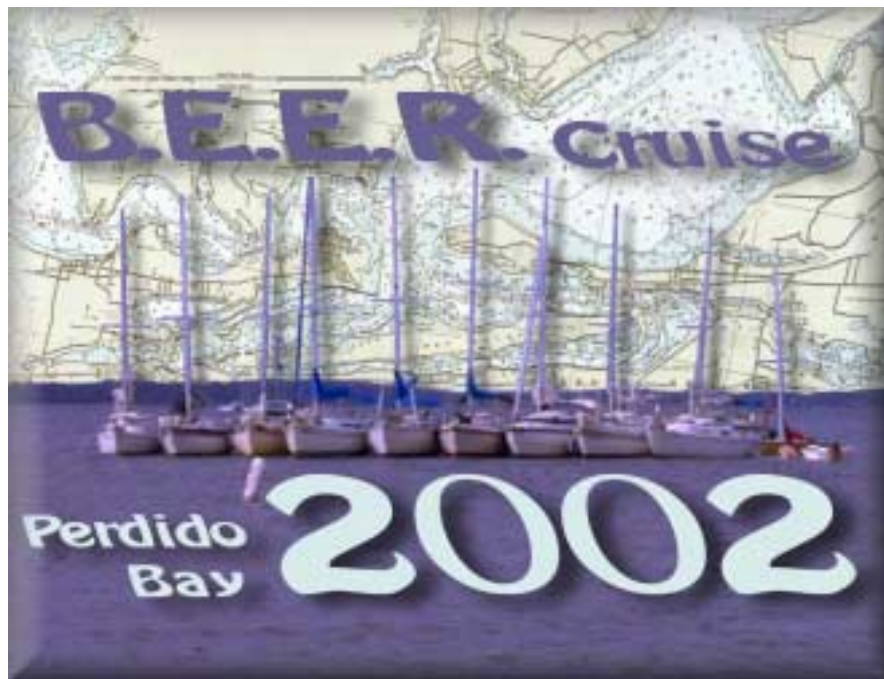




JULIETTE RUDDER

Volume 12 No. 4

April 2002



April 12 - 15
See Page 10 for B.E.E.R. Article

NEXT MEETING April 16, 2002, 7:00 PM
Ryan's Steakhouse, Northside Drive, Macon, Georgia

JULIETTE RUDDER



COMMODORE'S MAINSHEET

Cherry Blossom, will it rain or won't it? My phone and e-mail were hot for 3 days prior to the event. I did not know Commodore meant weather forecaster. For those of you who missed it, I am sorry. You really need to put this one on your calendar for next year. We had a great turnout of boats, wind on again off again, and catamarans playing submarine. There were plenty of thrills and chills for all, even Anthony got into the act when the lower section of his mast snapped off in the first race. The point was filled with spectators and the rain only blowing through for about 30 minutes. I also had about 15 hungry folks taste testing my biscuits and sausage gravy Sunday morning. Garland was the official taste tester, sampling every batch out of the oven. He said he just wanted to be sure each batch was as good as the last. Again let me extend thanks from the racers and spectators to everyone that made the regatta a great success, you know who you are. All the specific race info can be found in other articles of this issue. If you get a chance to stop into the campground, please thank the hosts. They went out of their way to make sure that the event went well and the facilities were clean and first rate.

What is next? The B.E.E.R. cruise to Orange Beach/Pensacola area, those going should have a great time. Also remember the Thursday evening sailing/racing with the Special Olympics folks on Lake Tobo. starts up the first week in April. For my crew, and me we are still preparing the boat for the Mug Race in May. Yes we did finish Ashley's Raider in time for the Cherry Blossom, and we added a 420 to her bag of tricks to start preparing Ashley for college racing. The 420's are the boat raced by most colleges. For those that are not familiar with the 420, it is 14 feet long and carries a helmsmen and crew. It flies a main, jib, and spinnaker, and a single trapeze. It is a strict one-design boat built to teach the tactical side of racing.

Please remember the next club meeting on April 16th, and invite a friend.

Carl

Annual Cherry Blossom Regatta



by Jimmy Harrell

As part of the Macon Cherry Blossom Festival, The Lake Juliette Sailing Club held its annual Cherry Blossom Regatta at Lake Juliette on March 15-17, 2002. Sail boat races were held on Saturday, March 16. Three divisions of racers competed, multi-hulls, daysailers, and cruisers, with a division for Special Olympians. Several races were held in the main part of the lake near the Georgia Power camp ground where spectators had a good view of the action and Club Commodore Carl Saylor gave a play-by-play description of the action on the race course. About 40 spectators were on hand. After the races skippers offered free sail boat rides.

Although there were serious competitors on the course, the event was open to anyone with a sail boat. The object was to have fun and introduce others to the sport of sailing and sail boat racing. A triangle course was used and the time it took for each boat to complete the course was recorded. The times were adjusted for boat differences using the Portsmouth system. Racers came from Macon, Milledgeville, Eatonton, Hawkinsville, Forsyth, Gray, and Atlanta and one boat from South Carolina. At the end of the races, medals were awarded to the winners of the divisions and to the Special Olympics participants.

CRUISERS						
BOAT	CAPTAIN	R1	R2	R3	Total	Place
Catalina 22	Steve Winchester	1	1	1	3	1
MacGregor 26	Michael Dortch	2	3	2	7	2
San Juan 23	Jimmy Harrell	3	2	4	9	3
Catalina 25	Steve Dillard	4	5	3	12	4
San Juan 23	Ron Katz	7	4	6	17	5 rule A8.1
MacGregor 25	Garland Corbin	5	7	5	17	6
San Juan 23	Tommy Barker	8	6	9	23	7 rule A8.3
MacGregor 25	Phillip Reid	6	8	9	23	8
DAYSAILERS						
BOAT	CAPTAIN	R1	R2	R3	Total	Place
Bucanier 18	Calvin Smith	1	3	1	5	1
Raider 16	Ashley Sailor	3	1	2	6	2
Rhodes 19	Gene McDaniel	2	4	4	10	3
Laser 13	Max Wilson	4	2	5	11	4
Lightning	Mark Rodgers	5	5	3	13	5
Capri 18	John Wadley	6	11	6	23	6
Oday 17	Ken Tiernan	7	11	11	29	7
Oday 17	Warren Abrams	8	11	11	30	8
Newport 19	David Popwell	11	11	11	33	
Raider 16	Anthony Corbin	11	11	11	33	
MULTI-HULLS						
BOAT	CAPTAIN	R1	R2	R3	Total	Place
Hobie 18	Mike Maury	1	3	1	5	1
Hobie 18	John Surpreivant	2	2	2	6	2
Hobie 18	Toby Sexton	3	4	4	11	3
Hobie 16	John Dicke	9	1	7	17	4
Hobie 18	Stephen Hughes	8	8	5	21	5
Hobie 18	William Stovall	12	5	6	23	6 rule A8.1
Prindle 18	Alfredo Daniel	5	6	12	23	7
Hobie 16	Cliff Norris	12	9	3	24	8
Hobie 16	Phil Martin	6	7	12	25	9
Hobie 16	Mirah Rogers	4	12	12	28	10
Prindle 18	Ken Montjoy	7	12	12	31	11

For detailed race results, log on to <http://www.riverside.net/LJSC/>.



i hulls Prior to Race

**M
ult**



Spectators



On the Course



Special Olympic Team



**Calvin and Grayson Smith
First Place - Daysailer Fleet**

**Cruiser Fleet
Michael Dortch, 2nd
Steve Winchester, 1st
Jimmy Harrell, 3rd**



Anthony Corbin (behind the sail) with Broken Mast

Scoring Sailboat Races

by Jay Harrell (jay.harrell@riverside.net)

Scoring a Race with the Portsmouth System

When you read the Cherry Blossom Notice of Regatta (NOR), you might have noticed a line that said, "Racers times will be adjusted for boat differences using the Portsmouth system." That means, first of all, that you can't always tell who won the race just by watching who crosses the finish line first. But more importantly, it means that even a slower boat has a fair chance of winning against a faster boat if the skipper of the slow boat sails a better race. Different sailboat designs have different speed potential around a racecourse and without a handicap system like Portsmouth, the skipper who went out and bought the fastest boat would usually win the race and it wouldn't be much fun for anyone else. This way, at least in theory, everyone stands a chance.

The Portsmouth system, officially the "North American Portsmouth Yardstick", was developed and is maintained by US Sailing – the governing body of sailboat racing in the United States. Each year many thousands of actual race results from around the country are statistically analyzed and the ratings are mathematically adjusted to reflect the actual observed performance differences among different models of boats. The process and results are posted on the US Sailing web site at <http://www.ussailing.org/Portsmouth>.

To score a race using Portsmouth, first you look up the handicap factor, called the D-PN, for each boat in Portsmouth ratings book, or on the web site. At the finish line you record the elapsed time for each racer and then apply the correction factor using the simple formula ($\text{Corrected_Time} = \text{Elapsed_Time} * 100 / \text{D-PN}$). A smaller D-PN indicates a faster boat and the rating number essentially tells you what percentage faster, or slower, a particular boat is relative to a baseline boat rated at 100. For example, a boat with a DPN of 90 who finishes a race in 60 minutes will get a corrected time of 66.67, and a boat with a rating of 95 who finishes in 63 minutes will get a corrected time of 66.32. The slower boat wins this race even though he crossed the finish line three minutes later!

The PHRF Handicap System

For dinghies and daysailers, the Portsmouth system is most likely the only one you will ever see, but if you sail a keelboat or cruiser and travel to other regattas you will probably also encounter the PHRF (Performance Handicap Racing Fleet) system. There are some fundamental differences between Portsmouth and PHRF. First of all, the rating numbers are derived differently. While the Portsmouth rating numbers are determined by statistical analysis of actual race performance, the PHRF numbers are determined by local committees who assign a number to each boat design that sails in their region. Both approaches have their problems and you have to decide for yourself if you prefer the problems of statistics or the problems of committee politics. Secondly, most PHRF races are scored "Time-on-Distance" while Portsmouth races are always scored "Time-on-Time" (as described above). In order to score a race Time-on-Distance, you need to know the exact length of the racecourse in addition to the elapsed time and rating of each boat. The formula for PHRF is $\text{Corrected_Time} = \text{Elapsed_Time} - (\text{Race_Distance} * \text{PHRF}) / 60$. The need to know the exact distance around the course makes Time-on-Distance difficult to use for racing around temporary buoys and hence the reason that dinghies usually race under the Portsmouth system.

One-Design Racing

No matter how well a handicap system is designed, there will be situations where it is unfair to some boat or another. If all the racing boats have very close ratings and similar sizes and weights, then the unfairness tends to be very small, but when the boats have widely varying ratings and speeds, the unfairness can be large. It's all just part of the game when racing in a handicap fleet, but there is an alternative. When all of the boats racing against each other are the same, there is no need for a handicap system at all. The first boat over the finish line wins and there is no need for any kind of corrections. In fact, you don't even need to measure elapsed time – just write down the sail numbers as the boats cross the line and post the results when you get back to the dock. In one-design racing you have no excuses. The playing field is level and your sailing makes (almost) all the difference. But every system has its downside – in this case everyone has to buy the same kind of boat and if you do more than just race your boat, that can be a little too restrictive.

Scoring a Regatta

Once you have scored each individual race in a regatta, the Racing Rules of Sailing (RRS) provide two methods for adding the scores together to determine an overall winner. LJSC uses the "Low Point System" with either all races counted, or the worst score discarded. Whether or not the worst score will be discarded is listed in the "Sailing Instructions" (SI) given out at the skippers meeting. For each race, each boat is given points according to their finish place in the race, with first place getting one point, second place getting two points and so forth. The points are added together and the boat with the lowest score wins. Ties are resolved in favor of the boat that finished ahead of the other more often based on a complicated process defined in the RRS. A boat that either Did Not Start (DNS), Did Not Finish (DNF), or was Disqualified (DSQ) is given a score one point higher than the total number of boats entered in the regatta.

Scoring a Series

A "Regatta" is usually considered a series of races held on one day or consecutive days at a single location. There are a few special rules for scoring a series of races longer than a single regatta, such as a club championship. In that case a boat that came to a particular race, but got a DNS, DNF, or DSQ is given only one point more than the number of boats that actually started that particular race. A boat that did not attend the race at all is given one point more than the total number of boats that raced at any time in the series. This gives a big bonus to the sailors that make the effort to show up for more races.

Race Results

As soon as the club race results are completed this year and sent to the Rudder editor, they will be posted on the Rudder web site with elapsed times and corrections for each individual race that was held on a particular day. This way you can see for yourself how the system works and exactly why one boat may have finished higher than another at the end of the day.

CLUB EVENTS AND OTHER ATTRACTIONS

Apr 11	Thursday Special Olympic Races begin
Apr 12-15	B.E.E.R. Cruise, Orange Beach Alabama
Apr 27-28	OSYC Sinclair Regatta (open)
May 4- 5	Mug Race, Jacksonville, FL
May 11	Mothers Day Race (#2). OSYC Sinclair 21 (open)
May 25-27	Charleston Cruise (Tentative)
Jun 15	Teresa's Regatta (#3)
Sep 21	Treasure Hunt
Oct 5	LJSC Race #4, OSYC Golden Open (open)
Oct 26	LJSC/OSYC Halloween Regatta (open)
Nov 16	LJSC Race #5

Note: all club races and general sailing events other than weekend cruises will be held at Lake Juliette unless lake level prohibits and/or notice is given to change event location for other reason. Skipper's meeting for club races will be at 1200 hours and starts will be at 1300 hours.

2002 CALENDAR

A current LJSC calendar for 2002 can be found at the following Web site:

<http://www.riverside.net/LJSC>

The calendar contains OSYC events and other sailing type events which may be of interest to LJSC members. Submit corrections and additions to the Rudder Editor.

CLUB SHIRTS FOR SALE

Ron and Linda Katz are taking orders for embroidered club shirts. See Ron or Linda before or at the next meeting and pick a size, color, and style. Prices for the shirts with club logo will be \$22 (extra large a little more). Putting your name or boat name on the shirt will cost \$2.50 more each. Or, you can bring your own shirt and have it embroidered for \$7.50. Shirts should be ready by the following meeting.

Backwater Environmental Escape Rendezvous Cruise

Five boats from LJSC are making plans to attend the upcoming Backwater Environmental Escape Rendezvous Cruise, better known as the B.E.E.R. Cruise. More than 30 boats from Georgia, Florida, Alabama, Louisiana, Mississippi, Tennessee, Arkansas, and Canada have registered to attend. This cruise will be taking place during the weekend of April 12 - 15, 2002, in the Orange Beach, Alabama area, covering the Perdido Bay, Wolf Bay and Ingram Bayou anchorage. The cruising grounds will be perfect for small day sailers, up to the largest vessel that will fit on a trailer.

Several trailer sailors from the Gulf area have done a tremendous job putting this event together the B.E.E.R. Tom Mooney for the tremendous amount of leg work involved in putting this together. They include Larry King and Wayne Yeargain Pensacola, John Connor of Orange Beach and especially Ben Allen of Montgomery Alabama.

If you plan to go, contact Steve Dillard at for information on LJSC plans for the event. For more information on the cruise go to

<http://www.mindspring.com/~benallen1>

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 LJSC.

The History of the Lake Juliette Sailing Club

By Bob Horan

The Club was formed in January of 1987 through the efforts of Gene Franklin, Barry Hines, John Embry, Jim Conyers, Jay Witter, James Talmage and many others. Word was passed to anyone we saw on the lake that the club was forming and the first meeting would be on a specified Saturday at the meeting room at Med-Center North. Almost 60 people attended the first meeting and the name of the Lake Juliette Trailer Sailors was chosen. During the first couple of years of the club, sailing functions of various kinds were tried including racing, picnics and cookouts. The first commodore was Jim Conyers, who held office for six months when another election was held and Bob Horan was elected. Bob held that office through the end of 1988. Most of the monthly meetings took place at the Washington Library after some conflicts with scheduling at Med-Center North. Shortly after the Club's formation many of the members who were interested only in Hobie Cat racing, split off and formed the Middle Georgia Madcatters, Hobie Fleet 154. Barry Hines was the first Commodore of that club. Victor Talmage of Warner Robins was the first editor for the newsletter. He produced the newsletter for about a year and then after a heart attack decided to let someone else handle that job. Bob Horan volunteered.

John Embry was voted in as commodore in 1989, with Boston (George Sollows) taking over in 1990. By now, many of the members were scheduling cruising trips of their own, so the club tried a couple of these to local area lakes. Bob Horan was voted in as Commodore for a second time for 1991 and the meetings were moved to Med-Center West. During the years of 1989, 1990 & 1991 the attendance had fallen off so that by summer of '91 there were less than 10 members. John Drawe was voted in as Commodore for 1992 and was able to turn around the trend of declining membership. By the end of that year the membership was up to about 30 members and had started scheduling meetings at local restaurants. About this time, Fred Veator put together a cruise to the Panama City area for the Memorial Weekend. This weekend cruise has been a favorite for the Club ever since. The following year George Jester took over as Commodore, and with the help of John Drawe, the Club held it's first Cherry Blossom Regatta on Lake Tobesofkee. The event was attended by more than 15 boats of three different classes. It was during this year, 1992, that the members voted on changing the name of the Club to the Lake Juliette Sailing Club.

Garland Corbin was Commodore in 1994 and it will be remembered for the year that during the annual Cherry Blossom Regatta, there were winds from 20 to 30 MPH and many of the participating boats had problems completing the race and getting the boats back on the trailers. In 1995, George Lilley became Commodore and planning cruises for more distant lakes and coastal areas had become much more popular, with trips including Clark's Hill, Charleston, SC., Panama City, & others. Dave Duarte was voted in as Commodore for 1996 and we again had our Cherry Blossom Regatta scheduled for Lake Juliette. We had a spectator area set up on the point in the camping area and there were a lot of people who came out to see the race. In 1996 we had quite a few boats go down to Panama City for the Memorial Weekend Cruise. In the fall of that year the lake level was down about 7 feet because of the lack of rain, and many of the sailing events were not well attended.

Jan Dillard was elected the commodore for 1997 and the Club planned some of the same annual events along with some quite nice cruises. The racing schedule included, the Cherry Blossom Regatta, Spring Race, Sinclair Regatta, Father's Day Race, the Moonlight Cruise weekend race and of course the Golden Open at OSYC on Lake Sinclair. Destinations for the '97 cruises included Cumberland Island, Memorial Weekend Cruise (Panama City), Charleston Harbor on July 4.

The elected officers for 1998 included Walton Stewart as Commodore; Kenny Allen, Vice Commodore; Jan Dillard, treasurer; and Bob Horan the Secretary and newsletter editor. 1998 looked to be a good year for the club because of the excitement of all the officers and the many new members that signed up. During the year we participated in a number of events including racing on Lake Juliette and when the water was low we were invited to race on Lake Sinclair. Some of the cruises were to Apalacicola, FL. Cumberland Is. GA. Clarks Hill Lake and Lake Sinclair. This was the year of the First Annual Rodeo, and Fred Veator's epic Marathon Cruise to Key West and back.

For 1999 the Commodore was Steve Dillard with Miriam Corbin as Vice Commodore, and Jan Dillard as Treasurer. That year Fred Veator set up a Memorial Weekend Cruise on the St. Johns River. Launching at Green Cove Springs and Crystal Cove Marina, we sailed to Palatka to participate in the festivities at the Blue Crab Festival. The sailing was great with winds always blowing 15 plus. Late in the year, Boston (George Sollows) moved to Marion to live with his parents who were starting to have health problems.

The year 2000 started with Captain Miriam Corbin being elected as Commodore. Kenny Allen was the Vice-Commodore with Jan Dillard as Treasurer again. That was the year for the Tall Ships visit in Savannah, Fred Veator's famous East Coast Cruise, the second Memorial Weekend Cruise to Palatka, Boston & Bob Horan's Buzzard Bay Cruising,

and the First Halloween Regatta. That was the year John Drawe departed to live in Sebastian, Fl. We continued to do the regular local activities, including the Cherry Blossom Regatta, the Father's Day race, the Treasure hunt and of course the Christmas Party at the home of Steve and Jan Dillard. 2000 was the last year for Bob Horan to publish the Juliette RUDDER. He had been the Editor for 10 straight years and decided to turn over the privilege to newer members.

Year 2001 brought Calvin Smith to be Commodore with Steve Winchester as Vice Commodore, and once again Jan Dillard as Treasurer. Steve Dillard was commissioned with heading up the Cruise Committee. The new editor for the RUDDER was Carl Saylor. Memorial Weekend Cruise this year was held at Panama City, and approx 10 boats attended.

On June 16, 2001, the day before Father's Day, Teresa Corbin Duarte, a long time member of the club, died in a car wreck while driving home after a day of fun sailing on Lake Juliette. Racing the following day was cancelled because of this tragic event and for years to come, the Father's Day Weekend will be a time for remembering this wonderful lady that we all loved.

Additional events for 2001 included, Labor Day Sail Fest in Pensacola, the Halloween Regatta at OSYC, and the Christmas Party in December at the home of Steve and Judy Winchester in Hawkinsville.

Officers for 2002 are Carl Saylor, Commodore, Alfredo Daniel, Vice Commodore, Jan Dillard, Treasurer, Steve Dillard, Cruise Committee, and Jimmy Harrell becoming the Editor for the Juliette RUDDER. Many events are scheduled for 2002 including a B.E.E.R. (Backwater Environmental Escape Rendevous) Cruise near Pensacola in the spring, Memorial Weekend Cruise in Charleston, SC, Teresa's Regatta, (June 15th.) followed by the Father's Day Race, Annual Treasure Hunt and a Labor Day Weekend Cruise.

Editor's Note:

If you have favorite sailing memories or stories, write them up or talk to me about them and let's get them in the Rudder. Newer members of the club, would like to hear them. If one of the events described in Bob's article sparks a memory, jot it down. It doesn't have to be long or a literary masterpiece, just your thoughts in your words. Of course, literary masterpieces are also accepted. Jimmy Harrell

Bass Boat Encounter

Jimmy Harrell

The Admiral and I went out for a leisurely sail on a recent Saturday. It was sunny, about 60 degrees and the wind was 7-14 mph with some gusts well over 14. We were between a close haul and a close reach off a point, where the wind was shifty, when I noticed two people in a bass boat overtaking us to leeward. Since it was not traveling at the usual full throttle, I kept an eye on it. Expected it would pass at a comfortable distance. It started slowing and making a wide circle toward us. Now I expected that it would probably cross about 5 boat lengths ahead of us. They kept slowing and turning into our path. When directly in front of us, they killed the big motor and proceeded to put down the trolling motor. At this point they were about 2 boat lengths in front of us; the Admiral said that it was only a half boat length. Now, I expected that I needed to change course. Several options crossed my mind, some not so nice. Head up and take off the trolling motor, head off and take off the big motor, T-bone. Seriously, I would never intentionally hit another boat. Had three options: head up and clear his bow, head off and clear his stern, or tack. Since they could possibly have some forward momentum, I decided to head off and did clear their stern, although being rounded up by a gust did cross my mind.

Turns out that there is an underwater ledge in the area and I suspect that they were focused on their depth finders and found the ledge directly in front of us. They did see us just before we altered course and I could see the whites of their eyes.

Always expect the unexpected.

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LAKE JULIETTE SAILING CLUB
Please return undeliverable Items to:
Editor, 110 Lakemont Dr.
Milledgeville, GA 3106

TO:

LOST: Brown Swede Shoes. Left in the pavilion during the Cherry Blossom Regatta races under a picnic table. Contact Carl Saylor.

SELL or SWAP:

1995 Hunter 23.5 Sailboat Water ballast, swing keel, trailer. Includes everything even portable hatch A/C. \$13500. Contact George Greenauer (334)347-3667 Gman@ala.net

American Daysailer. 14.5 ft with 3.5 hp Sears motor, 1995. Galvanized trailer, roller furling jib, single reef main, UK flyer. \$3500. Contact Al Pfeifer 478-474-0911.

Compac 19. Contact John and Melise Raley 478 951 8126

2001 Raider 19. New. Galvanized Trailer. \$4650. Contact Carl Saylor 478 755 1006

Impulse 21. Trailer. \$3800. Contact Carl Saylor 478 755 1006

Hobie Holder17. Trailer, 4 hp Johnson. \$2400. Contact Carl Saylor 478 755 1006

4.5 hp Evenrude. Long Shaft, recently reconditioned. Contact Jimmy Harrell 706 484 1405.