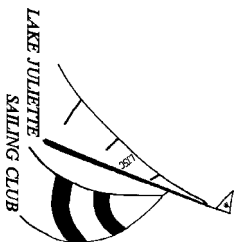


LAKE JULIETTE SAILING CLUB
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RUDDER

Volume 5 No. 3 Apr 1996

JULIETTE



JULIETTE RUDDER

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1996
**LAKE JULIETTE SAILING CLUB
MEMBERSHIP REGISTRATION**

NAME _____

ADDRESS _____

CITY & ST. _____

PHONE _____

BOAT 1 _____

BOAT 2 _____ 3 _____

SPONSOR _____

Dues are **\$20** - Payable to: **Fred Veator**

Send to: Bob Horan
220 Windsor Dr.
Warner Robins GA. 31088

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
- HANDICAP RACES
- CLASS RACES
- EXCURSIONS
- COOKOUTS
- RAFTUPS
- BEACH PARTIES
- SOCIAL DINNERS

and heavy seas. Their cloth weight is generally 75% greater than your boat's number 1 jib and the cut is very flat to produce maximum driving force with minimum heel. The typical daysailor jib is lighter weight than your boat's standard jib and the design is exactly contrary to the job you want it for. Real storm gear of any kind is serious stuff. Generally, without turning this into a text book, as the wind speed doubles, the force on the sails and rigging quadruples. In a 40 kt. breeze, if you reduce sail area by half, the loads will still be greater than in the 20 kt. breeze with your standard sails, - which were considerable to begin with. Don't fool with Mother Nature.

I hear other questions about sail care and putting sails in washing machines. Bad idea! Washing a local area with a very soft bristle brush is about as far as you should go. And, do it on a very soft surface, and, NO BLEACH. Callahans Sail Bath from one of the mail order houses is the best bet for soaking cleaning. Otherwise a sail with a stain or spot on it, as long as you wash out the dirt and grit is a better bet than a sail that has had the hell scrubbed or bleached out of it. ☞ John Drawe

NOTICES

The April meeting will be held at China Palace on Russel Parkway in Warner Robins Across from the new Publix Store on the the top of the hill west of Moody Road. The meeting will start at 7PM and should be finished about 9PM. This will be our third monthly meeting and I understand there should be a lot of discussion about approaching racing and cruising events for 1996.

Once again this year we will charge a fee for our racing series. It will be \$10.⁰⁰ for the season or \$3.⁰⁰ per race-day if you have not paid the \$10.⁰⁰ before the beginning of the first race on 21 April. Members can sign up early by filling out the series form in this edition of the RUDDER and sending it and a check made out to Fred Veator, to Bob Horan, or bring it to the April meeting or April race.

The April race is scheduled on the 21st and will be our first of the 96 Series. It will be on a Sunday and will have the Skippers Meeting about 12:30 and the white flag about 13:30.

For Sale:

Daysailing fiberglass boat, 17ft two sails, good condition, \$1500, Bill Hauser (912) 994-6354

Hobie 16' - \$500.00 Johnny Fountain - H. 471-0361
W. 474-1764

Gamefisher Outboard 9.9 short shaft, Fwd-N-Rev
Call Joe LAbause, 935-2438

1996 Cherry Blossem Regatta

CRUISERS Skipper	Boat	Correctedtime	Finish#1	Correctedtime	Finish#2
Drawe	Precision 18	25.94	1	27.48	1
Milani	RK20	28.96	2	30.16	2
Smith	Lancer25	29.12	3	32.02	3
Veator	Tonic24	33.47	4	34.26	4
Duarte	Hunter23.5	35.77	5	37.21	5
Jester	Spirit23.5	38.60	6	35.75	6
Raley	Compac19	45.92	7	dns	
DAYSAILORS					
Cole	Puffer	33.25	1	37.11	1
Milani	GulfCoast20	49.17	2	51.22	2

great gains in performance as a result. I have to take this opportunity to knock many production boat builders who supply their customers with cheaply made, easy to fabricate sails. Most first time new boat buyers only know that their sails are very white and have attractive logos and numbers on them. If you are contemplating a new boat and are at all performance orientated you would do well to get a quote with and without “factory sails” and then price an equivalent suit from a reputable custom sail loft. Also, discuss durability with the loft as production boats generally come supplied with the very basic cloth quality. By adding a few dollars a yard for material the performance and durability of your sails can be extended several years.

One of the most frequently asked questions about sails is: “Is it all right to just stuff the sails in the bag or do I have to fold them?” The answer is folding is much better than stuffing, but best of all is rolling them from head to foot with no folds at all. If you get a chance to see any of the Olympic sailing events this year, watch how the competitors store their sails.

Every permanent crease or fold you put in your sails will minutely change the sail from it’s original design shape and shorten it’s performance life span. It will however detract very little from the overall durable life of the sail. Creases and hard folds on the leech and batten pockets should be avoided when folding. Dacron sail fabrics are precoated with a resin that adds stiffness and enhances fabric strength. As the sail flexes, this resin coating deteriorates and the sail becomes softer with less shape holding ability. Again, folds and creases deteriorate this coating.

Another common question is “I have a jib from a Mongoose 14 daysailor and I want to use it for a storm jib on my Barge-O-Matic 23. Will this work?”

The answer here is a resounding NO! Not if you really mean storm sail. The reason you probably have the sail is because nobody else wanted it. Storm jibs are typically designed to maintain you as the master of the vessel in high winds

really sails casually when there other boats sailing along with us? Or c) we don't find ourselves in 40 M.P.H. gusts and our sails detach themselves from their fixen's. It everything else has been considered in our new boating acquisition and meets our needs, our desires and our egos, what can we do about the sails to realize the most pleasure and performance from our new yacht?

1. Re-cut if there is any value left in the sails.
2. Buy new (or good quality used) sails. Going the used route has it's risks and rewards.
3. Do nothing until maybe next year.

Of course, the hull condition is the main interest when buying a used boat. The hull keeps the water out and that's very important. But, when we buy a car we pay a lot of attention to the body (Hull) and the motor, 'cause the motor makes it go - like the sails make the boat go. There are good and bad sails just like there are good and bad motors. Unfortunately though bad sails are more difficult to identify because they don't stink, smoke or knock like bad motors. Your only alternative here is to haul the sails down to a sail loft or have a sailmaker look at the sails hoisted on the boat. If you can do it, the second choice is the best. The good news is however that unreliable sails are easier for a layman to spot than unreliable motors are. Stitching and material can easily be inspected and potential trouble can be identified and repaired. Your Singer at home can do many small repair jobs. Make sure you use pure Dacron thread. Sails can be less than good from a performance viewpoint and still be reliable. When we need to worry about reliability is when the wind pipes up and we have to depend on our sails to take us from harms way. However, good performing and reliable sails can save us a tack or two or get us in to the harbor sooner if we shouldn't have been out there to begin with. Good performing sails can also get us an extra milk jug or two at a treasure hunt.

The cut and design of even a new sail can easily render a large number of yards of otherwise decent sail material into a mediocre performing sail. When we got the Precision 18, the new genoa that came with it had never been hoisted. After the second outing we had the sail on the cutting floor and made

The Cherry Blossom Regatta By Miriam Corbin

The morning of the 4th. Annual Cherry Blossom Regattas ((2nd time on Lake Juliette) dawned with a beautiful sunrise and WIND. By noon the parking area at Lake Juliette was a buzz with the hum of wind in the sails and the camaraderie of the eager skippers , spectators and crew. This was our first as "Committee Boat" for the Cherry Blossom Regatta - With Teresa and Boston as willing helpers - (or was that for the food & cookies?) We made it through not one but two races.

At 1:30 PM with the red flag up horn blowing, race #1 was underway. Dave Cole was 1st across the starting line - Greg Milani doing loops in front of a charging boat, everyone shouting, "Starboard!, Starboard!" - No collisions and the pace was set. The 3 1/2 mile course was up to the dam, around the first mark (Yellow Hippy Hop) then up the lake to the second mark, around it and back to the Hippy Hop by the Dam and back to the starting line which was now the finish line. John Drawe sailing his Precision 18 was over the line 1st - 4 seconds behind was Greg Milani sailing his RK 20 even with his loops and late start.

The second race began at 2:30 - Red flag up and once again Dave Cole across the start first with John Drawe only a puff behind. This time it was Joel Smith charging the committee boat (instead of sailing between the boat and the starting pin) He was pushed off and promptly did a 360 and once again joined in the race. Dave Duarte started have batten problems just after rounding the mark by the Dam and down came his main to retrieve the batten that was falling out, and away the fleet sailed. The wind gusted up to 20 or more knots. Boats were showing their polished bottoms, no knock-downs, just fast racing. John Draw (No Surprise) was 1st back through the finish line with Greg Milani once again only seconds behind.

Everyone enjoyed the good sailing and the interviews with the FOX 24 News Reporter, and putting on a show for all the people that came out to enjoy the beautiful day , the Lake and to watch the races. Our hats off to Plant Scherer for opening the gates to the camping area for the day and allowing us the opportunity to share our love of sailing with all the visitors from Middle Georgia.

The day ended with Judy and John sharing hot dogs, chips and slaw. Delicious! With the sun going down - boats were traveling home, everyone tired but happy.

We had fun Y'all -- Miriam

Knot of the Month

The knot of the month is the Sheep Shank. It is used to shorten a line and is quite easy to tie if you have the right touch. Method A. Double the rope and place half-hitches over the two bights A and B. Or form hitches in the standing part and push the two bights A and B through them. Method B. requires making three loops in a line and pulling the second loop thru the first and third in out from the center. You have to see it to believe it. If any of you can find the reason the knot was developed. David said he would provide an 'atta-boy' to the first one who presents it to him.

Sails> WIND ENGINES MOTIVE POWER PROPULSION

The wind powered boat that first separated me from my hard earned green was a 19' "SEA GULL" designed by William Crosby. She was built from mahogany planking just before the start of the big war". I figured it was about the same age that I was, so we should of had a lot in common. As I had just been sailing for the first time the weekend before my big purchase, I felt imminently qualified to be surveyor and appraiser of the condition of this fine little craft. The fact that I eventually named her "Sail & Bail" gives you a clue as to how successful I was at my first attempt at Yacht evaluation. My check list went something like this:

ITEM	QUANTITY	REMARKS
Hull	1	Shiny (Most Places)
Sails	2	Must be a sloop
Trailer	1	One tire needs air
Equipment	Lots	Mostly bronze, so it must be

extra stuff for the boat

By now, I'm sure your getting the drift of where this is going. How do we know what we are getting when we buy a pre-loved sailing vessel. I'd like to focus on this bit of information more towards the sails which power these fine little craft.

....Most of the sail boats we are going deal with will never see the upper side of seven knots. Sails are the ONLY thing that make the boat go! Sleek, well designed hulls will only keep you boat from going slower. Sails that are blown out of shape, have been folded, spindled and mutilated or are 12 to 15 years old will only be about 15 to 20% slower that new well designed sails of equal size and cut. - At medium wind speeds;. All things considered that's not so bad... providing a) the wind doesn't die down to 1 to 2 kts, and your jib is hanging lifelessly as the main slats along the ends of the batten pockets. b) You don't mind being 20 boat lengths behind an equally rated boat at the end of a regatta or a casual sail to the other end of the lake. Who ever

Membership for 1996

Last month I published a list of the members of the club and that list was riddled with errors. I appologize for forgetting to include Loretta Hencely, Gary & Neppie Cordell, and misspelling. John Watkin's last name. So this month I am going to try to do better. Below are Members who have signed up since then. Some of them are old former members and some of them are young new members.

Former:

Julian Creamer
Joe & Annalea Celio
Steve & Jan Dillard
Greg Milani

New:

John & Melisa Raley, Macon, Compac 19
Mark & Judi Sword, Byron, No Boat

There are many people who have never sailed and get into sailing by buying a boat , draging it to the lake to sail with little knowledge of how to sail. It is up to all of us to provide those people we meet who have an interest to sail to provide them with as much knowl- edge as we can to attract them to the wonderfull experience of sailing. Some of our members have only attended one or two events in the past few years. Take someone sailing and enjoy the thrill of seeing them experience sailing for the first time. We even have some members of the club who have no boat that would enjoy an invitation to join us on the lake.

I would like to start a new column for the RUDDER but I need some help from all you members. I would like to have a column that readers can right/call into and ask a question and the next RUDDER would try to answer in such a way that all of us would learn from the experi- ence of some of our most experienced members. You know, like learning from someone else's mistakes. So below are some that would be an example of what this column would be like.

Ask the Expert

What kind of grease should I use in my trailer wheel bearings?

---- Ans: There are two kinds of grease that I would recommend. The first is one which is displayed in most discount stores and auto parts distributors labled Marine Grease. It is formulated to provide sufficient lubrication and when exposed to water will not dissolve as quickly as those designed for normal auto use. The second one is a synthetic grease. It provides excellent lubrication and because it is not petrolium based it also does not dissolve as quickly when exposed to water. It is more expensive that the standard Marine Grease but provides better lubrication.

How do I increase the rated load of my trailer tires without increasing the size since a taller one would rub the fender?

---- Many of the tire manufactures make two load ranges for each size trailer tire. The normal load range is a 'B'. You can also get for most sizes a load range 'C'. This is a tire which has more cords and allows for an increase in the max load of about 15 to 25%.

95 Schedule

May

6-7 Mug Race

6-7 Keowee Cup Open

16 - Meeting - Macon at Olive Garden on Mercer University Blve

20 - OSYC Work Day - Remove old dock

21 - Mid May Race ('95 Series)

26-29 - Memorial Weekend at Panama City

Jun

10 - OSYC "Lake Sinclair Regatta" (Formerly the 'Pastrami Cup')

18 - Father's Day Race ('95 Series)

20 - Meeting - PoMo's on Watson Blvd, Centerville

Jul

1-2 - 4th of July Regatta - Augusta Sailing Club

9- Independence Race ('95 Series)

18 - Meeting

Aug

15 - Meeting

22 - Doldrums Race(Or Raftup) ('95 Series)

Sept

1-4 - Labor Day Weekend Regatta/Cruise Augusta Sailing Club

17 - Treasure Hunt

19 - Meeting

30 - 1 Sep - Portsmouth Challenge Keowee Sailing Club, SC.

Oct

14 - 15 - Halloween Regatta - Augusta Sailing Club

- Great Pumpkin Race ('95 Series)

17 - Meeting

Nov

30 Oct - 1 Nov - Portsmouth Challenge

4-5 - OSYC Golden Open

21 - Meeting, Awards for '95 Series