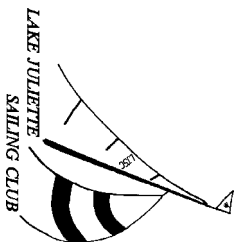


LAKE JULIETTE SAILING CLUB
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JULIETTE



RUDDER

Volume 3 No. 6

Jun 1994



JULIETTE **RUDDER**

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involves switching from a two ply sidewall tire to a four or even a six or eight ply sidewall. Switching to a higher load range can add 10 to 40% to your boat trailer's tire load rating.

Many of your usual sources of tires for your car, carry trailer tires also. Of course you can also get them at the large discount department stores. If you need to go to one of the tires with a high load rating, then you may have to look around some to find these since they are not stocked at most tire outlets although many of them can special order them.

Bob Horan

For those of you in the Warner Robins, who after reading the article about trailer tires, decided to replace your tires but cannot find the size you need at your tire regular source, Auto Save of Warner Robins stocks heavy duty trailer tires. I have found them most helpful in finding the tires I needed. I also required a spare rim of unusual size and they went out of their way to help find one. If you have unusual tire requirements they may be able to help you.

Trailer Tires

Most of us look at our tires on our boat trailer each spring and then just before we crank up to leave for a trip to the lake, but do we really look at them and do we know enough about them to know when something is wrong even though they seem fine.

Trailer tires are designed different than car tires because they are required to respond differently to the load they are carrying. First off, most trailer tires are not radial tires. Radial tires are designed with a strong tread area but with a thin and flexible sidewall. This flexible sidewall gives your car a softer ride and keeps the tread flat on the road. On a trailer, the thin sidewall allows the weight of the boat to start a swaying motion which is very undesirable while towing. Trailer tires are designed with a thicker sidewall and therefore provide a harsher ride for the boat but cut down on some of the sway. The tread is also designed with a more linear tread design to provide more directional stability to control sideways slide should the tow vehicle have to change direction.

Trailer tires usually come in smaller sizes and therefore many times will not provide the load capacity of a larger car tire. Each tire comes with a load rating marked on the side. Check out this rating, and then compare it with the weight of the boat and trailer together. If you have two tires on your trailer, you should total the ratings on both tires and it should be higher than the combined weight of the boat (with all the gear you have loaded in it) and trailer. The higher the difference, the better safety margin you have. If you have more load than the tires will hold, there are a couple of things you can do. You can go to bigger tires, bigger rims and tires, or just heavy duty tires. Bigger tires will work well if you have enough clearance to put them under the fender without rubbing. If this is not possible you can get a tire which has a higher load rating. Usually this

MAINSHEET:

-By Garland Corbin

“ARE YOU “FIT”

How many of us are really “fit”, both physically and mentally for offshore cruising?

The importance of this question was demonstrated by John Quinn (May '94 Sailing World; “Overboard at Midnight”) During a violent storm he was literally thrown from his boat with such force that it broke his SAFETY HARNESS line. For the next five hours before his miraculous rescue every aspect of his fitness was severely tested. Fortunately for him; the water was warm and the path of the Hobart-Sidney Race course is well traveled-plus; most of the competitors were still behind his location.

What lessons can the occasional offshore cruiser learn from this and other similar events?

FIRST; Study weather patterns before departure. Regardless of the official forecast be aware that many hot summer afternoons along our favorite coastlines are accompanied by localized but none-the-less, VIOLENT thunderstorms.

SECOND: Thoroughly check your boat; stem to stern. One definite advantage of trailing to your launch site is the opportunity each trip to carefully check turnbuckles, shrouds, and stays. Be sure all safety gear is complete and easily assessable. Before considering any offshore cruises; make sure shrouds, stays, safety lines, bow and stern pulpits are all tied to an adequate grounding system. Two recent lightning disasters to well grounded yachts illustrate the importance of multiple-grounding points. In addition to a grounding plate, the engine of an inboard offers an excellent ground path by way of the shaft and prop. Although disconnecting the Radio antenna (and grounding it) before an electrical “attack” may raise a few eye brows; it just might mean that your radio will be available when needed AFTER the storm passes. My favorite last item of lightning “insurance “ is a pair of long automotive jumper

cables. One each is attached to the side shrouds; giving a straight path from the top of the mast all the way to the water. All these precautions will not prevent a direct hit but I feel they will increase our survival ratio.

THIRD: What about your physical conditioning; can you support your weight by your arms and still have the strength to climb back aboard if necessary? Are your swimming skills adequate for hours on end; without survival gear? Many PFD'S have experienced broken straps in stormy man-over-board situations. What then??

There's no doubt that frequent and distance swimming puts "you in the best condition"; but how many have the time or place to swim regularly? Regular long aerobic walks run a second to swimming for conditioning; but what does that do for arm and shoulders strength??

Try This: Tie an extension ladder (at least 18' to 20') securely; VERTICALLY, to a tree or pole. Tie it in several places to ensure no movement. Climb this several times per "exercise period". Occasionally monitor your heartbeat rate to make sure your exercise level is not excessive.

This routine will give you the benefits of the popular "stepper" machines PLUS it will do wonders for the arms, shoulders and back muscles. This is one of my favorite early morning exercises especially when I wake up with a back ache. After the first two or three painful trips, the back ache then disappears!!

THOUGHT:FOR THE DAY;

Only the voyager perceives the poignant loveliness of life, for he alone has tasted of its' contrasts.—He has explored the two infinities—the external universe and himself.—

ROCKWELL KENT

HAPPY SAILING!!

GARLAND

RACING CORNER

The Mid-May Spring Race was held May 22nd at Lake Juliette. The weather was nice and sunny, and the winds held. We had a very good turnout of eight cruisers and six day sailors.

Commodore Corbin and his lovely wife Miriam served as our Race Committee and set up a modified Old Olympic Course. We managed to have two races and a great time was had by everyone. Commodore Corbin and "Lucky Lady" receive points equal to a first place finish for serving as Committee boat.

The results of the first race were Fred Veator first place for cruisers and Dave Cole first for day sailors. In the cruiser class, Greg Milani was second and George Lilley third. The day sailors had John Drawe second and Steve Rummage took third.

The second race results for cruisers were Bob Horan in his new boat taking first, Greg Milani coming in second and Fred Veator taking third. In the day sailor class, Steve Rummage was first, John Drawe second and Joel Smith third.

The next race for the Club is the Fathers' Day Race on June 19th. We still need a volunteer to serve as Race Committee Boat. Also, don't forget the OSYC "Pastrami Cup" Regatta on Saturday, June 11th at Lake Sinclair. I hope we have a good turnout of Lake Juliette Sailing Club members to help support this event.

Joe LaBeause

NOTICES

The Jun Meeting will be held on the 21st, at 7:00PM at Shoney's on Gray Hwy, North of Macon. Some of the items to be discussed will be the results of the Pastrami Cup Regatta on Lake Sinclair Sat the 11th., the Moonlight Cruise and the Father's Day Race on the weekend of the 18-19th.

The RUDDER would like to welcome the new-comers to the Lake Juliette Sailing Club for 1994. When you see them on the lake or at the ramp, wave and smile.

Joe & Jan LaBeause - Macon - Merit 22'
 Joel & Cheryl Smith - Griffin - Sunfish
 Kelly Canady - Dublin - Hobie 16'
 Royland W. McDermott - Warner Robins - Sunfish

There has been a request for charter trip to Savannah or Hilton Head. It could include 3 or 5 couples for a day on a 30 to 35 ft charter boat. A number of our members have sailed both of these ports and with enough interest a couple of boats could be chartered. Think about this interesting idea and come to the next meeting to talk about it.

The next Exec Meeting is set for June 28th.

Our June Moonlight Cruise is scheduled for the 18th. For those of you who have not attended one of these, the schedule goes like this. First the Commodore orders clear skies and a bright moon for that evening. Next some dedicated Club member volunteers to set up "camp" early in the camping area to reserve a large area. (We are looking for a member to volunteer for this) About 6pm we all gather at this area and have a picnic supper. When all the eating is finished, then it is entertainment time with singing, danc-

Mid May Race (94 Series)

22 May 1994

Skipper	Boat	corr time-1	corr time-2	fin-1	fin-2
Cruisers					
Veator	Tonic 24	40.38	39.08	1	3
Milani	Gulf Coast 20	41.25	38.25	2	2
Lilley	Clipper 26	41.89		3	
Jester	Spirit 23	42.04	40.47	4	5
Horan	South Coast 22	43.20	37.23	5	1
Lee	Hunter 20	46.09	40.05	6	4
LaBeause	Merit 22	50.74		7	
Duarte	Hunter 23.5	51.47		8	

Daysailors

Cole	Puffer	33.83	37.67	1	5
Drawe	Cyclone	35.54	31.86	2	2
Rummage	Laser	37.18	31.22	3	1
Cohen	470	38.38	36.31	4	4
Kennedy	Hobie 16	39.83		5	
Smith	Sunfish	43.56	35.95	6	3

First over all First Race.....Dave Cole
 Second Race.....Steve Rummage

RC - Garland Corbin.....1st

ing, and story telling.(Most of the time the dancers forget to show up) About 8:30pm. we push off our boats from the shore, raise the sails, turn on the running lights and sail serenely up the Lake, gazing at the moon, the lights of the power plant and our favorite sailing companion(s). Some of these details have not been worked out yet but plan to arrive at the Lake in time to get your boat in the water and sailed over to the camping area by 6pm. If your boat is not seaworthy or you don't have one, come out anyway, there is always room on some of the larger cruisers.

The next day is our 5th Annual Father's Day Race. Same schedule as usual, Skippers meeting at 12:30 and Race start at 13:30. Course and time are always subject to wind, weather, and Mr. Murphy.

Just a short note to remind all of you to **reserve the evening of the 6th of Aug.** Although there will be an full length article in the July RUDDER about this, it is the day we have scheduled a celebrated author, Claiborne Young, to give a presentation to the Middle Georgia sailing clubs at 7PM. at the Oconee Sailing and Yacht Club on Lake Sinclair. **This is one event you will not want to miss.**

The Oconee Sailing and Yacht Club is having a Nautical Flea Market on the 25th of June. The Lake Juliette Sailing Club is invited to attend. If you have any nautical items you might want to sell, or buy plan to attend. Tables will be rented for a \$10 fee and the proceeds will go to the OSYC. The LJSC members who want to rent a table can do it individually or group together to have enough for one table. It will take place from 9AM. to 1PM. and there will be a fun race in the afternoon.

On The Cover

By Fred Veator

The Boat Shed

One of the many advantages of having a trailerable sailboat, is being able to bring it home at the end of the sailing day. Most people who keep their boat at home make some effort to cover it with some kind of tarp. I used to do the same, as the boats keep getting bigger so did the tarps. At the end of the sailing day it became an unpleasant task to have to cover my 24 ft. sailboat with a heavy tarp.

On a trip to Alabama last year I saw a tin roofed shelter at a camping area and thought that would make a good boat shelter, taking mental notes oh how it was built, an idea was formed.

The easiest way to do the trusts was to let the local building supply make the 7 trusts for my 12 by 30 shed, for just over \$120.00 The 8 12ft. treated 4X4 posts from Lowes Building Supply for 7.50 each and a borrowed post hole digger from my neighbor and I was on a roll. Getting the posts straight and level was the most time consuming, but once the posts were tied together and the trusts were in place, putting on the tin roof was next. This job was a little hairy as I had made it 12 feet high. So putting the tin on the roof by myself from a ladder required a good set of sea legs. I even used some 10ft. pieces of tin cut in half to come down 5ft. on each side to keep out the morning and afternoon sun and blowing rain. A little left over house paint around the edges and it looked pretty good. It even matched the house.

Having made it 12ft. tall, I could walk about on top of the boat without having to crawl , like you would under a tarp. Patti said it looked like I was building it for a bigger boat, imagine that, a bigger boat...

Fred Veator

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

The 4th Annual Treasure Hunt is scheduled this year for the 11th. of September. To add just a little more spark to this hunt, the first treasure has been added to Lake Juliette already. You can get a head start by looking for this item ahead of the scheduled hunt date. This item is a white milk jug marked with a #1 on it. It is also marked belonging to the LJSC and a note for fishermen and non members to leave it where they found it. If you find it, pick it up and take it home. On the day of the hunt, bring it with you for the first prize. It now rests somewhere in the Lake, more than 100 ft from the shore line and in less than 15 ft of water. More specific clues will be forthcoming in future issues of the RUDDER.

BOAT SHOWS

The following are some East Coast boat shows for later this year.

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

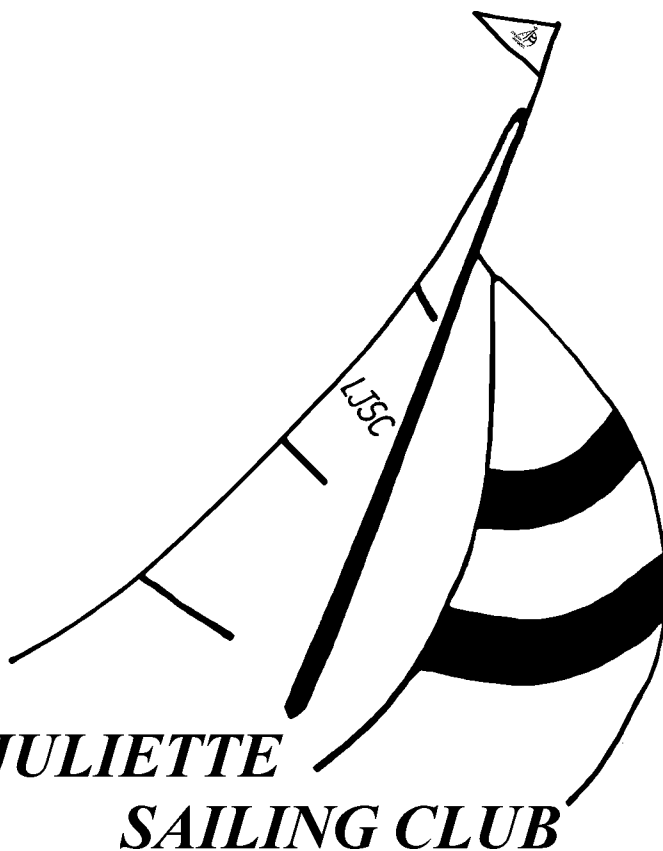
For Sale - **AMF Alcort Minifish** 12ft. sailboat. Great for beginners or sailors on a small budget. Very Good condition-\$450 Call Roland McDermott - 329-0674

For Sale - **Hobie 16** - Has had little use recently, **Cheap price!**
Call John Drawe for info - 935-8208

ScuttleButt (Some Fact and some rumer)

Don Masingale is scheduled to leave us soon and we will miss him, but rumer has it that he will be attending one last race with a new boat that is very fast. I heard somewhere he was looking at a MacGregor 65. I guess that would be plenty fast enough if there was enough wind.

Garland & Miriam Corbin plan to sail out of NAS Pensacola the morning of July 3rd. and turn right after clearing the jetty, for a two week cruise. They plan to explore the Gulf Islands National Seashore and possibly the Chandeleur Islands. Tagalongs are welcome!



From The Editor

This additional sheet to the RUDDER was required because I had more material this month than I had room for in the usual format of four sheets. The additional material was of a time dependent nature and I didn't want to delay putting it in a future edition of the RUDDER. I want to thank everyone who contributed material this month, it's nice to have too much once in a while.

The following sailing show information is provided for those members who have a satellite dish or subscribe to the cable services referenced below.

Sail New England

Jun 12 - 8:30AM - SCNE - F2 ◆ 23
Jun 19 - 8:30AM - SCNE - F2 ◆ 23
Jun 26 - 8:30AM - SCNE - F2 ◆ 23

Power Sailing

Jun 14 - 7PM. - ESPN2 - G5 ◆ 14
Jun 21 - 6:30PM - ESPN2 - G5 ◆ 4
Jun 28 - 7PM. - ESPN2 - G5 ◆ 14

Whitbread Race 6th Leg

Jun 25th - 10PM. - ESPN - G5 ◆ 9

Bob Horan

It was a beautiful Saturday morning on May 28, 1994. We arrived at Panama City Marina at 7:30 a.m. to launch "*Day Dreamer*" for our Memorial Day Cruise with our usual cruising buddies. As we got on our way we wondered if we would see any dolphins. In hopes that we would, we bought 5 lbs of bait fish. As we crossed St. Andrews Bay we radioed for "*Zephyr*" (our fearless leader for this cruise) and we radioed and we radioed. With no response, we decided to venture out into the Gulf of Mexico while we were awaiting their arrival. The wind was about 5 to 10 knots and we were having a great time but had seen no dolphins. We were to meet up with our buddies at the "Baby Pool" at high noon and it was now 11:00, so we came about and headed for the inlet to St. Andrews Bay. As we got closer to the inlet I could see a lot of boats gathering on the right side of the jetties. people were jumping in the water and looking over the sides of the boats. Oh no, could it possibly be "Stephen, there be dolphin here" Well, needless to say, I had to see the dolphins. They were absolutely enchanting. As you can see from the picture, we found a real ham. This large female was more than willing to perform for her meal. We were anchored here for about an hour and a half while we waited for the rest of the fleet and during that time we were well entertained and our bait fish were extinguished. We want to thank Fred and Patty for a wonderful holiday. I can guarantee you that I will never forget this trip. Good friends, good wind, good food and DOLPHINS!
THANK YOU!

Jan Dillard

Vice Commodore