakensis* that has shown to be disease tolerant and with very similar taste to the *Crassostrea virginica*. Maryland and Virginia waters are both affected by the disease and there is significant scientific and political discussion in process regarding the idea of introducing a non-native species in the Bay. Some infertile *C. ariakensis* have been grown to legal size, but wide spread trials are only in the discussion phase. The Maryland and Virginia oyster catch in the Chesapeake Bay has dropped from 5.1 million bushels in early 70’s to approximately 53,000 bushels in 2003. The lack of oysters is causing severe financial problems for the Chesapeake Bay commercial watermen and is putting undue pressure on other catches such as fish and crabs.

Keep the aforementioned in mind the next time you enjoy a delicious Chesapeake Bay oyster?

**The photo above shows my father, Captain John Cummings, dumping a large number of oysters on his culling board from his oyster tongs (rakes) during the early 1980’s. This photo angle was very much how I remember my Dad when I was a kid culling for him as he was catching oysters. The photo is courtesy of award winning photographer/author, Ms. Janet Worne. Janet has worked at newspapers in Delaware, Maryland, and for the last 15 year at the Lexington Herald-Leader in Lexington, Ky. She told me that her day with Cap’n John was one of the most enjoyable days she has spent as a photojournalist.**

## **CAN BEING A TRAILER/SAILOR SAVE YOUR MARRIAGE ?**

*It has happened again: A live-aboard couple friend of ours has suffered the cruel fate of too much of a good thing.*

I don't think I know a sailor who hasn't wished that they could live aboard their own sailboat and sail around the world. Heaven knows I did, and I think Joyce would have gone along. As interesting and intriguing as that lifestyle might appear to be, I am thankful that we chose the course that we did.

About fifteen years ago we took up sailing. At first it was a tip-over sailboat and then a few years later we stepped up to a 21-footer. I Read everything I could about sailing and we had dreams that someday we were going to move up to a large sailboat and live aboard. We were going to sail around the world and visit distant foreign ports. It would be a wonderful life of intrigue and adventure, and it was ours for the taking.

The dream began to flounder a bit when I went to Ft. Lauderdale in 1994 and took a week-long sailing class on a 39' Sloop. It was my first real look at a sailing vessel that actually had to travel on the water to reach their destination. Reality began to sink in. Bad weather and being trapped in a marina...\* paying expensive marina fees...\* The difficulty of maneuvering a big boat...\* the possibility of having to have crew along...\* The logarithmically elevated expense level.\$\$\$\$. The list of negatives was growing and the list of positives was shrinking.

During the next year my thoughts began to change and the concept of traveling around the world by water seemed quite distant now. My nautical readings turned to the great sailing adventures that are available in North America. What about trailering a boat? We live in land-locked Oklahoma so what good is going to come from owning a huge non-trailerable sailboat? Where is the adventure?

The obvious solution was to buy a trailerable sailboat and it was about this time that we bought our Hunter 26, *Incipient*. An article in a sailing magazine led me to join a group called the **Trailer/Sailors Association** and now there was no looking back. I was getting ready to retire soon and the dream of hitting the road for extended periods of time was addictive. I was destined to become a Trailer/Sailor for sure.

After retirement we sold our home and stored what was considered absolutely necessary, just in case this thing didn't work out. We squeezed into our small truck camper and with *Incipient* in tow disappeared into the sunset. We were homeless now, and free. It was glorious, a dream come true. We were now live-aboard Trailer/Sailor roadies. Our first winter was spent at a small Texas marina. Following that we traveled all around the US and up into Canada and visited friends and relatives along the way. Ah the good life. We had it all and everyone was envious.

This situation lasted a little over two years until it seems that we both decided that it was enough. It was time to go home and enjoy a new crop of grandchildren. It was time to return to a life where we can both have a little more space and a place to comfortably put our "stuff." I was tired of having to borrow tools and Joyce longed for a permanent place to do her hobbies. It was time to return to a life that involved a home and occasional travel. The dream was not over, but it had taken a different course. We were back in a home now, planning new adventures and still enjoying retirement.

During our time on the road, and since then, we made new friends; some were live-aboards and many were Trailer/Sailors like us. One couple in particular that befriended us in Texas were newlywed live-aboards. They lived on a beautiful sailboat and appeared to have the good life at hand.

We were very envious. He brought her flowers daily, they held hands and kissed all the time. Joyce was always quick to bring this to my attention. They were true lovebirds. We kept in touch over the years, cruising together, visiting at times and writing in between. One day recently however, we received a suspicious e-mail that alluded to a rift in their relationship. We were floored. It has happened again: A live-aboard couple friend of ours has suffered the cruel fate of too much of a good thing.

Now, before you jump to conclusions, this is not a scientific study. It is just an observation that Joyce and I have made and sadly have seen too many times. Of all the live-aboard friends that we have made over the years most are no longer together. Just the opposite is true of our Trailer/Sailor friends. Virtually all are still together and happy. What do you suppose is the reason?

Probably not money; most live-aboards have sufficient funds or labor skills to get the needed bucks to survive. Probably not boredom either. Hard to get bored when you get to live and travel on a boat all the time. My guess it that it just boils down to “too much of a good thing.”

So, can being a Trailer/Sailor save your marriage? That is a good question and I don't know the final answer. But I am glad that I chose early on not to pursue my dream to travel around the world on a sailboat. I am also very happy that after a few years of traveling and being a live-aboard roadie that we chose to return to the life that we now enjoy. We have trailed a sailboat to virtually every corner of the U.S. and parts of Canada. We have sailed the Gulf of Mexico in the winter and Canada's North Channel and Georgian Bay in the summer. We've sailed on the East Coast and the West Coast, the Tennessee River and the Erie Canal and the Trent-Severn Waterway and a host of other bodies of water throughout North America. We have been to more places than most live-aboards will ever go, and we are still happily married after 40 years and talking about fu-

ture adventures.

Living aboard a sailboat is a dream that many of us harbor. But it is a huge decision for a couple to make and it is not a way of life for everyone. Do I think that the way of life that Joyce and I have chosen is the perfect answer? Certainly not, but it seems to work for us. Living in the Midwest, trailering a sailboat is a good way to be able to enjoy cruising and not have to commit to living aboard. It is, in our opinion, the best of both worlds.

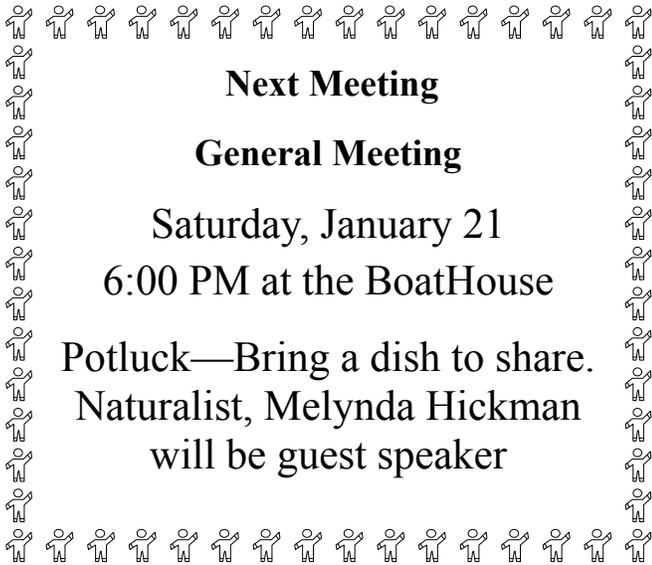
So before you go getting all depressed about not being able to sail off to the Hawaiian Islands or to some other exotic port, think about this. Do you really want to give up your home and not have somewhere to return to? Are you sure that you can live in close quarters with your mate for extended lengths of time? What are the odds that you will survive all this and still remain a couple? The number of questions is endless and the answers are sometimes hard to come by. Sailing is a great thing, but even the best of couples can fall prey to “too much of a good thing.”



See  
you  
on  
the  
wa-  
ter.

Smooth Trailer Sailin'  
David and Joyce Craigie  
Hunter 26, “*Incipient*”

Editors note: David and Joyce have been long time members of the TSC. David is doing his great job again as TSC Treasurer and presented the program “Cruising the North Channel” at a recent TSC meeting.



**Next Meeting**

**General Meeting**

Saturday, January 21

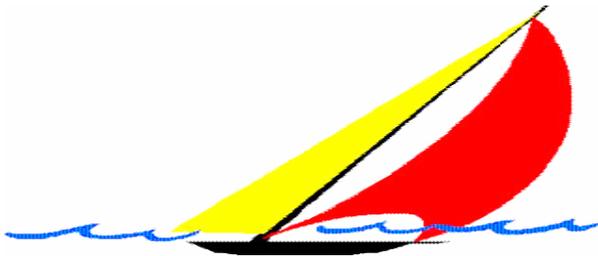
6:00 PM at the BoatHouse

Potluck—Bring a dish to share.  
Naturalist, Melynda Hickman  
will be guest speaker

**2006 Executive Committee**

|             |   |          |
|-------------|---|----------|
| Commodore:  | Corbett Brown<br>cb8197@sbc.com             | 749-1547 |
| Vice-Comm:  | Barbara Schindler<br>bschin@cox.net         | 321-1354 |
| Rear-Comm:  | Jerry Lojka<br>jlojka@aol.com               | 620-4498 |
| Secretary:  | Mary Anne Secrist<br>m.secrist@sbcglobal    | 329-3871 |
| Treasurer:  | David Craigie<br>incipient@msn.com          | 741-2555 |
| Fleet Capt. | Kerry Knowles<br>kmellgren@cox.net          | 321-7968 |
| M'sheet Ed. | Les Cummings<br>les-cummings@omrf.ouhsc.edu | 341-2382 |

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



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