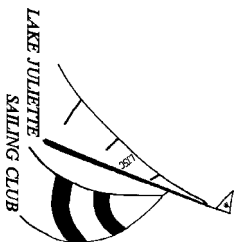


LAKE JULIETTE SAILING CLUB  
Please Return Undeliverable Items to:  
Editor, 220 Windsor Drive, Warner Robins, GA. 31088



# RUDDER

Volume 4 No. 8

Aug 1995

# *JULIETTE*



pushed the trailer out about 50 feet until the trailer started rising out of the water. It was apparent that other methods would have to be employed. From the gallery of watchers some one suggested we try in the early morning at high tide. "Gee, why didn't I think of that?" Beside, the race officials were beginning to post the finishing positions which made putting the trailer aside seem like a desirable thing to do. With about two hundred enthusiastic sailors all trying to see their finishing positions as they were posted, made patience a good quality to have. Of course, I have none. There were a lot of bigger guys in front of me and I wasn't making much headway at getting to see the results. Fortunately, George was one of those bigger guys and he came out of that huddle with a big smile on his face. All the times weren't calculated yet but so far, we had first in class..... What a hoot! For a boat that was designed when Jimmy Carter was our leader, Not too shabby.

As the night wore on, the stories got more and more exaggerated and when I couldn't out do the more imaginative orator, I went to bed. The next morning I got up and the first thing I did was to check the scoring sheet on the club house bulletin board. What as relief, no change form last night. Then I got dressed!

Checking the water depth again showed an increase of about 6 mm. Another plan was called for. Next to the Rudder Club was the Jacksonville Navel Base. One of the members told me that they regularly launch aircraft carriers and battle ships there and they might be able to handle the Ranger. A quick trip over there to visit with the Officer on Duty proved this advice to be correct. The only hitch was that I was not a military person (in spite of the many fights I used to have with my older brothers) and I could not bring my boat or trailer into the restricted area without getting bombed or torpedoed. After all the work I had put into the boat and trailer, I just didn't want to take the chance. A good Samaritan at the Rudder Club who was active military volunteered to escort me onto the base and the problem of loading "The Lone Ranger" was quickly solved. How about the Mug Race next year??? Sounds good!

## MAINSHEET

From the log of the WindBay:

Who said August has lousy wind? If you had been on the Lake on Aug. 6th. you would have seen otherwise. We received our new mainsail on July 21st but because of a business trip we had to postpone it's maiden voyage. So on Aug. 6th. we were anxious to get to the lake. Fred Veator joined us that day and he helped us put the "1776" through it's paces. The wind was high and fairly consistent all day. The sun was hot enough to merit a swim so we went searching for the missing treasure. Bob, are you sure it's really out there? I think it is gone the way of the Jester. Anyway we had a great sailing day. Fred is the Doldrums Race Committee and he promises good wind and heavy seas. So come to the lake and compete or just sail along.

*Janice*



We all have had experiences which we have learned something the hard way. Many times it is a very quick lesson which we later joked about. I would like to put together some of these jokes for publication in a future issue of the RUDDER. If you have one or more of these, jot it down and forward it to me. Below are some examples of these one-liners which the Exec Committee has come up with. They all start out with the statement,

**You know you are in trouble when:**

- \* the storm you're sailing into has been named by the national weather service.
- \* the boat passing you on the highway looks exactly like yours!
- \* your crew starts throwing cheese-nips to the gulls overhead.
- \* the speed boat chasing you has a 50 Caliber machine gun on its bow and a rough looking crew armed with UZIs
- \* you're being circled by 2 Coast Guard helicopters and a cutter is circling your boat.
- \* your Cruise Captain's name is Bly!
- \* all that's holding your mast upright is the jib and halyard.

Only a couple of the above are not actual experience of your leaders. I expect to have 2 or 3 pages of these by the time all of you put your lists together. Write it down and give it to me or just call when you think of it and I will add it to the list. It should make for a very interesting and funny list.

One last small clue for the #1 White Milk Jug.  
It is 31° to the middle tower of the group of three.

toward the center of the river. The sounder alarm played continuously for the next few minutes as our nicely faired keel was doing some repairing of its own with an occasional bottom bump. George did get his turn at the tiller and again the "Rhapsody in Mud" was played by the sounder. Another tack combined with a few more bumps and we were in deeper water and again racing. Even though you won't get lost in the river, a chart would have been a smart thing to have.

After our unscheduled detours we began to distantly look at some of the names of the boats which had been somewhat easier to read earlier. However, the finish was in sight and after seven thoroughly enjoyable hours we were ready to cross the line and cash in our complimentary food and cocktail vouchers. As we were rounding the last turning mark the wind picked up a few knots. This short last leg turned into a hard beat. A few of our worthy competitors seeing what we had been through saw fit to give us back a few positions on this last leg.

Rafting up at the dock at the Rudder Club, we tied up to the most unpretentious looking Catalina 22 ever. With the name "Buckwheat" and various holes in the deck from hardware changes, you would never give it a second look if it weren't for the dark colored "see through" sail hanked onto the forestay. The fact that we tied "The Lone Ranger" alongside "Buckwheat" should give you an idea of our finishing order. As a matter of fact, with the handicaps figured in, just about the whole fleet should have tied up on the outside of "Buckwheat". Skipper Joe Waters easily corrected over all the monohulls racing for a first over over all in Cruising Class.

The Rudder Club's facilities were a welcome sight and very accommodating. All the skippers and crews were able to shower, eat and make merriment while inventing the most outlandish stories of their racing episodes. Meanwhile, the little John Deere tractors were at the launch area extracting all the trailerable boats most expeditiously. All except one.....you guessed it. The water level at the Rudder Club launch site would not cover my trailer's wheels. We hand

were mostly downwind drifters and I knew without a chute, the Ranger isn't very competitive (as if it were with one). After personally insuring that the Holiday Inn lost a suitable amount of profit on their seafood buffed that evening, we spent the evening bar racing and trying to convince brother Bill that those guys crewing on the Cup boat are really paid actors and that we were really doing it the right way. With the skippers meeting at 7:30 the next morning we retired early, "roughing" it another night in the RV.

The meeting the next morning ended with the Race Chairman from the Rudder Club pointing towards Jacksonville and saying "be at the start at 9:00 am." There was more people there at the skippers meeting than on a sale day at the Macon Mall!! At the start the wind was blowing on our nose at 10/12kts. and we were in the second fleet to start...at 9:10. There was about 110 other boats starting with us and most were just as anxious as we were. We crossed about 4 sec after the gun on the favored end of the line on a starboard tack. We made a somewhat "barging" start but the nice skipper to leeward said "Come on in here, there's plenty of room". Yeah, right. It took a while to get in clean air but things were generally going well. It seemed as though the wind would turn with every bend in the river and always be pretty much on our nose. The Ranger goes to weather well so we didn't mind a bit. After some serious tacking duels with boats of various sizes and shapes we started feeling very proud of our boat. George and Bill had "tacking 101" down pat. The river took a serious turn to the left and the wind didn't quite follow, which left us on a close starboard reach. As we were about 4 1/2 hours into the race, I asked George to take the tiller so I could go below and make sure the ship's papers were in order. George replied "you'll have to speak up there's something ringing and I can't hear you". I was about to say "maybe it's the new depth sounder alar" and the boat, as if it were performing on cue, took a very deep bow combined with a sudden stop.. We checked the gage reading and surenuf, 3.8ft... The new sounder was working fine. We tacked immediately, healed the boat as much as possible and headed

## Notices

**The August meeting** is to be held on the 15th. at 7PM at the RYAN's Family Steak House at 1992 Watson Blvd, about a 1/2 block east of the Holiday Inn in Warner Robins. Some of the things to talk about will be the upcoming Moonlight Sail, the August Doldrums Race, the Labor Day Weekend Cruise on Clarks Hill Lake and the 6th Annual Treasure Hunt on Lake Juliette. Come out and enjoy one of the finest Restaurants in Warner Robins.

**The next sailing event** we have scheduled will be on the 19th & 20th of August. We plan to have a moonlight cruise on Saturday evening and our usual August Doldrums Race on Sunday. Come by a little early on Saturday afternoon and join the fun. Dave Cole is going to pick out a campsite and we will meet there to eat. Dave plans to have a grill with some hot charcoal going about 6 to 6:30. Bring something that's easy to fix. We will swim, eat, & tell stories for the evening. We will breakup to sail later when the waning moon and Plant Scherer, lights up the lake. Many of us will be staying the night on our boats, so come out and join in, you will have lots of company.

**Don't forget** to put the 6th. Annual Treasure Hunt on your calendar. Sept. 17th. We will have the Commodore's Cookout following it so if you can't come out to sail then come out to join everyone at about 5:30PM for the cookout. The Club will furnish the meat and the rest will be covered dish.

## For Sale:

**San Juan 23**, 1979 - Very good condition, 3 sails (1 Main, 2 Jibs), 4 HP Mercury outboard, No trailer. Aqualand, Lake Lanier slip E33. \$4000 OBO. Julian Creamer, H-404-228-2917, W912-788-7467

**Helms 25**, 1972 - Excellent Condition, 3 sails (1 Main, 2 Jibs) New Paint throughout, Trailer w/surge brakes, 8.5 Honda outboard, Depth finder, safety net, Ice box, stove. \$6500 firm. May be seen at my home in Barnesville. Julian Creamer

**Sunbird** - 2 sails, nice trailer, no motor - \$1200  
Boston - 474-0848

**Prindle 16** - catamaran - excellent condition - trailer - \$1300 - Stan Witherington - 404-867-9857

**Precision 18** 1987 Very little use until 1994. Always kept under cover. Fast pocket cruiser with all the extras. Genoa, 3 HP outboard and galvanized trailer. Less than half replacement cost. \$3800.00 John Drawe - 935-8208

**Cyclone 13** Daysailor, New sail, lots of gadgets. Fun, fast and easy to sail. Trailer included. \$700.00 John Drawe - 935-8208

**SouthCoast 22** - 1973, good condition, 3 sails, 6hp Johnson ob, bimini, new mainsheet blocks, good trailer w/3 new tires, & a good race record. \$2,500 Bob Horan - (912) 929-1377

was going to be a race that weekend. We also found my brother Bill, who was our third crew member, watching over the lounge and keeping a couple of "cold ones" waiting for us. After giving the crew my pep talk on "early to bed, early to rise" which they totally ignored, we drove the motorhome back to the launch site and "camped out" with the generator and air conditioner running.

The next morning the sailors started filtering in and by noon the launch site was packed. We rigged and launched early in the morning and it was a good thing we did. I must have checked the water depth at high tide on my earlier Christmas visit. Being use to the water level fluctuations at Lake Sinclair I asked "did they open the dam? One of the locals told me that "That isn't the way it works". After extending the trailer tongue, then disconnecting the trailer and adding on a 25 foot length of rope to the winch cable so the St. Johns river didn't claim my trailer, the Ranger was finally floating free! No one at the launch site seemed to mind the half hour wait for us to get the boat and trailer separated so we must have supplied some entertainment. With the boat finally secured in a slip we went back to the launch site. By this time, more catamarans had arrived then Florida love bugs. Several hot looking monohulls too. Daysailors and cruisers (with centerboards..nobody would want to launch a keelboat there.) We saw three of the new Melges 24's being launched and I think one of them had a ski tow rope on the back. (stern).

We went out sailing to check out the boat and give my brother some pointers in sailing. He didn't learn much. Most of his sailing experience was gained by watching the America's Cup the week before on ESPN. and he wondered why we were doing things so differently. Especially the Spinnaker sets and take downs. We retired for the rest of the day and just "hung out" around the docks. Later in the afternoon we met Fred and his crew who had sailed down from Jacksonville in the Bristol. At 5:30 registration opened and by 6:30 we had to declare what class we would race in. After some debate we chose the Cruising/Spinnaker Class. We were told that the majority of the other 41 Mug Races

## The Mug Race

by John Drawe

Some of you may have heard or read of the MUG Race. It's billed as the longest river race (38.5 miles) in the world and has been an annual tradition of the "RUDDER CLUB of Jacksonville, Fl. for 42 years. Toward the end of last year Fred Veator and myself were talking about the race and before you could accidentally jibe, we had made a deal. We were going! I think George Lilley must of overheard us because he joined in the conversation with a "Me to, Me to".

Fred eventually made plans to go with John McDaniel who had just acquired a stately Bristol 27" which was already berthed in Jax. George and I decided to take the "The Lone Ranger" and he would pull it behind his motorhome. The Ranger had never traveled that far on her trailer before, so it meant boat prep and trailer work. When towing a boat with 4'3" draft one of the first things that comes to mind is "are we going to get it off the trailer at the launch site?" The starting point for the race is in Palatka, Fl. The Regatta was scheduled to be on a Saturday, May 10 Th. On our Christmas trip to Florida we stopped at the boat ramp in Palatka to check it out. Finding a suitable stick I walked out to the end of the dock. Surenuf, plenty of water. Four feet and four inches.

With "M" (May 8 Th.) day coming up I finished the trailer work, cleaned and polished the boat (in case ESPN asked to install cameras on board) and installed a depth sounder. "M" day arrived..... George said he got off work at 3:30 and would be home and ready to leave at 3:45. I asked him if he could make it home any sooner. He said that depended on if he had to stop for the traffic light. I showed up at his place at 2:30 just in case there was any last minute details. George came out of the house and said "lets go". I've been ready since noon!" We were hyped! We trailered along for about 5 1/2 uneventful hours and pulled into the launch site. Not a soul there! Did we have the right weekend? We went to the Holiday Inn, which was to be the Race Headquarters and found enough evidence that there

The Lake Juliette Sailing Club Historical Society passed out survey forms at the Olive Garden months ago. Almost no response back! Ok Guys and Gals it's to get busy on this. Patty Jester has been standing by her mail box every day looking for information to come pouring in any day. Let's not disappoint her. Send in your info today. To help you remember what she would like I have devised a mini form below copy it, tear it out, use a blank paper, but do something. NOW!

Date \_\_\_\_\_ Date Joined Club \_\_\_\_\_

Name \_\_\_\_\_ First Mate \_\_\_\_\_

Other Crew Members \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ Phone \_\_\_\_\_

Boat Type/Length \_\_\_\_\_ Name \_\_\_\_\_

\_\_\_\_\_

My Sailing Story/Comments (Include Pictures if possible)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Send to: Patty Jester (Historical Wench)

138 Wrights Mill Cr.

Warner Robins, GA. 31088

Questions - 912-922-9510

# 95 Schedule

## Jul

- 1-2 - 4th of July Regatta - Augusta Sailing Club
- 9 - Independence Race ('95 Series)
- 18 - Meeting - Olive Garden Resturaunt - Macon

## Aug

- 15 - Meeting - Ryan's Family Steak House - Warner Robins
- 19 - Moonlight Sail
- 20 - Doldrums Race(Or Raftup) ('95 Series)

## Sept

- 1-4 - Labor Day Weekend Regatta/Cruise Augusta Sailing Club
- 17 - Treasure Hunt & Commodore's Cookout
- 19 - Meeting - Macon
- 30 - 1 oct - Portsmouth Challenge Keowee Sailing Club, SC.

## Oct

- 14 - 15 - Halloween Regatta - Augusta Sailing Club
- 17 - Meeting -Warner Robins
- 22 - Great Pumpkin Race ('95 Series)

## Nov

- 4-5 - OSYC Golden Open
- 21 - Meeting, Awards for '95 Series - Macon