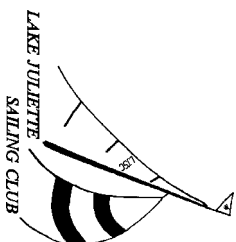


LAKE JULIETTE SAILING CLUB
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JULIETTE



RUDDER

Volume 3 No. 4

Apr. 1994



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

Racing Corner (Cont)

6.3 Not Overlapped

From the time a boat clear ahead comes within two of her lengths of a mark or obstruction until she leaves it astern, a boat clear astern shall keep clear, provided the boat clear ahead does not tack. If she does tack, rule 4 applies and rule 6 does not.

6.4 Tacking At a Windward Mark

When two boats are approaching a windward mark on opposite tacks and then one of them tacks within two of her lengths of the mark, the boat that tacked (a) is not entitled to room if she becomes overlapped inside the other boat.

(b) shall give room if the other boats becomes overlapped inside her. This rule is an exception to rules 6.2 and 6.3

7: Tacking to Avoid an Obstruction

Except at a starting mark or its' anchor line, when a close hauled boat intends to tack to avoid an obstruction but does not have room to tack and avoid another boat on the same tack, she shall hail "Room to tack" or words to that effect. The hailed boat shall immediately give room, and then the hailing boat shall immediately tack.

8: Taking a Penalty

A boat taking a penalty shall keep clear of a boat not taking a penalty.

9: Capsized, Aground, Anchored, or Rescuing

Unless unable to do so, a boat shall keep clear of a boat that is capsized or has not regained control after being capsized or is aground, anchored, or attempting to help a vessel or person in danger.

Racing Corner (Cont)

5: Same Tack

5.1 When boats On the same tack

(a) are not overlapped, the boat clear ahead has right of way, and the boat clear astern shall keep clear.

(b) are overlapped., the leeward boat has right of way, and the windward boat shall keep clear.

5.2 When a leeward boat or a boat clear ahead changes course, she shall give the other boat time to keep clear.

5.3 If a windward boat would have to change course to keep clear of a leeward boat, the leeward boat shall not sail above her proper course when an imaginary line abeam from her mainmast is behind the windward boat's mainmast.

Section C — Rules at Marks and Obstructions and Other Rules

When a rule of Section C applies, the rules of Section B do not apply.

6: Passing a Mark or Obstruction

6.1 Rule 6 applies at a mark or obstruction that boats are to pass on the same side, but not at a starting mark or it's anchor line, or to boats on opposite tacks on a beat to windward.

6.2 Overlapped

From the time one of two or more overlapped boats comes within two of her lengths of a mark or obstruction, until the inside boat leaves it astern on her proper course, outside boats shall give inside boats room to pass, and inside boats shall pass within that room. However, when a boat establishes an inside overlap, she is not entitled to room unless at that time the outside boat is able to give it.

MAINSHEET: Murphy's Law -By Garland Corbin

Spring has finally arrived!! This means more time on the water for most of us. Here's hoping you and yours have a very successful and SAFE sailing season. As more of our members get larger and more seaworthy boats, our long cruising week-ends involve more and more coastal trips. Be fore-warned that Murphy's Law is still ready to pounce on the un-prepared sailor. A combination of experience, skill perseverance, and a little luck is often necessary to off-set "Mr. Murphy".

It's always best to try to use tide and wind conditions to your advantage when "Running" an inlet. For example: Location: Destin Pass, Fla. (July '92) After a near -futile search in Pensacola for an impeller for the Diesel water pump, we motored and sailed the inland "Ditch" back to Destin. Installation of a motor bracket w/2.5 HP outboard(Just in case!!) was accomplished at the Eglin Air Force Base Yacht Club.

We changed crews and sailed across Choctawhatchee Bay, beginning our second week's cruise. We headed back "outside" through this in-famous pass against both tide and wind with the Volvo purring happily. as we started the "Dog-Leg to the right (Directly into the wind) with sand on the Str'board and rocks to Port, we heard a loud "Boom" from below accompanied by lots of smoke. A quick look verified No Fire, but a new exhaust (\$69.00) hose had overheated and blown out!

Back topside the choices were few - Quickly raise sail for steerage (The bridge and rocks were close by now) or try to motor out the pass with a 2.5 HP outboard!!

The new O.B. cranked with the first pull and at full throttle gradually got the 6,00lb(plus) Buccaneer 27' moving. Again at the "Dog-Leg" we met the full force of the wind. A close watch of the buoys showed we were slowly winning. The rest of the trip went well. By using the solar panel we were able to keep the batteries up for lights and electronics.

Somewhat after our return home I found that most of my overheating problems stemmed from a partially clogged muffler that did not show up except at maximum cruising R.P.M.. Replacement again of the exhaust hose and a new water pump (not just the impeller) and opening the exhaust has since given us many hours of "Iron Wind" when needed.

Many thanks to our Sailing Club members at the Cherry Blossom Fun Race, March 27th., who not only helped load all our boats under severe storm conditions. but also helped countless fishermen and power-boaters load their boats back on the trailers. Such willingness to help under these conditions deserves a big **THANK YOU!!** It shows the true spirit of our organization - not just to assist our own, but to help anyone who needs it.

Thought for the Day :Patience is the ability to keep your motor idling when you feel like stripping your gears!! Happy Sailing!

NOTICES!

The April Meeting will be held the 19th, at 7:00PM at Quincy's on Bloomfield Dr. just south of the Macon Mall. Included in the agenda is discussion of, spring and summer scheduled events, the Charleston Tagalong story, planning for Memorial Weekend, a video of some of the action from the Cherry Blossom Fun Run, and of course the door prize.

BOAT/US April 16 & 17th

Outdoor Boat Show - Unveiling of it's new line of inflatable boats for 1994. Additional boats will be shown by Worthen Marine, Stoval Marine and Weathermark Sailing. Factory reps and Vendors will also be on hand. (Free)

BOAT/US April 20th 7PM (Wednesday)

Spencer Lee will conduct a seminar on Magellan Global Positioning Systems. Units will be available for inspection and use. He will be available for questions on GPS and Loran. (Free)

There has been a **change** in our calendar for April, the Moonlight Cruise has been moved From 23 April to 18 Jun. For May there is also an event by the Oconee Sailing and Yacht Club that we have been invited to, The Memorial Day Weekend 2 day Open Regatta and Cook-out.

For those of you who may have a need for cheap new line for your boat, Fred Veator says a good place to look might be **Purser's** in Cochran. They sell surplus equipment for camping & outdoors activities including tents, tarps, parachutes, and there is a pretty good selection of line.

RACING CORNER

Experimental Right-of-Way Rules

These rules apply to boats sailing in or near the racing area that intend to race, are racing, or have been racing except when the sailing instructions state that the International Regulations for Preventing Collisions at Sea or government right-of-way rules apply. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 2.

Section A — Primary Rules

1: Avoiding Contact

Every boat shall, if possible, try to avoid contact with another boat.

2: Boat Not Racing

A boat not racing shall, if possible, try to avoid interfering with a boat that is racing.

3: Acquiring Right of Way

When a boat acquires right of way, she shall initially allow the other boat room and time to keep clear.

Section B — Right -of-Way-Rules

4: Opposite Tacks

4.1 When boats are on opposite tacks, the starboard-tack boat has right of way, and the port-tack boat shall keep clear.

4.2 When two boats on opposite tacks are within two lengths of the longer boat, the starboard-tack shall not change course if the port-tack boat would then have to do more to keep clear than would otherwise have been necessary. However a boat that has just become a starboard-tack boat may assume her new proper course, provided she gives the port-tack boat time to keep clear.

For those of you who have a Personal Computer that has a modem, there is a **Sailing Forum** available thru CompuServe. The **Sailing Forum** is a connection service for a wide variety of people who have one thing in common, Sailing. This interest could include racing, cruising, design, production, selling, buying, and a host of others. Many of the one-design and class associations have a connection to this library along with a number of local area cruising and racing newsletters. Another forum which has sailing information is called **Outdoors Forum**, and it also includes topics on hunting, fishing, cycling camping, parks and campgrounds and others.

Compuserve is a network access service which provides access to a wide variety of information from business to hobbies, news, sports, & travel. CompuServe has a basic monthly cost of \$8.95 and with this you receive up to 60 access services and a monthly magazine to keep you up to date. In order to access the Sailing Forum & Outdoor Forum, which are extended services, there is an extra charge of \$4.80 to \$9.60 per hour depending on how fast your modem is. This company has been in business for years and for those of you who have a desire to find out more about this, contact: CompuServe, P.O. Box 20212, Columbus, OH. 43220, (614) 457-8600

VILLAGE SEAFOOD

LIVE ENTERTAINMENT

SATURDAY NIGHT APR 23RD.

6-9 P. M.

CORBIN BROTHERS

& KEN

***COUNTRY**

WESTERN

GOSPEL

BLUEGRASS

DIRECTIONS: From Reynolds, take Hwy 128 south and go 2.5 miles. Turn right on Tommy Purvis Rd. (Watch for sign) and go approximately 1.3 miles. Village Seafood is located on the right (912) 847-2377

NOTICES (cont.)

They are located on Hiway 83 about 11 miles south of Hiway 96 and about 2 miles north of Cochran on the east side of the road. (left side as you drive toward Cochran)

There is an opportunity for those members of the Club who feel like they are being left out because all of the positions of responsibility and authority have been taken. We need a Social Chairman. Just call Garland if you are interested, he will outline the areas of power and responsibility for this position.

BOAT SHOWS

The early spring boat shows for this year are past but, for those interested, the following are some East Coast boat shows for later this year.

May 13-15 **Annapolis Used Boat Show**, Pier One Marina, MD

Oct 6 - 10 **U.S. Sailboat Show at Annapolis**

Nov 17-20 **Sail St. Petersburg**, (Second Annual) In-the-Water Sailboat Show & Exposition, Stouffer Vinoy Resort Marina, St Petersburg Fl.

Classified

For Sale - **AMF SunBird 16'** - 1980, 3 sails, trailer, \$1,500 or best offer. Boston - 929-1377

For Sale - **Ghost 13'** - Good Sails (Main & Jib, yellow, orange and red), Trailer also in good shape. \$400.00 Stan Witherington - Winder, GA. - (404) 867-9857

Easter Weekend in Charleston, SC.

With WINDWALKER (Hunter 23.5) in Tow, Teresa and I met the Dillard's and DAYDREAMER (Catalina 22) at the Macon Coliseum and promptly headed out for Charleston in a convoy of two cruisers. Traveling at warp factor five, it was necessary to make a pit stop at Metters, Georgia for fuel and other necessities, then it was on to Pooler, Georgia for a scheduled lunch break at Spanky's. We arrived at the marina just in time to watch Fred and Patty Veator launch ZEPHER. (Tonic 24)

Hurricane Hugo had inflicted heavy damages on the city marina and it was not officially open to normal operations while repairs are in progress. The marina lost all of their wooden docks and is in serious need of dredging to get mud out of the basin. By the time DAYDREAMER and WINDWALKER were ready for launching the outgoing tide made launch conditions less than desirable. After the launch was completed, we motored out of the marina to an anchorage area just down river from the marina where ZEPHER and DAYDREAMER had no problems getting on their anchors. With Teresa on the throttle and the rudder and Me on the anchor, we motored into the current and with conditions just right, I dropped the hook and let WINDWALKER drift back to get a bite on the anchor but it didn't happen! This called for a second attempt and as I raised the anchor our problem on the first attempt became readily apparent. I had dropped the hook dead center on a 20 inch charcoal grill screen and the tips of the anchor were embedded in the screen! our second attempt was totally successful with the screen removed from the anchor. DAYDREAMER provided taxi service to and from the Crab House Restaurant for dinner where we all enjoyed some excellent seafood.

Saturday morning DAYDREAMER again taxied all three crews to the city marina for breakfast at the Variety Restaurant where we were met by the crew of DREAMS (Spirit 6.5), Don, Cindy, and the Masingale children. After breakfast we returned to the anchorage area and proceeded out into the harbor to sail to Fort Sumter. I had attempted to shoot some video footage of a beautiful three masted, with the sun behind it but discovered the camcorder had forgot to bring it's cassette! I purchased a cassette in the gift/photo shop at Ft. Sumter and yes I paid tourist price for it! Another item for my pre-sail checklist.

Then we had a lunch break at the dock of the Fort before getting down to the real purpose for this trip. I had been looking forward to sailing out the channel to buoy R14 for several years. I had made this trip several times on Uncle Sam's submarines but this is a totally different experience when it is your own command! So together we headed out the channel for R14 with the wind on our starboard quarter and run a course parallel to the shoe of Sullivan Island and Isle of Palms up the coast for about 10 miles./ The rolling swells and the good breeze were very exhilarating. The electronics and my mechanical knot stick showed a solid 6+ knots. All too soon we arrived at the mouth of the cove where we were to spend the night and once again the low tide gremlin made the trip into the cove under conditions less than favorable. With all four cruisers were in the cove we proceeded up the channel to a

SchuttleButt (Some fact - Some Rumor)

Boston had his sails worked on at North Sails near Lake Lanier. Some of the work included seam repair, new slugs on the luff and foot of the Main, reef points and batton pockets repair, and tel-tales on the main and jib. Boston plans to pick them up on the 8 th of April, so you may see him on the lake with his "new sails" by the 9th or 10th.

Kyle Moody has his boat up to Weathermark for repairs and I believe bottom paint. He is probably trying to get an edge on Steve and Jan Dillard so he can outsail them in the 94 Race Series.

Speaking of bottom paint, Walton Stewart has been working on the bottom paint on his ComPac 19. He should have it finished soon and be ready for the 94 sailing season.

Walton and Joyce have sold their Hobie 16 and the new owner, their Son, it getting it together for sailing this spring. It has been stored for some time and will be great to see it sailing again.

George and Janis Lilley have bought a 25ft Clipper Marine, You may have seen it out on Lake Juliette recently. It needed a few repairs as most used boats do, but it looks like it will be a very nice cruiser.

Bob and Jean Horan (Mostly Bob) have bought themselves a cruising boat, Finally. It is a SouthCoast 22, with 3 sails, 6 HP motor and trailer. The name on it was **PUFF** but rumor has it, that it will be renamed **Top Banana, Last One, or It's Mine**.

Stan Witherington had a spreader failure just after starting the race at the Cherry Blossom Fun Run and his Mustang suffered a bent mast. Stan said he could fix it but it goes to show you that old Mustangs never die, they just sometimes get out of shape.

1994

**LAKE JULIETTE SAILING CLUB
MEMBERSHIP REGISTRATION**

NAME _____

ADDRESS _____

CITY & ST. _____

PHONE _____

BOAT 1 _____

BOAT 2 _____ 3 _____

SPONSOR _____

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

RACE COMMITTEE ASSISTANCE

SPECIAL COMMITTEES AS REQUIRED FOR EVENTS

NEWSLETTER

CLUB ADMINISTRATION

OTHER _____

EVENTS AND ITEMS I WOULD BE INTERESTED IN:

FUN RACES

COOKOUTS

HANDICAP RACES

RAFTUPS

CLASS RACES

BEACH PARTIES

EXCURSIONS

SOCIAL DINNERS

1994 DUES ARE \$20 - Make payable to: Fred Veator

Send to: Fred Veator
201 Stanley St.
Bonaire, GA. 31005

point were we rafted up for dinner and socializing. - No Bugs-

Sunday morning brought stiff breezes, or rather increasing wind and that old ugly low tide again so we decided to make the short trip over the intercoastal waterway and motor back to the harbor at Charleston. By the time we arrived at the harbor the wind was blowing above my liking so we sort of sailed/motored back to the city marina and a good hot shower. The plan was to meet at the mouth of Shem Creek and motor up the creek to RB's Restaurant for more seafood, but the conditions on the harbor convinced me that motoring to RB's in my Chevy was a much better plan. RB's Restaurant was out of everything, so I suggested we call the on the Trawler, the restaurant next door.

With the wind quite favorable, we had one more lap around the harbor before loading up, and that leaves us looking forward to the next excursion to the salty brine. - **David & Teresa D.**

Cherry Blossom Fun Race

On most race days the cruisers are always saying, "We Sure could use more wind". This was not said on race day at the cherry Blossom Fun Race, as small craft warning were out on area lakes. Due to high winds, the men vs. the women race was postponed to another day. Also, it was decided at the sign up to race down the lake around Duck Island and back. Some confusion about the start flags caused the Zepher to have to turn around, but it maintained the lead at the second start attempt. A challenge by Daydreamer was ended when they lost their jib halyard and sailed on the main alone. Wind Walker came up to challenge, but a bad tack at the island saw them loose a lot of ground and allowed Calipso to catch and almost pass only to take a second on corrected time. Bob Horan was the only Hobie sailor to complete the race. Rigging failure and the high winds did in the daysailors with no finishes.

The real test of boat handling skill came when it was time to load the boats back on the trailers. With the wind coming out of the west across the lake to the dock, Patti Veator showed the men how it was done with a perfect straight shot on the trailer. Many fishermen were glad to see some of the sailors in the water at the boat ramp to help them get their boats on the trailers. By the time the last sailboat was being put on the trailer, a new record was set with a total of 16 people assisting Garland putting the "Lucky Lady on the trailer. Fred Veator - Zepher