



JULIETTE RUDDER

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June 2002



Fort Sumter near Charleston, SC

NEXT MEETING

June 18, 2002, 7:00 PM

Ryan's Steakhouse, Northside Drive, Macon, Georgia

COMMODORE'S MAINSHEET

Greetings,

It appears that the warm weather is upon us, let's hope that the wind stays around to cool us off a bit. Welcome back to the group that went to Charleston, word has it that they had a great time. I will be looking forward to hearing, reading and seeing the photo's taken. Thanks to all of you that participated in the "OSYC 21 open" it is nice to see a good showing of our members.

Speaking of a good showing, we had 30 plus members including four guests at the May meeting/dinner. Those that were not able to attend missed another great evening. Please don't despair, you still have another chance to join the fun, June 18th at 7:00, and bring a friend or two. Also Calvin and Grace should be back from their 1000-mile +- Caribbean sailing cruise, we will expect a full report at the meeting. The location will be announced else where in the Rudder; also you can check the web site.

Things to look forward to include the annual Father's Day races, and a few of us will be joining Phil and the Special Olympics folks traveling to Mississippi for the nationals.

Please remember me in your prayers, as I write this I am preparing to leave for Augusta in the morning for surgery on the 6th. Nothing serious, but your thoughts are appreciated.

Fair Sailing,
Carl



The Hauling Acrossed Southern States Trip To Charleston by Steve Dillard

Seven boats and their brave crews packed up and journeyed to Charleston, SC, this past Memorial Day weekend. Little did they know the fate that awaited them in that far away place. The weather was miserable (mid 80's during the day and upper 60's at night), the food was terrible (lobster, crab, shrimp, steak, Key Lime pie...), the sailing was horrible (balmy breezes, bright sunshine, calm waters, and a picturesque harbor), and a really boring town (Spoleto Festival, free concert, arts in the park, King Street, the Market, and thousands of tourists). All-in all, a weekend to..... die for. It was great!!!

We left Middle Georgia bright and early Friday, May 24. Three boats caravanned from Macon: *Risk Factor* with Steve and Jan Dillard, *Sea Witch* with Ron and Linda Katz, and *Valkyria* with Tom and Renee Wellman. Later, we were joined on the road by *Solla Sollew* with Steve and Judy Winchester. The trip to Charleston was easy with a couple of glitches. Ron's van decided it didn't like the fuel Ron was feeding it and clogged its fuel filter. Ron also inherited a tire that wanted to stay round only on the top. But we all arrived at County Farm Landing on the Ashley River to meet *Anna B* with Bob and Linda Horan and *Katy* with Tom and Scott Barker. We all launched...some quicker than others...and motored down the river against the current. Five of us reached the Ashley River Bridge thirty minutes too late to open the bascule bridge (it had no openings from 1600 to 1900 daily). The one that made it had the help of an obscenely large motor... *Valkyria* flew to the marina. *Seaesta* with Bob Ross was already in the area having driven down from North August, SC. After securing the boats at the Ashley Marina, we piled in the cars to eat at The Crab House. One great meal in a row! After the meal, we went downtown for a free concert and the opening of the Spoleto Festival. 2:00 o'clock in the morning is much too late to go to bed!

Saturday dawned sunny and breezy. After a breakfast of sausage

biscuits, we got under way to explore the harbor. The wind promptly died away to almost nothing...but returned vigorous a short time later. We all met at Fort Sumter for lunch. Entertainment was provided by Ron Katz... his boat became grounded and had to be pushed off the beach. Yes, I have many pictures! We could not raft because the wind was what us inland sailors dream of...stiff but not overbearing. After sailing in the harbor and out to the Jetties, several boats cross the harbor to Shem Creek. The creek has half a dozen restaurants that can be reached by water. Unfortunately, it also has a thousand shrimp boats, 10,000 charter-fishing boats, and 20,000 other boats like us looking for dock space so they can go eat. It was a Chinese fire drill with a happy ending. Two great meals in a row! After the meal, we had a night crossing of the Harbor to reach Ashley Marina. It's always "interesting" crossing a busy waterway at night. Ron's run of luck held true...*Sea Witch* was almost run down by a big three masted schooner. We made it to the marina and slept like logs.

Sunday dawned bright and shiny and hot...but little wind. A bunch of us went to the Variety Store at the City Marina for breakfast. Three great meals in a row! We returned to the marina and convinced most to follow us downtown to see what Spoleto had going on. We explored the arts in the park and wandered down King Street. We stopped for lunch at the Olde Towne Restaurant and had some great Greek food. Four great meals in a row! Then we explored the Market. Thousands of tourists. We returned to the marina and went sailing to escape. We scattered to the winds, some in the harbor, some out to the ocean, and some to Morris Island. After a fun half day on the water, it was back to the marina. A group of us was ready for steak, so, we loaded up and drove to Mount Pleasant for some beef. Five great meals in a row!

Monday dawned bright and shiny (kind of boring all this good weather, huh?). Almost all of us got up very early so we could trailer the boats at high tide slack water. We motored/sailed to the landing, trailered, unrigged, and drove home.

A great weekend! Wish all of you could have come along.

Room at the Mark
by Jay Harrell
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On the open race course, when most of the fleet is somewhat spread out, the basic Right of Way Rules from Section A are pretty much all that is needed to keep things under control when two or three boats come close to each other. On the other hand, at the marks of the course the fleet tends to get very close together again as everyone is trying to be in exactly the same spot on the lake as they round the mark. The “Marks and Obstructions” rules in Section C are designed to deal with the specific situations that tend to occur when sometimes large numbers of boats are rounding a mark or sailing near an obstruction.

The Basics

These rules are necessarily somewhat complex and legalistic. For example, rule 18 has about four times as much text as the entire section on Basic Right of Way, and includes 5 sections one of which has 5 sub-sections. But don't despair. There are only two fundamental principles:

First, if you are rounding a mark with another boat between you and the mark, you are considered overlapped and have to give the inside boat enough room to maneuver around the mark in a seaman-like way. If the inside boat also has the right of way, you must keep clear in addition to giving room.

Second, if you are clear astern of another boat that is rounding a mark, you have to keep clear and stay out of their way while they round the mark. You are not entitled to any room if you cut inside them.

On a typical triangle race course with port-side mark roundings, these rules tend to come into play in a few specific ways. There are exceptions, but these descriptions cover the most common scenarios for overlapped boats at each mark. Of course, due to wind shifts these same situations can occur at other marks of the course at times.

At the Weather Mark

If two overlapped boats are approaching the mark on starboard tack, the inside boat is also the right-of-way leeward boat and the outside/windward boat must keep clear. The windward boat must also stay far enough away that the leeward/inside boat can mark a smooth controlled turn around the mark without fear of hitting the outside boat. If the inside boat is pointing higher than you, you may be required to tack away to keep clear even if you would fetch the mark if the inside boat was not there.

If two overlapped boats are approaching the mark on port tack, the outside/leeward boat has right of way and must give the inside boat enough room to round the mark including room to tack. However prior to sailing within two boat lengths of the mark (the two-length zone) the leeward boat may have rights to luff the windward boat and prevent them from getting an inside overlap.

If two boats are approaching the weather mark on opposite tacks, rule 18 does not apply and the port tack boat must keep clear. If the port-tack boat tacks within the two-length zone, they do not acquire any of the rights of an inside boat, plus they are saddled with some extra burdens. It's best to avoid this approach.

At the Gybe Mark

Typically, all boats approach the gybe mark on starboard tack and when boats are overlapped, the inside boat is leeward and also has the right of way. In this case the outside boat must give room and keep clear. This means that the inside boat can swing wide to make a tactical rounding and the outside boat must stay out of the way. Remember that you have to leave enough room for the inside boat to gybe without hitting you with their boom.

At the Leeward Mark

When sailing from the Gybe Mark, typically all boats are on port tack. If two overlapped boats are approaching on port tack the outside boat has right of way, but must give the inside boat room to turn around the mark. The inside boat must make a “seaman-like” rounding and not take any more room than is needed to round the mark.

When sailing a straight downwind leg, boats may approach the Leeward Mark on either tack. If two overlapped boats are approaching on starboard tack, the inside boat is also the right of way leeward boat and the outside/windward boat must both keep clear and give room, including

Adventures of the Mug Race 2002 by Ashley Saylor

the room needed for the inside boat to turn and gybe the sails. The inside boat is required to go ahead and gybe and not sail past the mark.

If two boats are approaching the Leeward Mark on opposite tacks, the starboard tack boat is both inside and has right of way. In the case the port tack boat must keep clear and allow the starboard boat room to gybe and turn around the mark.

At the Start

There is one very important exception to rule 18. At the starting line, an inside boat is not entitled to room. If two starboard tack boats are approaching the starting line to start the race, and the windward boat cannot fit between the leeward boat and the race committee boat, the windward boat must tack away. Remember that a leeward boat has the right of way and at the start line does not have to bear away to give you room even if you are going to hit the race committee boat as a result. Trying to sail in to the start to windward of other boats is called "barging" and is not only against the rules, but is dangerous as well.

Obstructions

An obstruction is any object that you have to sail around to get safely past. Common obstructions include the shoreline, islands, docks, shallow water and sometimes other boats that have right of way over you. The basic rules are the same as they are for marks – the inside boat is entitled to room to safely pass the obstruction even if they otherwise do not have the right of way. When sailing close-hauled, the inside boat can also hail for room to tack and then must be allowed to tack. The list of special cases for obstructions is long and complicated, but fortunately we don't encounter them very often. Just remember that safety is the primary concern and you can't run someone into the shore or another boat even if you have the right of way.

The four of us, Mom, Dad, Jimmie Mosely and I, arrived at Crystal Cove Marina around 4 o' clock on Thursday (May, 2), already very hot and sweaty. We had gone the whole approximately 7-hour trip with no air conditioning. The last two hours of the trip had been miserable stop and go traffic, but the work hadn't begun yet! So we all piled out and started setting the boat up. We were done about 6 o' clock and we launched the boat. The ramp was just right and the launching was uneventful (they normally get a little wild with a three and a half foot draft) except for the fact that Dad forgot the chocks. Mom then drove the van to Palatka while the three of us motored to the docks at the Holiday Inn. Since we were early we actually got a slip and one up close to the hotel. The docking was for the most part uneventful, except that Jimmie was almost left in the middle of the water hugging one of the pylons, but he would get really embarrassed if I shared that in detail.

We were very starved by then, so we went to Sonny's barbecue (very yummy) and ate, ate, and ate. The next morning we got up and had breakfast at the Rainbow's Café - a must if you ever go to Palatka. We also toured the downtown area, and watched the waterfront quickly fill up with sailboats. Memories started coming back as we saw boats that we had passed and ones that had passed us in the previous years. We watched in anticipation for boats like the RC 27, and what I call surfboards with a sail on top aka. E Scows. Countless catamarans lined the beaches, as their owners swapped old Mug Race stories with new comers or old rivals.

On Friday, we hung out by the Holiday Inn pool. This was sometimes interrupted with helping boats dock-including the much awaited RC 27; and also short tours of the beach line, watching for even more boats. At night we would listen in anticipation to the weather reports of great conditions for the big race the next day. These conditions were forecasted to be about 15 knots of wind and from a direction that would make most of the race a reach. Oh, yeah! Mom and I exchanged that knowing look - no hiking out!!!

Saturday we woke up soooo early! We took everything imaginable off the boat. No cushions, nothing! We all had to wear sandals, sleeveless shirts and lightweight shorts! I'm kidding! It wasn't that bad

. We then went to a church to have breakfast served by the Boy Scouts and it was so yummy! The service was great too. They were like waiters because they filled your orange juice, took your trash, and anything else! If you ever go to the Mug race, go to the breakfast sponsored by the Boy Scouts. Everyone agreed it was the best breakfast they'd had in Palatka.

The race was a reverse start, and we were scheduled to cross the line at eight. So we motored out, and started getting pumped up for the rest of the day. We were a little disappointed because the wind was not at 15 knots and very fluky, but it would still be a reach. Besides, we told ourselves the wind would build and grow steadier. *Won't it?* We crossed the line at eight and slowly but surely started catching the others that had started ahead of us. We were especially hoping to pass the other Tanzer, Sherlock's Home. We soon hit fog, and sometimes we could hardly see a couple feet off the bow, not to mention the other boats! After awhile it cleared up and moved out. So did the wind. For awhile there was still a little bit, but then it left almost completely. Across the river we could see little streaks of wind on the water, and the few boats in that wind sailed off, leaving us to only hope we could get some wind over our way.

We finally got a little bit of wind to fill in, but it would wander between 10 and 15, only enough to make you think you're actually going to go somewhere. At this point we started running aground. In the middle of dodging the crab pots we ran aground three times, a record for the Tanzer that we could have done without. Each time we just watched the other boats zoom by! Dad had to get off twice to push us off because the rule strictly stated there was to be no motors used.

We finally stopped our grounding trend and took the racing a little easier. Until we caught up to the other Tanzer enough to say, "Hey! It looks like we're still in this thing!" So the last three hours we tried our hardest. The first bridge was now in sight and at this point all the catamarans and "surfboards" started screaming by. This is also the point in the race when everyone starts popping their spinnakers, so it was really beautiful.

In the meantime, we kept getting a little closer to the other Tanzer, hoping that we could just maybe catch him before the finish line. An hour later, the two of us were neck and neck running to the finish line.

But he was able to point higher than us, and that resulted in one less tack that he had to make. But our one extra tack turned out to be fatal for us. However, the finish was a "photo finish" and really couldn't be closer if we had planned it that way. Anyway, it turned out that he finished a couple of seconds ahead of us, because his experienced crew and bigger sails.

The race had taken us eleven hours instead of the planned eight, and we just barely made the cut off point. Of the 225 boats that started the race only 112 finished. Our class, PHRF non-spin had 19 starters and only 7 finished. We ended up with a fifth place that we weren't entirely satisfied with, but we realized it was good for all the unplanned stuff that had happened to us.

I now have to brag about Paul. I have to say I was cheering for him the whole race (something dad just had to get used to). He actually got a second in his class. He was the first single handed mono-hull to finish. Out of the two E-scows he beat one of them!! That's great Paul!! As far as I know, members from Lake Juliette Sailing Club, or those that frequent our races all did really well.

In all it was a good experience for us, and I've been thinking, "Maybe I'll do this next year in the Raider, unless dad has the "J"-boat ready!"

MEMBERSHIP AND OTHER CLUB INFORMATION

<http://www.lakejuliettesailingclub.org/>

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.

CLUB EVENTS AND OTHER ATTRACTIONS

June 12-15 Special Olympics trip to Mississippi, Contact Phil Martin
June 16 Teresa's Regatta, Lake Juliette, Contact Kenny Allen
June 18 Monthly Meeting(see front cover)
June 22 OSYC Small Boat Series (Open)
July 6 OSYC Small Boat Series (Open)

The 2002 Reggae Regatta
June 21, 22, & 23
Lake Lanier Sailing Club
Register at www.llsc.com
Deadline – June 17th
Contact David Reddaway (770) 945-4426

TO:

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2002 CALENDAR

A current calendar for 2002 can be found at <http://www.riverside.net/LJSC/>
The calendar contains OSYC as well as LJSC events and other sailing type events which may be of interest to LJSC members. Please submit corrections and additions to jimmy.harrell@riverside.net

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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