

Club Update, Commodore Steve Scherschel

Things have been pretty quiet. We seem to be in that "coasting" part of the season and the cooler weather has slowed things a bit too.

The Sunflower Raft-up will be held on Saturday, August 1. The raft up is one of the most popular of the socials due to the very relaxed atmosphere and being out on the water.



Many of the club's cruisers anchor and tie their sterns together forming an open circle (or sunflower) if seen from above. People often tour other cruisers, swim in the center of the circle, and share and sample a variety of snacks, treats, and drinks.

Since the raft up is formed just off the club, there can be ferry service if day sailors want to join but not take their boats out. Generally, day sailors don't work too well inside the circle

since people move from boat to boat and circulate around the flower. Day sailors are encouraged to join in and would be welcome on any of the boats. In past years, Ben and Nat Miller have provided musical entertainment. Join us for this relaxing social evening on the water.



Rules of the Road, From A Cruising Compass Article Contributed by Larry Redden

It always amazes us when we are out on the water how many sailors and motor boaters ignore or just don't know the rules of the road.

So here are five rules that can help you avoid collisions:

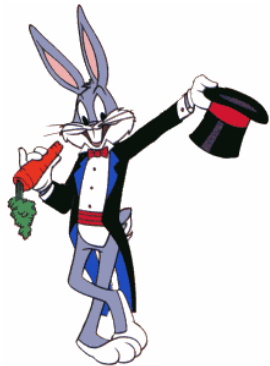
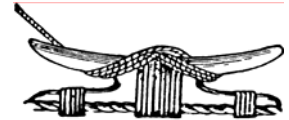
1. Pass port to port: When two boats are meeting in a channel or a body of water, try to pass port side to port side as prescribed in the Rule of the Road. If you can't do this, or if you are turning across the oncoming boat's path, call them on the VHF to explain what you are doing.
2. When overtaking another boat, pass them on your port side (their starboard side). This is the correct procedure and it puts you out of harm's way should there be another boat approaching from the other direction that is going to pass both you and the first boat port to port.
3. In crossing situations, the burdened vessel or the

boat that has to stay clear is the boat that has the other boat on its starboard side. If you are closing with a boat on your port side, you should assume that it will turn to avoid you but you can't be certain they know the rules, so beware.

4. Sailboats under sail have the right of way over power vessels no matter which tack the sailboat is on. And when two sail boats meet on collision courses, the boat on starboard tack has the right of way. Sailboats have to give way to motor vessel longer than 66 feet in narrow channels or when maneuverability is restricted. Obviously small vessels should stand clear of large ships when underway.
5. Avoiding collisions is the responsibility of every skipper and the rules of the road have been written for this express purpose. Every boat owner should be familiar with the rules and should be able to react to potential collisions in the correct and safest way.



Odds & Ends



Well Done Mate! On July 11, the Muncie Endurathon was held. A significant number of sailboats and pontoons lined the swimming course to help provide extra safety by watching for swimmers in distress. One of the sailors, Stuart Wright and his crew (Taylor Christman among them) went out to lend a hand. They anchored on the outside of the course to begin their watch. Unfortunately, as Stuart and crew watched, their boat's anchor gracefully slid along the bottom of Prairie Creek allowing the boat to actually drag through the course causing dozens of swimmers to slam into its side at full speed and quickly sink to the bottom of Prairie Creek not to be seen again. Fortunately, the boat sustained no damage. Once the boat had passed completely through the course, Stuart and crew resumed their safety watch on the other side of the course receiving a grateful thumbs

up from other passing swimmers whose position in the competition had been greatly improved by Stuart's efforts. When interviewed about the event, consistent with MSC sailing protocol, Stuart explained that his wife was solely responsible for anchoring the boat.



Stuart Wright standing watch and striking a pose as swimmers hit his boat's hull like bags of wet cement.



For the remainder of the day, as shown here, Stuart's wife could be seen tied to the mast. As Stuart said, "It was either that or keel hauling and without barnacles on the bottom of the boat, keel hauling just loses its effect."

The 2009 Calendar of Events

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



Fire In The Hole, Mark Terry

The evening of Tuesday, July 7 was the full moon known as the Buck Moon. The club had a full moon sail that evening.

A beautiful evening, perhaps a dozen sailboats sailed together in unison as evening turned to dusk and dusk gave way to night. It was one of those evenings to remember. A low grey blanket of cloud hung in the sky above and to the East. The reflection of the grey cloud gave the water a dull dark color. From the West, the sun slid under the cloud cover giving the distant shore a green brightness of the kind that seems to transform the world into a place only imagined. The sun also provided a brilliance to the sails in contrast to the grey sky and dull dark water.

The air was dry and mildly cool. The breeze was firm, but gentle. The boats sailed uniformly in graceful silence on this evening. As I sailed, I thought about how wonderful this Buck Moon Sail was and just how rare such evenings are. I wanted to remember it; to burn it into my memory to savor in the evening during dark winter months.

I smiled and decided to declare this evening absolute perfection. Just as I was about to let the word "perfect" pass from my lips, however, I felt something hit the inside of my ear. That something

then proceeded directly into my ear and, instantly, I knew it was a bug!

No doubt all right thinking people will agree that bugs are unsettling to even look at what with their skeletons being on the outside and all. To have a bug touching you, however, is a wicket of the stickiest variety. Those little bug legs are covered with prickly points designed to do only one thing and that one being to cause instant panic!

My well above average reflexes, spawned an appropriately strong response as I yelled, "Heavens To Murgatroyd!". I immediately selected a finger for insertion into ear and engaged forthwith. Fortunately, my previously referenced reflexes allowed me to send the invader to the land of its ancestors in one deft motion. With my most minor digit, I dug the beast from my ear. As I brought my hand around when finished, I saw that my fingertip was aglow for I had dispatched a firefly.

And that's the way it is in this, the best of all possible worlds. One minute a sailor is about to declare a state of perfection; the next minute he has a glowing fingertip. There's a moral in this tale somewhere I suspect, but it eludes me. It might have something or other to do with free will or perhaps proper ear protection when sailing.

Around The Club



New member Lewis Miller (left-seated) sailing with his wife Kathleen and company. Though a new member, Lewis demonstrates his clear understanding that the most important piece of sailing equipment is a cool hat.



A great picture! Though it's hard to tell from a distance, I think that's Fred Feick bringing Beady, his Starwind 19, back into the harbor.



Here, Hailey Christman daughter of Steve & Jen is being used to push the family's Catalina 25. Though the use of small children to propel large sailboats is completely acceptable, they cannot be used when racing unless the wind is under 5 mph.



Ben Miller up the mast of Aeolus demonstrating the remarkable absence of both acrophobia and common sense.



Here's Taylor, granddaughter of Jerry and Jane Marlott at the helm of Frank & Byvonda's boat Arete.

"Been Around the World"--keeping up with a circumnavigational contest.

by Rowan Millson

ACROSS

1. ___ sail
4. "Captain Courageous" Turner
7. Tell about the one that got away, e.g.
14. Who: Ger.
15. Hurry, old style
16. Troop formation
17. Exist
18. ___-CIO
19. Making amends
20. 6th port-of-call for the Volvo Ocean Race 2001-2002
23. Rival of Andre
24. Where you'll find a stirrup
25. Comic DeGeneres
29. "___ hands on deck!"
31. Brig resident, maybe
34. Goal of the conquistadores
35. Beheaded Boleyn
37. 4th port-of-call for the Volvo Ocean Race 2001-2002
40. ___ the wind (tacking)
43. New hand on deck
44. 2nd port-of-call for the Volvo Ocean Race 2001-2002
46. Soviet source of "information"
47. Copy
48. Try to seduce
49. React to losing the regatta?
50. Bowling alley button
53. Fisherman's tool
55. Maritime ___
59. 5th port-of-call for the Volvo Ocean Race 2001-2002
63. Gandhi, e.g.
66. Airport stat
67. Russian technological achievement

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|---|--|--------------------------------|
| 68. Ground | 12. Shipping amount | 42. ___-masted (like a ketch) |
| 69. What cows chew | 13. Lang. of Blackbeard | 45. Zippo |
| 70. Had haddock | 21. Theatrical villain | 49. Liberty Island feature |
| 71. Tools for people looking for sharks' teeth on shore | 22. Fearsome ocean predator | 51. Wipe out |
| 72. Boston Harbor stuff, once | 26. People may take them out to buy boats | 52. Give a tenth |
| 73. Perfect score, maybe | 27. European sea birds | 54. VCR button |
| | 28. Little bump | 56. Get in one's sights |
| | 30. Time to give up boating? | 57. Work on the captain's log |
| | 32. ___ to sea | 58. Philosophizing Kierkegaard |
| | 33. IBM rival | 60. Sign of the future |
| | 35. Totally floored | 61. Pops |
| | 36. Scruffs | 62. Zilch |
| | 38. Former O.J. housemate | 63. Smart British sports cars |
| | 39. Like a boat owner who smashes into another boat on purpose | 64. Mandela's party: abbr. |
| | 40. Rent-___ | 65. Sarcastic laugh sound |
| | 41. Future bacon, perhaps | |
- DOWN**
1. Overrun a boat with water
 2. How some boaters find the Bermuda Triangle
 3. Care for a wound
 4. From Bangkok
 5. Tower of note
 6. Perry's secretary
 7. Word with miss or east
 8. Play opener
 9. ___ Island
 10. Pertaining to the kidneys
 11. "Aladdin" prince

Club Racing Update, Racemeister Jeff McCallister



2009 MSC Sailboat Racing Program

Newly Added Night – Wednesday Fun Sailing Night - Will Be Held Each Week!

Greetings fellow MSC sailors. When I was asked if I had any material to add to this telltale, I immediately gravitated to writing about point standings and what has happened throughout this season to the current moment. While I could do that, I would like to write about two events that have been motivating and inspirational to me as a first year board member.

Earlier this month, the calendar had planned for an event called "Class Warfare". When the time to race had come, there were no two same size and same manufacture boats ready to compete. To my surprise, there were a number of interested sailors and crew wanting to participate in a limited competitive event. Before I knew it, there were seven boats being sailed in a self governed/timed event.

While the newly created event was not given an appropriate name, what is more important is that everyone that participated had fun making a one lap dash north to a fixed buoy that served as the mark.

After speaking to a range of membership at MSC to gauge possible interest in an additional fun sailing course, I am going to introduce "Wacky Wednesday" (as named by Bill Morgan) beginning on Wednesday, Aug. 5th at 7:30pm. The time may change afterwards, but the structure will not. Each week there will be a new course that will consist of hopefully a non-moving mark, albeit, a buoy, pontoon, a rubber duck.

The goal of each boat is to sail as quickly as possible from the starting line to the finish line. Donnie McDaniel suggested an athletic/agility portion, so I may even involve blow guns and targets. If anyone has a suggestion, feel free to forward me your crea-

tive idea.

The second story I would like to comment on is the most recent race of July 26th, which included both the A and Corinthian fleets. While viewing the race from a new perspective, which was on the committee boat, I could see that the entire fleet was blessed with a brisk and constant wind; I want to also add that it was a non-changing wind direction.

The true non-constant was the northern most mark. It could not decide whether or not it was going to float in the middle of the lake or to venture out and over to the far east part of the lake where pontoons are docked. I want to thank the racers and crew for putting up with this small issue.

While the crew of Arete, Frank and Byvonda Thomas were not competing for points in the Corinthian fleet, their newly added presence and unknown handling of their boat was a well invited addition to all of the current racing fleet members. Throughout all of the three races, I could see that all of the racers spirits were high and that everyone was courteous to one another all while they were all sailing fairly frequently side by side from the starting line to the finish line.

This type of long race course is proving to be of benefit, even to boats that have higher PHRF numbers, which will increase their ability to be competitive. A good example can be found with Randy Tracy's "Satisfaction", who proved to be a very competitive contender. I would also like to mention that during the second race of the day, all of the boats competing came in across the finish line within 13 seconds of each other!

HELP NEEDED I would like to thank everyone that has helped man the committee boat this year and in years past. The time has come again for much needed volunteers to sign up to start the races. If anyone can spare a few hours of one Sunday afternoon this summer, please contact me by phone or email. Free food and an MSC shirt will be given to each volunteer.

-Jeff McCallister



"There are no agnostics on board a sinking ship."

Please email announcements or stories telltale@netdirect.net

We welcome contributions to The Telltale from MSC members. If you have news, a story, an adventure, or a suggestion, **please** share it.

Telltale by email - Over half of the clubs member's now receive their Telltale by email. The advantages are that it gets to you quicker, the pictures are in clearer and in color, and it saves the club money. If you'd like to receive your Telltale by email too, just send a note to telltale@netdirect.net You can also sign up friends or family members to receive the Telltale by email.

MSC T-Shirts: The new MSC t-shirts have arrived! For more information, contact Bill Morgan.

Boat Types, Barnacle Bill



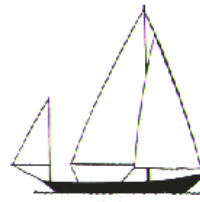
Sloop

Sloop - A sloop has one mast and two sails, a jib and a mainsail. The sloop rig is the most popular rig for small and medium-size sailing craft because of its efficiency and simplicity.



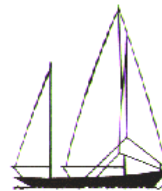
Catboat

Catboat - A catboat has one mast and one sail, with the mast usually stepped forward. Since there is no second sail on a catboat, it is a good choice for sailing shorthanded or with children.



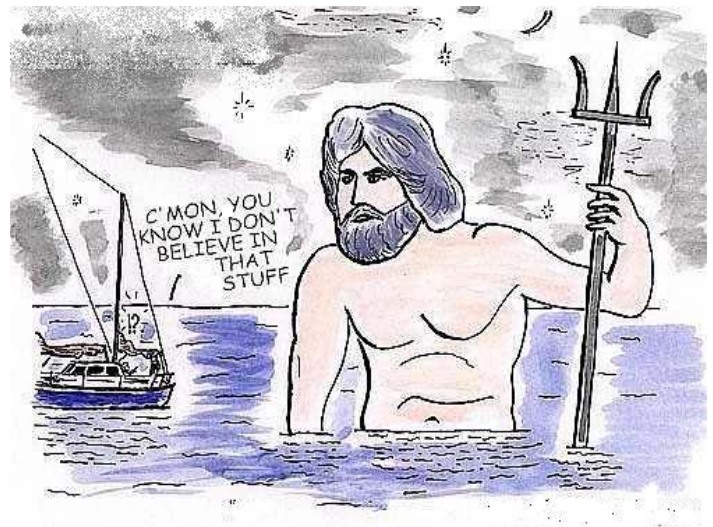
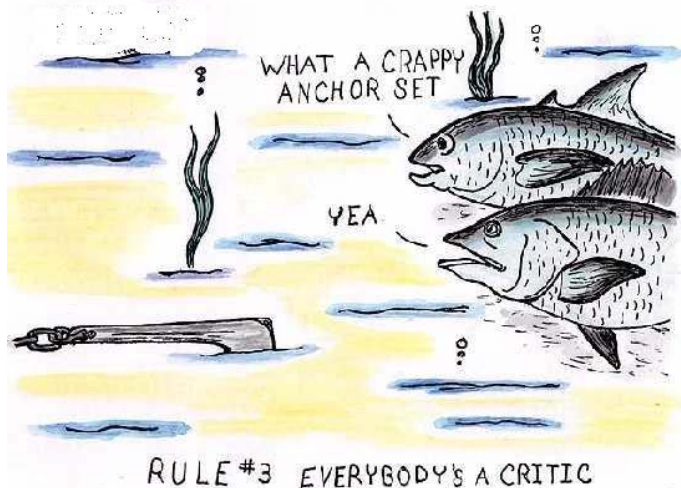
Yawl

Yawl - A yawl has two masts, with the mizzenmast much shorter and set aft of the rudder post. A yawl has three or four sails. A yawl is closely related to a ketch, but a mizzen on a yawl is much smaller than on a ketch. Since the term yawl has fallen into disuse, some boats that are really yawls are described as ketches. In general, a mizzenmast is not used unless the boat is about 30 feet or longer.



Ketch

Ketch - A ketch has two masts, with the mizzenmast being the shorter of the two. This mizzenmast is set forward of the rudder post. A ketch has three or four sails. A ketch is closely related to a yawl. The advantage of a ketch is that the addition of the mizzen sail splits the rig as a whole into more manageable proportions.



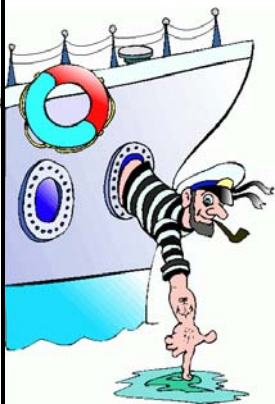


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Let's see if our idiot Telltale editor got the names and addresses right this time!



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



At loggerheads - Originally loggerheads were large iron balls with long handles. When rigging needed to be tarred down or decks needed caulking, the tar (a distillate of pine pitch), usually a solid substance at normal temperatures, needed to be heated enough to melt into a sticky, goeey liquid. If the heating were done over an open flame, there was danger that the pitch might catch fire. The Iron balls at the end of the loggerheads would be heated red-hot. They were then carried by their much cooler handles from the fire, usually located in the blacksmith's forge, to the deck where the buckets of solid tar would be waiting for them. The balls would be plunged into the buckets, heating the tar and causing it to melt with no danger of flame.

Sailors lived in crowded conditions and tempers often flared. Fortunately, weapons such as pistols and cutlasses were kept under lock and key. While every sailor had a knife as a very necessary part of his kit, shipmasters examined each knife at the start of a voyage to make sure that the points were broken off. Consequently weapons capable of inflicting serious injury were not generally available in the heat of the moment. But loggerheads were within easy reach by all. By facing off with these heavy and unwieldy weapons, the anger would be quickly worked out with little more than some bruises and broken skin.

Quarter/No Quarter - At times problems and conflicts festered until the men reached a port. There they would have access to weapons and would fight with "no quarter asked, nor quarter given". This would be a fight to the death. It was the opposite of the tradition of "giving quarter." In older times an officer would call "quarter" upon surrendering. If quarter were given, the surrendering sailor's life would be saved but he would have to pay a ransom of one quarter of his pay.