



JULIETTE RUDDER

Volume 12 , No. 5

May 2002



**Sunset on Ingram Bayou, Alabama
Saturday Night Raft Up
B.E.E.R. Cruise**

**NEXT MEETING
7 pm, May 21st
Chili's Restaurant
Northside Drive
Macon, GA**

COMMODORE'S MAINSHEET

Preparation, preparation, preparation! If only there were more time. Eleven hours from start to finish. Wind, no wind, fog, no fog. Forty-one river miles. One hundred seventy five plus entries. 1800's canoe's to high tech 20 century racing cats. Novice's and seasoned veterans. These are a few of the thoughts that sum up the 49 annual Mug Race. For those that are not familiar with the event it starts north of the bridge in Palatka Florida on the St. Johns River and winds north, finishing at the Rudder Club in Jacksonville. I have done this race three years in a row and each one has been totally different conditions. This year, at least half the fleet dropped out of the race or did not complete the course by the allotted 13 hours given. My division, PHRF non-spinnaker low had over twenty boats start and only eight finished. Paul Keller sailing the "Raider", and my crew and I sailing the Tanzer represented LJSC. Paul placed a strong second. We matched last year and brought home a fifth place, battling it out the last two miles with another Tanzer 22 owned by my friend Mike Sherlock (also a LJSC member living in FL), bow to bow across the finish line with him crossing first by a second or two. It was the highlight of the weekend. The Mug race is not for the faint of heart, but if you are looking to test your skills, abilities, and your boat this one will do it.

Speaking of endurance races, OSYC is putting on the "Sinclair 21" May 18th. This is an open race, and will consist of three laps around a 7-mile course. It will start early Saturday morning, so you may want to arrive Friday night. I will post more info on LJSC web site when it is available.

Also note the cruise to Charleston, scheduled for Labor Day weekend. Steve has done a great job as always planning these trips. If at all possible you need to consider joining the group. These trips have always been a highlight of club activities.

One last note, there has been a "Blue J" sighting in our neck of the woods. Reports are sketchy, but it appears that a J-24 has made its home among our pine trees. More info when it comes available.

Remember the May meeting/social hour and bring a friend,

Carl



CLUB SHIRTS FOR SALE

You can still order club shirts. See Ron or Linda at the May 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.

MEMORIAL DAY CRUISE TO CHARLESTON, SC

Steve Dillard is in the final planning stages for the cruise. Dates have been set for May 24 through May 27.

Tentative Sail Plan

Travel to Charleston 24 May, leaving the Coliseum parking lot no later than 0830. Launch at the County Farm Public Ramp on the Ashley River at slack water. Motor/sail down the Ashley to the City Marina and spend the night. Eat breakfast at the Variety Store Restaurant at the Marina on 25 May. Sail/explore the harbor and meet off Fort Sumter for a raft lunch/tour of the fort. Sail the harbor in the afternoon and return to the Marina. Depart the Marina by auto for Downtown. Eat breakfast at the marina on 26 May. Depart the marina for the Wapoo Cut and the Stono River, or cross the harbor to the ICW behind Mount Pleasant, or sail out into the Atlantic. Return to the Marina for the evening meal at the dock, or motor to the Crab House for dinner. Motor up the Ashley for pull out on 27 May, again at slack water.

Contact Steve at email drallid49@cox.net or phone 478-471-8408 for more information.

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

B.E.E.R CRUISE

Jimmy Harrell

During the course of the weekend of April 12 - 15, twenty-two trailer sailers participated in the Backwater Environmental Escape Rendezvous. Most of the participants arrived on Friday, rigged their boats in a steady rain, and tied up at the marina. A few lucky souls made use of brief pauses in the rain and rain gear to get the job done. The rest were soaked. Poly tarps appeared everywhere and spirits remained high in spite of the rain and bad forecast. Thirty-five people attended the skippers meeting on Friday evening at Pirates Cove Marina. LJSC was represented by 5 boats:

Jimmy Harrell and Charlie Manning	San Juan 23
Steve Dillard and Les Anderton	Catilina 25
Jay Harrell and David Huggins	Beneteau 21
Howard Gregory and Bill Lunsford	Compac 23
Tommy and Scott Barker	San Juan 23

Most turned in early and awoke to what looked like a bad weather day, cloudy and rainy looking. The wind looked menacing and like it might build. Then the weather started to improve, and by mid morning the first boats started out of the cove and headed east for Peridido Bay. Some boats crossed the bay, about 4 miles, and lunched in the smaller Tarkiln bay. Wind was steady at about 10 knots until mid afternoon when it built to about 15 knots. Turned out to be an almost perfect day for sailing.

Around mid afternoon on Saturday, the boats turned westerly into the ICW and headed back past Pirates Cove about 4 miles and then north into Ingram Bayou. The bayou snaked inland for about a mile. We rounded a bend, and it opened up in to a small secluded cove protected on all sides by unspoiled vegetation. It must have looked the same 200 years ago. The first boats arrived around 4:30 pm. A few boats headed for other destinations, but by about 7 pm, we had 19 boats rafted together in two rows. The anchorage was absolutely beautiful.

Soon the grills were hot, meat was a sizzling, cooking aromas were abound, beer was being consumed, stories were being swapped, and the party was in full swing. Allen Denton, from Pensacola area, left in his dingy and came back with a bucket full of oysters which were promptly steamed on Tommy Barker's grill and passed around. Les Anderton cooked up something monkey-on-a-stick and passed it around.

Early the next morning, after about half the contingent were up and preparing breakfast, someone stuck his head out of his forward hatch and pretended to be a rooster. He stopped the crowing after someone threatened to keel haul

him. Everyone seemed to have survived the night. We found out later that Allen the oyster man had too much beer and/or oysters and did not depart for the next rendezvous. Instead, he headed back to Pirates Cove where we saw him Sunday evening, almost completely recovered.

On Sunday morning some headed back to Pirates Cove Marina for a shower and breakfast before heading for Wolf Bay Lodge. Others stayed a while longer at the anchorage and headed further west directly to Wolf Bay and north to Wolf Bay Lodge and a fine noon meal.

After the meal all sailed back about 5 miles to Pirates Cove Marina and the take out. Some loaded their boats and left, others loaded their boats and spent the night on the trailer, and others tied up at the marina for the night. The drive back was uneventful for most of the LJSC contingent. The exception was Steve Dillard. Ask him how many trailer tires he bought on the way back.

Thanks to Steve Dillard, the LJSC cruise director, for coordinating the trip for LJSC and to Ben Allen of Montgomery, AL for co-ordinating the cruise through the TSBB (<http://www.trailersailor.com/forums/trailersailor/>). Participants came mostly from the Southeastern US with one couple, Rod and Odine from Ontario, Canada. The TSBB is a great source of information about trailer sailing and a place to meet others who have a passion for trailer sailing.

Plans are in the works by Ben Allen and his cohorts for next years cruise. Can't wait to see what they come up with. It will be hard to top this year.

SEE PHOTO INSERT FOR MORE PICTURES OF B.E.E.R. CRUISE



Pirates Cove Marina

Charlotte's First Race and Cruise

Jimmy Harrell

On April 20 and 21, 2002, OSYC held it's annual Sinclair Regatta (open). This was a race from OSYC near the dam to Crooked Creek Marina, about 15 miles up the lake toward Lake Oconee dam on Saturday and a return race on Sunday. Charlotte and I left OSYC dock about 10:15 am. Since early morning there were some serious white caps all over. This was her first race and overnight on the boat. In fact she had been on the boat no more than a couple of hours at the time, usually in light air. After consulting with OSYC Commodore Ron Hartley, Catalina 22, we both decided to go with our small jibs. He had his wife aboard also. Sailing instructions issued at about 10 am were to start as soon as you wanted to and to record your own time. There would be some kind of mark at the finish which we would recognize when we got there. Bob Horan was to motor ahead if necessary and set it up. He planned to start early and set the finish. He did not start early and the lead boats beat him there even with him motoring part of the way. When we got to the finish, there were no markers set, but I noticed two wake buoys near Crooked Creek Marina and marked my time at the buoys. It turned out that that was the finish line. As it turned out, I think I like this kind of start, although it would be nice to know ahead of time that this is what will happen. You don't have to delay the start for the late arrivers.

Several boats, including ours decided to start at about 11 am so we would be more or less together at the start. Some started about 10 to 20 minutes earlier. What do you think happened with the wind? It dwindled to variable and light shortly after 11. So, the boats that started earlier had a tremendous advantage. Also the boats that hung to the north shore had more wind and I was in the middle on toward the south shore. Before the bend just past Goat Island (airport), Ron and I decided to put up the big jibs. Good decision. The wind was on and off all day and at times we had good wind. It clocked from northeast to northwest as did the course so we had to beat the whole way, about 5 hours sailing for us or about 15 miles as the river flows.

Ten boats raced the first day. When the lead boats passed the first bend, there were two groups of boats. The lead group were those that started early and those that hung to the north shore, Al Hauck, Bill Shaw, Carl Saylor, Calvin Smith. I was in the second group about 20-30

minutes back with Tom Wellman, Ron Hartley, Bob Horan, David Duncan, and Ron Young. Charlotte and I finally got it together, and we made considerable gains on Al Hauck. I thought we were going to catch him at one time. At the end there were three boats in the lead pack, Al, s and mine, in the middle, and the rest came in about 40 minutes after we crossed.

The second day we made better time, a little over three hours sailing. The starting times were strung out over about 3 hours. The southwest leg, between Crooked Creek and the power lines, 5-6 miles, was all on a reach. From the power lines to OSYC was a beat. Wind was good and fairly steady until we rounded the bend at Goat Island. From there to the Club there were white caps everywhere and strong gusts, and we had the Genoa up. We decided to drop the Genoa and sail under main only. It was too rough for me to change sails, and I thought Charlotte might not like the severe heeling. Charlotte decided that this was too boring and wanted the big sail back up. Up it went, and the last mile was quite a ride - - luffing the Genoa, back winding the main, rounding up, pinching and maxing at 6.7 mph. By this time she had learned which lines to pull and how to steady the tiller while I adjusted sails and we were definitely a team. I kept looking for a signal that it was too rough for her, but the signal never came. She was enjoying every minute. What a way to end the cruise.

My interpretation of Charlotte's evaluation: First day was too slow and a little too long but maybe OK. Lack of a bathroom and a shower were not good. Sleeping arrangements were good. Getting up in the chilly morning was not good but the hot coffee and cooking eggs made getting up bearable. The second day was great, especially the last mile.

Looks like we might have another racer in the family. She was constantly aware of where the competition was, evaluating who we were gaining on and who was gaining on us. She told me that I knew she didn't like to loose. I finally convinced her that 4th place out of 10 boats was not a bad showing considering that the boats that beat us had favorable starts and much more experience. I think she might consider going again. What more could a man hope for?

MEMBERSHIP AND OTHER CLUB INFORMATION

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

CLUB EVENTS AND OTHER ATTRACTIONS

May 11 Mothers Day Race, Lake Juliette, Contact Kenny Allen
May 18 Sinclair 21, OSYC Open Event, camping available
May 19 OSYC Spring Series, Open Event
May 24-27 Charleston Cruise, Contact Steve Dillard
June 16 Teresa Regatta, Lake Juliette, Contact Kenny Allen

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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Sailboat Race Courses

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Setting a Course

After you have been racing a while, you will probably notice that most sailboat race courses are slight variations of a few basic themes. The starting line is square to the wind, the first mark is directly upwind from the middle of the starting line, the marks are left to port, and the course itself is a combination of triangles and straight upwind/downwind legs. While the racing rules allow nearly any shape of course design, there are some good reasons why most Race Committees follow these basic guidelines.

The first rule of thumb is that the starting line should be square to the wind and square to the course to the first mark. This is true whether the first leg is upwind or downwind, but is particularly important for upwind starts. The reason is simple: if the starting line is not square then the end that is closer to upwind or closer to the first mark has a significant advantage and all of the racers will want to start in the same place. Or course, not all of the boats will fit in the same place at the same time and the result can be difficult right-of-way situations, fouls, and even collisions.

The second rule of thumb is that the first leg should be upwind. First, this makes the start easier without boats going over early, but the main reason is to spread the boats over the course so that they don't all arrive at the first mark at the same time. Because racers have to tack to go up wind, the best direction to sail is a matter of opinion and fleet tends to split up on windward legs with some going more right and others going more left. The result is a less-crowded mark rounding at the weather mark and fewer chances for anyone to break a rule.

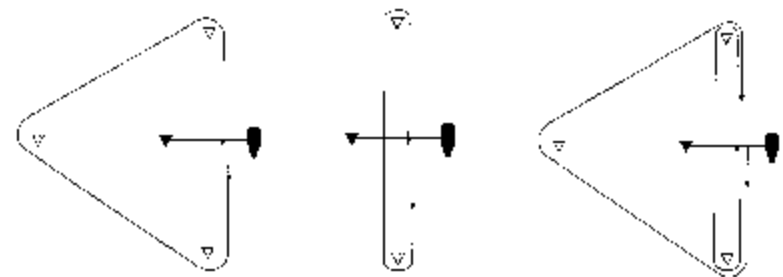
Marks are usually left to port in fleet races for a slightly different reason. When two groups of boats are approaching the weather mark with one group on port and the other on starboard tack, the mark rounding tends to go more smoothly and the rules are easier to apply if the mark is rounded to port so that the boats that do not need to tack have the right of way on the approach. If a port-tack and a starboard-tack boat are approaching a starboard mark rounding, the right-of-way boat (starboard) must tack in order to get around the mark. When she starts to tack, she retains right-of-way only until she reaches head-to-wind and then becomes a sitting duck for any other boat on the course, port or starboard. Once she is on port tack she regains some rights, but now she must keep clear of any boats approaching on starboard tack. The

result can be real chaos if very many boats reach the mark at about the same time. *Sailboat Race Courses* (continued)

Starboard roundings are used in match racing because each boat only needs to worry about one other on the course and the extra tactical complexity makes the race more interesting.

Finally, most race courses have in common the overall course design. Most race course designs, except for long-distance races, are variations of triangles and windward/leeward legs. First of all, this makes life easier for the Race Committee because they don't have to worry about accidentally breaking one of the other rules-of-thumb and in addition these types of courses are easy to set up, describe, and operate. Upwind and downwind legs provide the most opportunity for tactical decisions that allow you to pass other boats, and as a result are very popular for racing high-performance boats. The triangle course has the advantage of keeping the lead boats away from the large group of boats still coming upwind by making them sail to the gybe mark first, and it also had the advantage of keeping the boats moving on hot summer days when no one wants to sail straight downwind. For this reason a triangle is often preferred for club races and is pleasant to sail. An Olympic course where a triangle is followed by a windward/leeward lap combines the two and by the time the straight downwind leg starts, the fleet is usually spread enough to reduce the number of interactions between downwind and upwind boats.

Race Course Diagrams



Triangle

Windward/Leeward

Olympic

Taxonomy of a Race Course

When racers get together after the race they need a common language to talk about the day's events on the race course. For that matter, the Race Committee needs a way to describe the course in the Sailing Instructions and at the Skipper's Meeting. Here are some of the terms you may hear when people talk about race courses.

Committee Boat: The end of the starting line marked by the Race Committee boat. Usually the starboard end of the line when facing upwind. The Committee Boat flies the flags and sounds the horns to signal the racers and records start and finish times.

Pin: The end of the starting line marked by a buoy. Usually the port end of the line when facing upwind.

Open Line: Racers are allowed to cross the start/finish line during the race. This is the case unless the Sailing Instructions say otherwise.

Closed Line: Racers are not allowed to cross the start/finish line while racing except while starting or finishing their race. This is sometimes called a *Closed Gate*.

Weather Mark (or Windward Mark): The mark buoy that is the most upwind.

Lee Mark: The mark buoy that is the most downwind.

Gybe Mark: The second mark on a triangle course, where you have to gybe to stay on the course.

Windward Leg: A leg of the race where you must sail closehauled and tack to reach the next mark.

Reaching Leg: A leg where you can sail on a reach and do not need to tack or gybe to reach the next mark.

Downwind Leg: A leg where you must sail more or less straight downwind to reach the next mark and you may need to gybe one or more times.

Marks Left to Port: When you round a mark, you pass it so that the mark stays on the left side of your boat. Most fleet racing courses are designed this way, particularly for the first windward mark.

Marks Left to Starboard: When you round a mark, you pass it so that the mark stays on your right side. Most match-racing courses are designed this way, particularly the America's Cup.

LAKE JULIETTE SAILING CLUB
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