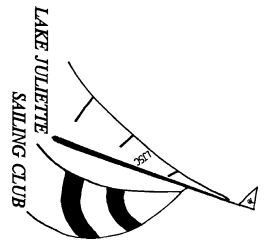


LAKE JULIETTE SAILING CLUB
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JULIETTE



RUDDER

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JULIETTE **RUDDER**

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The RUDDER is the official publication of the Lake Juliette Sailing Club. Statements and opinions appearing herein are those of the authors and do not necessarily represent the group position of the Lake Juliette Sailing Club. The editor reserves the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the Lake Juliette Sailing Club.

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WHAT I WOULD LIKE TO DO (Pick one or more)

- RACE COMMITTEE ASSISTANCE
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EVENTS AND ITEMS I WOULD BE INTERESTED IN:

- | | |
|---|---|
| <input type="checkbox"/> FUN RACES | <input type="checkbox"/> COOKOUTS |
| <input type="checkbox"/> HANDICAP RACES | <input type="checkbox"/> RAFTUPS |
| <input type="checkbox"/> CLASS RACES | <input type="checkbox"/> BEACH PARTIES |
| <input type="checkbox"/> EXCURSIONS | <input type="checkbox"/> SOCIAL DINNERS |

From the Editor

This edition of the newsletter has been quite interesting to put together. There have been so many small items come along that I hope that I have not forgotten anything.

As some of you know, the Club was formed in the spring of 1987. A newsletter was published under a number of different titles and formats for the first few years. The present JULIETTE RUDDER sometimes referred to as the RUDDER was first published in January of 1991. We are now in the 10th volume. The new format had more flair and style than the previous newsletters and provide a more interesting look as our Club started to grow. It was published first with a DOS program called Express Publisher, on an XT machine, with a 40MB hard drive. Using a new 386/40, with a 130MB drive, I was able to reformat it to fit into Pagemaker 3.0 and still look very close to the original DOS version. This was my first windows machine and the change allowed me to use the much more powerful program. To print one copy of the RUDDER at that time took 3.5 hours. That original was then copied to be put together for mailing. Since then I have moved up to a Pentium 200, using Pagemaker 6.5 and now can print all the copies required for mailing in about 6-8 hours depending on the edition.

This will be the last year for me to publish the JULIETTE RUDDER. Sometimes the RUDDER has been fun, sometimes a chore but always it has been a challenge. I thank all of you that have helped to provided me with input to keep it the best sailing club newsletter in the Southeast. Many of the articles and stories published in the RUDDER, have been published in newsletters and magazines around the country. I look forward to reading the many stories and articles y'all will submit to the new editor for year 2001. Keep up the good work, and let's keep this the best gosh darn sailing club newsletter ever.

B o b

Mainsheet

There has been two close calls with Hurricanes coming either to the right or left of *Breakaway*. Thus far no damage. A Friend moved our boat for us both weekends. Nice to have such good friends. This last weekend the wind was so strong that our anchor pulled and it went about 30 yards before it grabbed again. Lucky!!

We have the Panama City Cruise coming up for the weekend of Oct. 6-10. Thus far four boats will be coming down. If anyone else can join us please let us know and if we have gone contact Bob Horan and he can fill you in on details and how to get to the Tyndall Yacht Club. Looking forward to seeing ya'll.

Carl Saylor gave a very good talk on Rescue & Rescued at the last meeting. Main points were to file a float plan, put boat's name on everything that will float, have good PFD that will keep you up longer than 30 minutes, stay with (or near) the boat if it goes down, this makes a rescue more likely. Thanks Carl!!

Erin gave the right answer for the Quiz last month and put in a lot of research (The saying dates back over 2000 years and is in the Bible). Had a great turn out for the Treasure Hunt all the treasures were found except two. Great Planning Bob. Thanks again for a good job!!! The commodore's Party was a success, 63 present. The biggest yet!! Thanks to Kenny Allen and his instructor John Drawe for a delicious meal. It was great!!! The belated Father's Day race was enjoyed by all (even the ones that took swimming breaks that was a good idea Steve and Jan). It was hot and very little wind which made for a long trip up the lake. Many thanks to the OSYC for the gracious use of their facilities and WATER to sail on.

See you at the meeting on October 17, to be held at Picadilly's in the mall in Macon.

Quiz: Do you know how to read the wind on the water? If you see small wavelets how many knots is the wind? See scattered white caps? Many whitecaps with some spray? Large waves with whitecaps everywhere? white foam from breaking waves blowing in streaks? Time to do what?

May you have fresh wind in your sails!!



Notices

The October meeting will be held at 7PM at Piccadilly Cafeteria in the Macon Mall. We will be discussing events including the Fall Panama City Weekend Cruise, the Halloween Regatta, plans for the Christmas Party, Nomination Committee, and the scheduling of the Membership meeting in January.

Boat Shows

Tampa	Oct 12-15
Fort Lauderdale	Oct 26-30
St. Petersburg - Sail Expo	Nov 2-5
Ft Myers	Nov 9-12
Atlanta, GA.	Jan 3-7
New York	Jan 4-7
Nashville	Jan 10-14
Philadelphia	Jan 17-21
Atlantic City - Sail Expo	Jan 18-21
Chicago, Il	Jan 24-28
New Orleans	Feb 8-11
Detroit, MI	Feb 10-18
St. Louis	Feb 13-18
Miami	Feb 15-20
Boston, MA	Feb 17-25

www.boatshows.com

Tidbits

The *Antrea Gail*, from “*The Perfect Storm*” is up for sale for any of you who want to try your hand at a larger vessel. Minimum bid is \$125K. www.perfectstorm.net

The sailing ship *Amistad*, a reproduction of the cargo vessel made famous in 1839 by the rebellion of 53 enslaved Africans, is now visiting ports in Connecticut and will winter in Mystic Seaport, CT. She sailed into NY for Operation Sail 2000, third in line behind the US Coast Guard barge *Eagle*. www.amistadamerica.org

Fathers Day Race

<u>Skipper</u>	<u>Boat</u>	<u>Minutes</u>	<u>Adjusted</u>	<u>Place</u>
John Drawe	Raider	149.8	163.72	1
Bill Shaw	Harmony 22	154.06	184.51	2
Carl Saylor	Tanzer 22	177.95	186.73	3
Rene Ducheneau	Thistle	155.03	186.79	4
Gene McDaniels	Rhodes 19	186.85	191.25	5
Jimmy Harrell	Flying Scot	179.08	198.1	6
Ron Katz	San Juan 23	194.82	198.59	7
Steve Winchester	Catalina 22	220	222.22	8
Michael Dortch	MacGregor 26	221.92	242.53	9
Mark Rodgers	Lighting	0	0	10
Garland Corbin	MacGregor 25	0	0	11
Steve Dillard	Catalina 25	0	DNF	12

LJSG 2000 Sailing Calendar

October Edition

- Sept 1st – 4th. Labor Day Cruise – Clarks Hill
Alternate – Charleston, SC
9 Treasure Hunt & Commodore's Dinner – at OSYC
10 Father's Day Race - at OSYC
11 Club Meeting – Fuddruckers, Zebulon Rd.
- Oct 7th – 9th. Panama City Fall Cruise
17th Club Meeting at Piccadilly Cafeteria, Macon Mall
28-29 Halloween Regatta and Party
- Nov 10th – 12th. Apalachicola Cruise
21st Club Meeting
- Dec ?? LJSC Christmas Party

Year 2001 Planning Schedule

- Jan ?? After Christmas Party and Membership Meeting
With election of officers
- Feb 20 Club Meeting
- Mar 17 Annual Cherry Blossom Regatta
20 Membership Meeting – May be rescheduled
To help in planning for Regatta

Halloween Regatta

Scheduled for the 28th and 29th, the Halloween Regatta will be held at Oconee Sailing and Yacht Club on Lake Sinclair. There will be racing on both Saturday and Sunday and a dinner/party on Saturday evening. Skippers meeting will be on Saturday at 13:00 with racing starting around 14:00. The late start is to allow time for an OSYC club work day in the morning. Following the days racing, there will be a Halloween Party in the evening. Costumes are encouraged but optional, bring a covered dish and the LJSC will be providing hotdogs from the grill. Once again this will be a no-fee event, open to both LJSC and OSYC members and guests. There will be games and awards for costume judging etc. There is to be racing on Sunday with the start time still undetermined.

First Annual RAIDER “ONE DESIGN” Regatta

Oct. 28 & 29 at Lake Sinclair in Milledgeville, GA. at The OSYC facilities.

First race will be at 2:00 PM. This racing will coincide with the LJSC Halloween Regatta, although the Raiders will have their own starting horn. There will be no asymmetrical spinnakers used. Those racing the Raiders will be invited to attend the Halloween Party Saturday evening and of course costumes are encouraged but optional. Racing will continue on Sunday. For additional information on this event contact John Drawe at 912-935-8208 or jdrawe@mylink.net



Sailing on Buzzards Bay

Part one: We launched Boston's Watkins 23 on a warm and sunny Sunday afternoon with the usual trouble of getting the winch cable stuck, pulling back out to run out the tongue extender, etc. With the newly painted Watkins 23, floating pretty on the mooring, the clouds rolled in the next day to threaten us. Waiting one more day, we dinghied out with a groceries & drinks for a couple of days of sailing. Cranking up the silver Honda 8 was easy, and we were off. With the sails up, we set a course to easily pass Bird Island to starboard and sail toward Woods Hole. The wind picked up some and with about 15kts of wind we reefed the main while still in Sippican Harbor and passed close to Bird Island. Bearing off the wind and easing the sheets we settled in for the sail across the bay to Bassett Island or maybe tacking to Woods Hole. We had barely passed the Cleveland Ledge, which was about ½ way across the bay, when the wind had increased to above 20 and we started talking about taking down the jib. Putting it off and sailing on the rail a lot, we looked for some calm water to have lunch and rethink this idea of sailing to Woods Hole, which by now seemed to be a long way off.

We raced into Megansett Harbor and found some quiet water 150ft off the Nyes Neck shore to drop the anchor. With the anchor down and the wind still howling thru the rigging, we sat in the cockpit, collected ourselves and decided it was time to break for lunch and maybe swim after. Going below, we found lots of water on the cabin floor and pulled up the wet carpet to find any leaks. None. Looking around, I found the leak to be the portside forward porthole. With lunch finished and the boat bailed we sailed out with just the reefed main. Thinking that we would anchor near Bassett Island we rounded the Green #1 mark for Scraggy Neck and with the wind still howling over twenty we decided to head for home while we were still afloat and sailing. By now the haze had filled in around us and as we passed to the North of Cleveland Ledge, we could no longer see any land. We held a 280° course hoping to pass Bird Island with enough water under our keel. Finally the lighthouse on Bird Island came into view and we sailed around entering Sippican Harbor, drenched more than once by the spray from the 4 to 6ft seas. As we sailed in I noticed a lot of flexing of the tiller as Boston fought the now quartering seas, and remarked that he might want to

carry a spare tiller aboard in the future. With only a hundred yards to go before we came into the more protected water provided by Blake Point, the tiller snapped and we jibed quickly to starboard. Boston handed me the broken tiller and started pulling the cord to start the silver Honda. Murphy had his way this time and the Honda would not start. We were sailing back out towards Buzzards Bay under reefed main with no way to effectively steer the boat, and the wind still howling. Thinking quickly I borrowed Boston's knife, carved some on the old tiller and then shoved it into the rudder bracket. With some very gentle effort to avoid loosing steering again we were able to sail again toward the harbor. With Boston on the tiller, I worked on the motor and after many pulls, it finally coughed a couple of times and then started. We were both relieved to finally make the mooring in the harbor. Staying on the boat that night to rest that night proved that water will always run downhill. It rained outside and inside. With pans to catch the water, we woke the next morning to a gray day, and were off to hunt new wood for a tiller.

Part Two: Two days later with no clouds in the sky, and a new and reinforced tiller, we again cast off the mooring line, to sail out on a course of 180° with reefed main and working jib. Woods Hole dead ahead. With a reading of 15kts of wind on the meter we sailed briskly into 3 ft seas. We covered about 3 to 4 miles and with rising wind and seas we decided to tack over to Mattapoissett instead sailing all the way to Woods Hole. We tacked up wind past Holly Beach with the wind up to more than 20kts again. Sailing into the Mattapoissett Harbor we were once again looking for some quiet water and less wind to take a break. We found some near the Mattapoissett Neck shore and dropped the anchor for lunch and rest. The water was still a little rough and the wind was still whistling in the rigging, so there was once again no swim call. Sailing out again for the return trip with just the working jib and with the wind on our starboard quarter the new reinforced tiller proved to be up to the task without breaking again. The sail back was fast and somewhat smooth as we surfed down the waves. With both the motor and the tiller working this time, coming into the Marion harbor was a piece of cake. As we packed up the Watkins 23, Boston mentioned that from the past couple of days of sailing experience, he may not be sailing much without having the main reefed on Buzzard Bay. The wind always blow on Buzzards Bay.

Bob Horan

