

The Early Days of The Muncie Sailing Club, Jim "Doc" Taylor

Note: MSC Member Jim Taylor sat down with your humble Telltale editor recently under the shade of a shelter at the club. As we talked, the piece that follows rather wrote itself. A big thanks to Doc for taking time to chat.

MSC member Jim Taylor was there when sailing began on Prairie Creek. Though the Muncie Sailing Club was founded in 1962, its real beginnings were in 1961.

Prairie Creek was different then. There were no pontoon boats docked on Prairie Creek. No motors in excess of 10 HP were even allowed on Prairie Creek. (By the way, the sailing club has lost 10-15 feet of sandy shoreline since the time when large motored boats began to race across Prairie Creek.) At the North End of Prairie Creek, a rope extended across the reservoir preventing any craft from coming within 100 or so yards of the dam and spillway.

The clubhouse itself, an old farmhouse, was on the hill though virtually nothing inside resembled the club as we know it today.

The harbor where the sailing club now resides had no docks. There was no boat ramp. There was no hoist, pole barn, or seawall. There was no pavement at all by the water's edge.

Instead, the "club" consisted of a house on a hill and a large area of bulrushes down by the water's edge.



Sailboats were "docked" by dragging them up into the muddy bank amidst the bulrushes.

At that time, the early sailing fleet primarily consisted of Flying Scots, Snipes, and a few Thistles. These boats could all be shoved into the water from the shore. To overcome the problem of docking their boats in the mud, the Flying Scot owners got together and built floating docks that served as boat lifts. Though it may be difficult to picture, the dock/lifts were apparently U-shaped and



Jim "Doc" Taylor
An original member of the Muncie Sailing Club.

when a sailboat was positioned inside the U, the lift could be rocked forward lifting the boat out of the mud.

In those early days, "racing was everything." Flying Scots, Snipes, and Thistles came from all over Indiana and beyond to race at Prairie Creek. Like Jim "Doc" Taylor, a significant number of the early members were doctors including two orthopedic surgeons (Dr. Lee Brown and Dr. Jack Walker). In fact, the early club drew some criticism as being elitist though Doc Taylor assures that it was nothing of the sort. The club was born from a shared enthusiasm for sailing not a pursuit of status.

As time passed, bulrushes gave way to gravel. A seawall was added and gravel gave way to pavement. As you look at the club today, you see docks, a dry dock area, a boat ramp, a seawall, hoist, pole barn, and an updated clubhouse. All of these improvements were made over the years by fellow sailors who shared the same enthusiasm for sailing as those original sailors in the early sixties.

Doc and his wife Peggy are still active MSC members and now own a Nimble 20 cruiser.



Odds & Ends



Please join the club in welcoming new members Mitch and Karla Mabry from Pendleton with their CAL 25 named Honor.

Mitch and Karla are bringing this boat "back from the dead." Purchased earlier this summer, the boat was rescued from under an oak tree where it had been "stored" for 12 years. The boat was full of water - water that had sat in the boat and frozen each winter wreaking havoc.

When the Mabry's bought the boat, there was so much water in it that it couldn't be moved. In fact, Mitch literally cut a hole in the bottom of the hull just to get the water drained.

Since then, they have been steadily working on the boat and bringing it back to life. The boat is currently on the West side of B dock where Mitch can often be found working away fueled by large amounts of carmel corn.

The Cal 25 is an interesting boat. If you stop by

to take a look at it, you can see the signs that this boat was built for big water.

The Cal 25, from Sailing Magazine, 1998

With its distinctive raised deck and long cockpit, the innovative Bill Lapworth design evolved from the highly successful pocket ocean racer and well known San Francisco Bay boat, the Cal 20. Built by Jensen Marine, which at one time in the '60s was the largest production builder in the country, the Cal 25 had a long production run through all its incarnations. From 1965 through 1983, a couple thousand Cal 25's were launched. The Cal 25 was originally marketed as an ocean racer that could occasionally double as a cruiser during the golden age of fiberglass boats when a 25-footer was considered big. Dave and Jaja Martin and their two young children completely rebuilt a stock 25 and then proceeded to log 45,000 miles while circumnavigating.



Mitch and Karla Mabry's
CAL 25 "Honor"

The 2009 Calendar of Events

September

- Club Series Makeup
Sun, 9/20, 2pm – 4pm

October

- Full Moon Sail - Harvest Moon
Sun, 10/4

- Oktoberfest
Sun, 10/4, 5pm – 7pm
- Potters' Weekend—
CANCELED
- Annual Meeting / Rib Roast
Sun, 10/18, 5pm – 8pm
- Fall Dock Days
Fri & Sat, 10/23 - 10/24



Muncie Sailing Club - September '09 Board Minutes

Board Meeting Minutes – September 3, 2009

Present: Laura Heupel, Jack Lewis, Jerry Marlatt, Nat Miller, Larry Reddin, Steve Scherschel, Jim Taylor, Frank Thomas, Russ Wahlers, Stuart Wright

Commodore Steve Scherschel called the meeting to order at 1906 at the MSC Clubhouse. It was established that a quorum was present.

- Minutes of the August Board meeting were unavailable and will be read at the October Board meeting.
- The club's financial report was presented by Treasurer Laura Heupel and accepted by the Board.
- The Treasurer reported that we currently have 89 members.
- Commodore Scherschel reported that nominal funds from some unencumbered budget lines will be transferred to social activities to meet requirements for the balance of the year.
- Frank Thomas reported that we've obtained a suite of sails for the club's FJ in addition to a rudder and tiller assembly. Work continues on preparing this vessel for use. Additionally, minor work has been completed on the pontoon's dock bumper. Finally, recent problems with the club outboard motor have been traced to an improperly installed gas filter. Frank proposed that MSC consider planning to eventually replace the existing motors with smaller horse power motors for both the picket and pontoon boats. Concern was expressed about the value of the past service we have been receiving from our current dealer.
- Jerry Marlatt reported that we've obtained two new dumpster containers. Use of blue recycling bags is encouraged.
- On the racing schedule, Frank Thomas reported that racing program is going well. More volunteers are needed to staff the committee boat. More racing participants are also encouraged.
- Commodore Scherschel reported that a past member with a Hunter 25 wishes to rejoin as a drysailor with the post Labor Day fee of \$145. The post Labor Day effective date was defined as any day after Labor Day. The Board extended an invitation to this proposed member to attend the Labor Day social.
- After consultation with Bill Morgan, Frank Thomas noted that additional rip rap material need to be added to reinforce the sea wall.
- Harbor Master Steve Christman proposed that Dock Day "volunteers" be provided an MSC shirt as an incentive for their participation.
- Commodore Scherschel announced that the next MSC Board meeting will be Thursday October 1st at the clubhouse beginning at 1900.

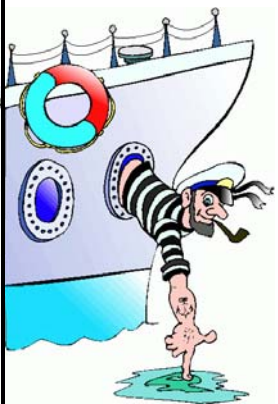
The meeting adjourned at 1956. Once again, no one was seriously injured at the meeting.



Muncie Sailing Club
P.O. Box 390
Muncie, IN 47308



MSC Telltale Back Cover... chock full of useless information



Shiver My Timbers: One of the original, but no longer used, meanings of "shiver" was to break into pieces. So, the sailor's oath shiver my timbers, is synonymous with (if so and so happens then...) let my boat breaks into pieces.

Hard and fast: Though this term is now used to mean "without doubt or debate", it was originally a nautical term. A ship that was hard and fast was simply one that was firmly beached on land.

In the Offing: Currently means something is about to happen, as in - "There is a reorganization in the offing." From the 16th century usage meaning a good distance from shore, barely visible from land, as in - "We sighted a ship in the offing."

First Rate: Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a First Rate line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 48 to 20 guns were fifth and sixth rated.