

Club Update, Commodore Steve Scherschel

As the days are getting longer and more signs of spring are appearing, there are also signs of the Club coming back to life. Harbormaster Steve Christman has started preparations for Dock Day and I encourage you to join us for a good day of camaraderie and contribution to the club. Active participation helps keep our dues extremely low in comparison to other sailing options and helps to make the Club a pleasant environment for all.

One of the pleasing aspects of the environment is the natural setting in which we sail. As you are probably all aware, there is an effort by some to zone a portion of the area inside the ring road of the reservoir for residential development. The concern of many is that this would lead to broad residential development of the reservoir. Most of us would prefer to see woodlands and wildlife rather than the upscale housing seen as preferable by some. The Planning Commission is sending forward to the Delaware County Commissioners an amended recommendation that all lands inside the ring road be rezoned to Recreation and Conservation. This would preclude residential development. There will be strong pressure exerted on the commissioners to ignore that recommendation in favor of one that would allow residential development in one area on the west side of the reservoir. It appears that one commissioner favors development, one is against, and the third is uncommitted. I encourage you to contact the commissioners and attend the next commissioner's meeting. They need to be reminded that the majority of those affected

want to see a more natural environment preserved for ourselves and future generations.

Membership cards will be in the mail in the next two to three weeks. Included will be a reminder copy of the requirements for securing boats. These requirements should be considered as a minimum. They are intended to help you protect your boat and to help prevent you from damaging your neighbors boat and the Club facilities. There will be regular surveys of the docks and drysail areas. Since failure to follow the requirements presents a hazard to us all, the board will take action if any problems are not corrected.

On another security matter, please remember to scramble lock combinations immediately after opening the locks. This will reduce the risk of unauthorized persons learning the combination. Also, if you are the last one on a dock or at the house, please see that locks are set and the house is secure. With the current economic situation, the risks of petty thievery are higher and we all need to do our part to protect each other.

Don't forget to get your reservations in for the Spring Banquet. It's always a great way to start building the anticipation of another great season.

Fair winds to all.

Steve



Dock Days Are Nigh Upon Us!, Harbor Steve Christman

Start time on Friday, April 24th is noon. Start time on Saturday, April 25th is 8:00 am sharp. Donuts, coffee and juice will be available by 7:30 am on Saturday. As always, a great lunch will be served on Saturday. Feel free to bring a salad or dessert to pass around for Saturday lunch.

Don't forget to bring your work gloves and 9/16th wrenches. If you plan to work on the grounds, please

bring a rake.

For newer members, this is a great opportunity to work alongside veteran sailors ready to pass on decades worth of experience to open ears. Remember, we can use all the help we can get; so PLEASE consider helping out on Dock Days.





"Tell a sailor that there are 400 billion stars and he'll believe you, tell him a deck has wet paint and he has to touch it."

Announcements

- **MSC Spring Banquet - April 22, 2009**
Social 6:30 PM & Dinner 7:00 PM
AMVETS Lodge 7621 N State Road 3 Muncie IN, 47303
\$17/person in advance - \$19/person at the door
- **April 24 & 25 - Dock Days !!!!**
- Please email announcements or stories telltale@netdirect.net

Boat Prep Tips - Frank Thomas & Jamie Carmichael

- Check all thru fittings if any and any internal/external Rudder/Keel fittings and/or bolts.
- Check your mast for loose or damaged fittings, bolts or rivets.
- Spray spider repellent top and inside of mast also Windex.
- Check air pressure in tires and wheel bearings before towing.
- Replace spark plugs in motor (easy and cheap).
- Hoses and clamps should be inspected and replaced as necessary.
- Inspect all through hull fittings.
- Inspect propeller for dings and distortion. Make sure cotter pin and key are in good shape.
- Make sure the water intake on the lower unit of the motor is clear of corrosion and obstructions.
- Inspect hull for blisters, distortions and stress cracks.
- Make sure all rudder parts are tight and not worn.
- Use a hose to check for gasket leaks around ports, windows and deck hardware.
- Check fuel lines for cracks and clamps for rust.
- Check all stays and halyards for broken strands and fraying.
- Replace old tape on turnbuckles
- Inspect tires on trailer. Lube bearings as needed.
- Test all trailer lights.
- Inspect trailer frame for severe rust and cracks.
- Inspect all safety equipment. Ensure life jackets are in good condition and comply with State law. Fire extinguishers should be replaced if out dated and shaken to loosen the powder.
- Inspect electrical systems; wiring and bilge pump to ensure safe operation.

Odds & Ends

A new sailing speed record?

A British team is set to break the world sailing speed record, but the problem is, the boat has a tendency to take off.

- London Times, March 8, 2009 -

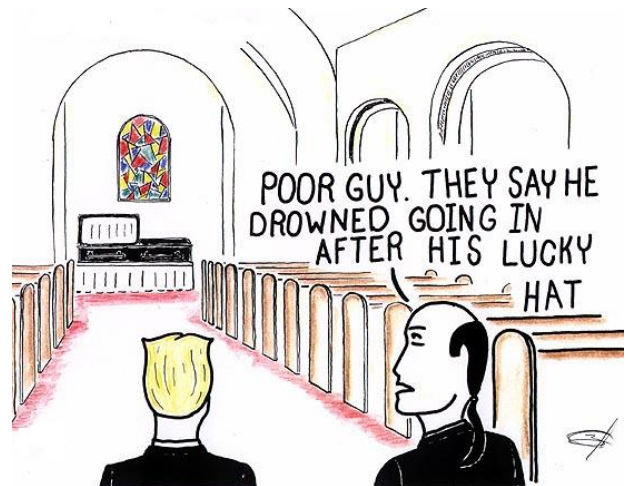
A British team is set to break the world sailing speed record, but the problem is, the boat has a tendency to take off. A British team is on course to break one of the last great speed records. Piloting a yacht that looks like a futuristic windsurf on steroids, the team hopes to achieve the world sailing speed record in the next few weeks, with an average speed higher than 50.57 knots (60 mph). If the team manages to set the record, it will mark the culmination of seven years of work on a prototype vessel — called SailRocket — that could pave the way for even more extreme speeds in the future. The team is now doing trial runs off the Skeleton Coast in Namibia — last week it hit 42 knots. It now plans to increase speeds gradually throughout March until it hits the record-breaking speed.

World Records:

- 24 hour distance record for monohull, 484 miles (20.16 knots), April 2002
- 24 hour distance record for multihull, 694.78 nautical miles (28.95 knots), June 2002
- Circumnavigation of the World, 64 days, 8 hours averaging 18.2 Knots over 28,000 miles
- Smallest transatlantic passage-maker, 5 ft, 4 inches
- Oldest transatlantic single-handed, Tawny Pupot, age 77
- Youngest Circumnavigation, age 18
- Solo Female Circumnavigation - Ellen MacArthur, Age 28, 25,911 miles in 71 days, 14 hours, 18 minutes and 33 seconds

"Sailors, with their built in sense of order, service and discipline, should really be running the world."

- Nicholas Monsarrat



The 2009 Calendar of Events

April

- MSC Spring Banquet
Wed, 4/22
- Spring Dock Days
Fri, 4/24, 12pm – 5pm
- Spring Dock Days
Sat, 4/25, 8am – 5pm

May

- MSC Board Meeting
Thu, 5/7, 7pm – 8pm
- Potters' Weekend
Fri-Sun, 5/15-5/17
- Memorial Day Breakfast
Mon, 5/25, 9am – 11am
- Memorial Day Regatta
Mon, 5/25, 2pm – 5pm

June

- MSC Board Meeting
Thu, 6/4, 7pm – 8pm
- Full Moon Sail - Strawberry Moon
Sun, 6/7
- Women Only Regatta
Sat, 6/13
- Club Series Race #1
Sun, 6/14, 2pm – 4pm
- Summer Sailstice Activities
Sat & Sun, Jun 20 – 21
- Sailing in Concert
Sat, 6/20, 2pm – 4pm
- Venetian Night
Sat, 6/20, 7pm - Midnight

- Commodore's Cup Regatta
Sun, 6/21, 2pm – 4pm
- Midsummer Day
Wed, 6/24
- Club Series Race #2
Sun, 6/28, 2pm – 4pm

July

- MSC Board Meeting
Thu, 7/2, 7pm – 8pm
- Sailing in Concert
Sat, 7/4, 2pm – 3pm
- Hamburgers & Hot Dogs
Sat, 7/4, 5pm – 7pm
- Class Warfare Race - Multi-class regatta
Sun, 7/5, 2pm – 4pm
- Full Moon Sail - Buck Moon
Tue, 7/7
- Muncie Endurathon
Sat, 7/11
- Club Series Race #3
Sun, 7/12, 2pm – 4pm
- Club Series Race #4
Sun, 7/26, 2pm – 4pm

August

- MSC Raft Up
Sat, 8/1, 7pm-Midnight
- Full Moon Sail - Sturgeon Moon
Wed, 8/5
- MSC Board Meeting
Thu, 8/6, 7pm – 8pm

- Club Series Race #5
Sun, 8/9, 2pm – 4pm
- Club Series Race #6
Sun, 8/23, 2pm – 4pm

September

- MSC Board Meeting
Thu, 9/3, 7pm – 8pm
- Full Moon Sail - Corn Moon
Fri, 9/4
- Harbor Dance
Sat, 9/5, 7pm - Midnight
- Club Series Race #7
Sun, 9/6, 2pm – 4pm
- Load the Lake
Mon, 9/7, 2pm – 4pm
- Labor Day Pitch In
Mon, 9/7, 5pm – 7pm
- 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
Fri - Sun, 10/16 - 10/17
- Annual Meeting / Rib Roast
Sun, 10/18, 5pm – 8pm
- Fall Dock Days
Fri & Sat, 10/23 - 10/24

For Sale

1984 Com-Pac 19/I -

1984 Hutchins trailer with spare-tire, shoal keel, Port-a-pottie, sea- swing-type stove, mainsail, 110% working jib, 150% Genoa, foiled-rudder, foam-block flotation, boom-vang, tactical compass, transom-mounted swim ladder, mainsail cover, jib cover, large cooler, danforth anchor with rope-chain rode, anchor bracket, lifting out-board-bracket. Very well-built, sails great. Very stiff in a heavy breeze. Asking \$4300 without 2006 Tohatsu 3.5 hp Four-stroke long-shaft outboard motor, or \$4800 with it. Call Max at (765)599-2640 or (765)623-0983. max47362@comcast.net

1982 Catalina 22 - This popular open cockpit design with end boom sheeting features swing keel, roller

furling 150 Genoa and main manufactured by U.S. Sail. The boat is white with dark blue striping with pop top, sleeps four and includes winterized 4 HP Yamaha 2cycl engine, pull out galley, flotation cushions, swim ladder, working lights and switches, porta-potty, blue covers for main sail, Genoa, engine and tiller cover, anchor with 75ft of line, whisker pole, stand-off pole, extra lines and hardware, cleaning supplies, four life jackets, fit for two batteries. Boat has fresh bottom paint, waxed and buffed hull and topside, and refinished teak. Trailer has new tires, wheel bearings were repacked this fall. Start your spring ready to sail, priced at \$4,500. Contact: Richard Douglass Phone 765-744-1320. Email:munciedst@aol.com.

False Advertising, Mark Terry

Though it was early March and still a week or so from Spring, Mother Nature did a bit of false advertising. I fully understand the shock of that statement to naturalist types who think Mother Nature is some benevolent little old lady type who goes about willy-nilly causing the dew to kiss the morning grass and the sun to kiss the butterflies and what-not. The poet Ralph Waldo Emerson sat around and wrote a lot of nonsense like that. As I understand it, that Emerson fellow was actually considered to be the cat's whiskers during some portion of days gone by though why, I can scarcely imagine. As for me, if I met up with that Emerson fellow and he started with that dewy daffodil rot, I should think a smart sock on the jaw would be just the ticket to put a spring one's step after having rendered it. But, as often happens when putting thoughts to paper, I digress.

False advertising was my claim and I stand squarely behind it. Quite while winter was still underway, Mother Nature presented a string of days that merited classification as meeting the most rigorous standards of both "warm" and "sunny." Naturally, your humble Telltale Editor, being a member of the male species, took the bait without question. In what, through the remarkable clarity of retrospect, proved to be one of my many poorly conceived ideas, I decided to launch my canoe and paddle across the lake. Seeing my preparations underway Maggie, my Golden Retriever, requested permission to accompany me on the journey. That is not to say Maggie actually talks per se. Nonetheless, she has mastered a sorrowful look designed to inflict guilt at will. I wonder about dogs sometimes and am grateful that they do not have thumbs. The very idea of dogs with thumbs would, I should think, be enough to cause unease among even lethargic individuals.

More to the point, the sun shone warm upon my shoulder as I slid the silver canoe into the shimmering water at lake's edge. As you can see by the first sentence of this paragraph, if your Humble Telltale Editor traveled back in time, to the chagrin of ole Ralph Waldo, I dare say I'd do quite well with those bustled umbrella-wielding ladies at tea parties.

Uh... oh yes! Maggie took her place in the front of the canoe, I in the back, and we began our canoeing expedition on this fine warm day. The journey though, had scarcely begun when the bane of Maggie's existence, an

infernal duck did one of those slide-in landings not fifty feet from the canoe. Naturally, Maggie took immediate note. I am convinced that the dog would tip the scales at a figure roughly comparable to a small dinosaur and having a small dinosaur do a sudden weight shift in a canoe, I assure you, is an undesirable thing. To regain some semblance of stability and uprightness, with lightning-like instinct, I grabbed for the sides of the well-tilted canoe. At that moment my right hand slipped into the water. **BY THE HAMMER OF THOR!** I believe that is the exclamation I vigorously shouted when the water engulfed my hand for the water was surely as cold as the surface of the planet formerly known as Pluto! It took considerably less time than one of those nano-second things for me to reclassify my decision to go canoeing as belonging to the negative column and a similar amount of time to realize that the decision to put an excitable dinosaur-like animal in the canoe with me had the effect of compounding the negative first decision exponentially. I'll stop before I commit calculus.

Terrified, I yelled at dino-dog to sit the heck down; but I cannot assure that I actually selected the word "heck". What had been my excited anticipation of the canoe journey gave way to the vivid realization that I was at the very edge of a bath that, if taken, would enable your humble editor to do a one week tour with the soprano section of the Vienna Boys Choir.

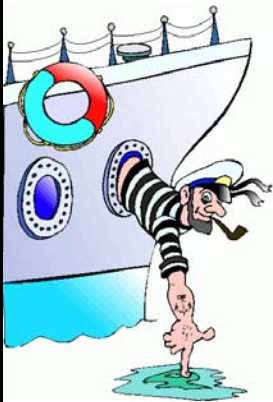
With this realization, I began the return to shore. The journey, however, proved far longer and more perilous as numerous duck squadrons had taken up position between the shore and the canoe laden with dino-dog and me. Though my desire to be back on land was great indeed, the prudent course of action, I thought, was to give these nefarious floaters a wide berth. I informed Maggie of my decision to flank the foul fowl and I reiterated, in the strongest of terms, my suggestion that she remain seated. An eternity later, we reached shore. I climbed onto land, she went for a swim, and epic calamity was mercifully avoided.

As I put this to paper, some three weeks after the journey, it is March 29 and it is snowing outside... snowing horizontally because the frozen wind is howling through the trees. False advertising I say. Mother Nature is a little old lady alright... with a smile and a straight razor... ready to use either with equal vigor.



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

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



Posh - This is a term used today to denote the best accommodations. Aboard the British P&O vessels that sailed between India and Britain and through the stifling Red Sea it was advisable to have a cabin that was on the shaded side of the ship. These were the highly prized cabins and the ones for which you paid extra. Thus, for the additional fee, your ticket was stamped "POSH" and meant "Port-Out, Starboard Home."

Windfall - In sailing ship days, the Royal Navy reserved large tracts of land in Great Britain that had tall, straight trees for boat construction and for masts. If one tree blew down, however, the manager of this land could claim it for his own. A good bit of fortune or "a windfall" for him.

Scuttlebutt - A butt was a barrel. Scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could reach in and dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.

Pirate Flags - The pirate flag was designed to strike fear into victims and encourage a hasty surrender, however, the black Jolly Roger, commonly associated with pirates, was not as greatly feared as the red flag which meant that no mercy would be shown in battle.

The Jolly Roger often depicted symbols of death (a skull and crossbones was commonly seen on grave stones) and may have gotten its name from the devil - Old Roger - but is more likely derived from the French name for the red flag - Jolie Rouge. From: [Hans On History](#)