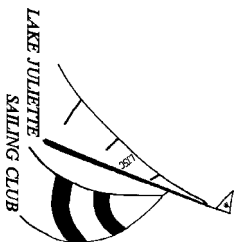


LAKE JULIETTE SAILING CLUB
Please Return Undeliverable Items to:
Editor, 220 Windsor Drive, Warner Robins, GA. 31088



RUDDER

Volume 5 No. 2 Mar 1996

JULIETTE

Wispers in the Wind

There are a number of scuttlebutt items which did not seem to fit any other place. George & Jan Lilley have finished their trailer for their ClipperMarine 26 and is now on the road again, but are now pulling it with an improved pulling machine. Stan Witherington's Brother in law has purchased a Compac 19 and we should see him sailing on the Lake this year and there is a good chance of him joining the Club for the first time this year. He purchased his boat from Walton and Joyce Stewart.

It seems that Walton and Joyce have also purchased another boat. It is a Tonic 24. It is very similar, if not identical to Fred Veator's Tonic 24. Stan Witherington is still wanting to sell his catamaran, but is quite happy with his T-Craft. Garland is still working on "Lucky Lady" which was damaged in the Hurricane which swept through Northwest Florida last fall.

New Members

Joe Middleton, Macon, Hobie 16

John Watkins, Macon, No boat yet!

NOTICES

The March meeting will be held at Ryan's Steakhouse, in Macon on Northside Ave near Arkright Rd/Tom Hill Sr.Blvd. . The meeting will start at 7PM and should be finished about 9PM. This will be our second monthly meeting under the direction of our new Commodore and there will be a lot of discussion about 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 bringing it to the March or April meetings or the March or April races.

The Annual Cherry Blossom Regatta is to be held at Lake Juliette on 24 March. It will be our first race this year but is not part of our 96 Series. There will be a skippers meeting about 12:30 and the white flag will go up about 13:30.

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

The Bowline Knot is the most useful way to form a fixed loop in the end of a line. It is easy to tie, has a high breaking strength and never slips or jams. It is usually made by forming a loop and feeding the bitter end through the loop and then around the standing part and back down the through the loop. (The rabbit comes out of it's hole goes around the tree and back down it's hole) The picture below should help!

From The Editor

This issue and of course last month's are excellent examples of why this newsletter is published and why it is read all over the southeast. We have members who take the time and have the talent to write some very interesting articles about their story, an interesting experience they have had locally or on one of their many sailing experiences. Jan Lilley started us out last month with her article about how She and George have sailed through the years and this month we have Greg Milani's story of a recent sailing experience on Lake Juliette.

These are the types of articles which make for some interesting reading. I remember a number of years ago when our newsletter was on a single sheet of paper and was in my opinion, extreemly boring! I was the editor at the time and input from the members at large was non-existant. Keep up the good work.

Greg's story brings to mind a little reminder about cold water and hypothermia. There can be some great sailing days in the early spring. It can be quite warm as long as you can stay relative dry. If you get wet be careful. The cold can sneak up on you and cloud your judgement and slow down your reactions and drain your energy. If you plan to sail by yourself, sail on the side of caution. If you can, arrange to sail at the same time as another sailor for a little extra safty margin.

Bob Horan

'96 Racing Series

RC Selection

1. Early sign up at February and March meetings
2. Series cost is \$10 or \$3 per race day, Sign up early.
3. Each volunteer must either:
 - Run race for selected day
 - Find someone to take it for you if you cannot make it.
 - Trade with any other lucky RC person

RC Boat Duty

1. Choose course (Type, length, shape, etc)
2. Inflate markers and set out on lake
3. Set up registration and collect \$ for new entrants
4. Manage Skippers Meeting
5. Start and keep race times from RC boat
6. Receive a 1ST place for the day for RC Boat Duty
7. Pass on the race equipment to the next month,s Race Committee
8. Turn in Race results to the Editor and write a racing article for the newsletter.

Handicap Rules

PHRF System

PHRF handicaps found in the U.S. Sailing listing and modified to fit the boats of our Club.

Final Series Scoring

1. One throw out race score
2. Average remaining races (4 race Minimum)
3. 3/4 Points for 1st place in race
4. Highest average wins

Hard aground at Juliette

By Greg Milani

It was Saturday Jan 27th when Joel Smith called me and asked if I would be able to make it down to Lake Juliette for a day of sailing on Sunday. I told him I would be most happy to - provided I didn't have to work. Well, the N.S. Railroad had other plans for me and I caught a midnight train out of Atlanta heading south for Macon. We had a pretty good run and got off about 4:30 AM. I keep a car in Macon, so I figured I'd get a few hours sleep and head up to the Lake and ship out with Joel.

I was in real need of a sailing fix so I snagged a box of chicken and headed North. As I came by the Lake I could see the Lancer, far across the lake skimming along on a Starboard tack. I didn't know it then and neither did Joel that he was sailing straight for trouble. I got on my cell phone and called Joel's pager number and entered my secret code (seven numbers between 6 and 8) Whenever he gets that beep, Joel knows I'm about and I figured he would head in to the dock and pick me up;. Wrong!

I stood on the dock for some time with my box of chicken, gazing longingly for the sight of the Lancer, which was nowhere in sight. Since Joel's truck was in the parking lot, I knew he was out there- somewhere. I was standing there wondering what to do next when a really nice fellow by the name of Mr. Coates came down to shove off in his Bass Tracker for a day of fishing with his 2 young sons. I offered him a couple of bucks for a ride out. "Come aboard," he said, "No Charge" We sped away and as we rounded the point I could see the Lancer, sails down, a few hundred yards north of Taylors Island. "He must have stopped for lunch", I thought. Wrong!

As we approached I could see no one on board. "Ahoy!" I called; "Ahoy!" "I'm over here", came the reply; "over here" We pulled around to the port side and sure enough there was Joel, standing navel-deep in the freezing water. "I'm st-st-st-stuck" he said; his teeth chattering loudly. Boy was that an understatement! It turned out that he had been scooting along on a good breeze well heeled over and making better than 5 knots when the ponderous Lancer hit a shallow spot about 35 feet in diameter. She skidded to a halt, stood herself up, and sat down - Hard! The only part of the boat still in the water was it's wide shoal draft keel. I got the impression I was looking at a ship in a bottle. From the icy water at a distance from the boat, Joel had been tugging on his main halyard at the top of the mast in an effort

to get the boat to heel back over, There was no way however for him to get it off at the same time. He was truly hard-aground and by now he was the color of a grape Tootsie - Roll Pop!

Mr. Coates was willing to help out and we put a line on the bow. then the fun began! For the next hour with Joel in the water providing some heel and me on the Bass Tracker, we spun the Lancer around and around and around. The ship in the bottle now looked like a sailboat atop a music box. I could almost hear the tinkle of music in my dizzy head as the Lancer revolved around and around, stubbornly refusing to part from her roost. Joel had by now changed color again from a grape Tootsie - Roll Pop to a cherry one. I don't know how he took the strain and immersion for so long. Perhaps he was so numb by that time - he could no longer feel anything! All the while tugging on a heavy sailboat! Whoever said sailing was dull?

Mr. Coates cut back on the throttle when he heard his anchor winch let go and suddenly noticed that I was no longer in the boat. Using the last of my strength I clawed my way back aboard the Bass Tracker. I was now the color of a vanilla fudge and I felt fully 6" taller. The Lancer was still hard aground and now I could see the whole keel as well. Alone in the water, Joel simply could not heel the boat over enough for us to pull it free. Then a miracle occurred! Another fisherman who had been watching our carnival act took pity and the now frozen Joel Smith. Now with his boat providing enough heel and me with the anchor winch around my ankles, we gave one last concerted effort and suddenly the Lancer looked like a boat in the water once again!. We'd done it! I gave Mr. Coates \$20 to cover the coast of his winch repair and for the tank of gas he had burned during the rescue. As I stepped easily aboard the Lancer (My legs now being much longer than before) I heard one of his sons exclaim; "Can we go fishing Now Dad?"

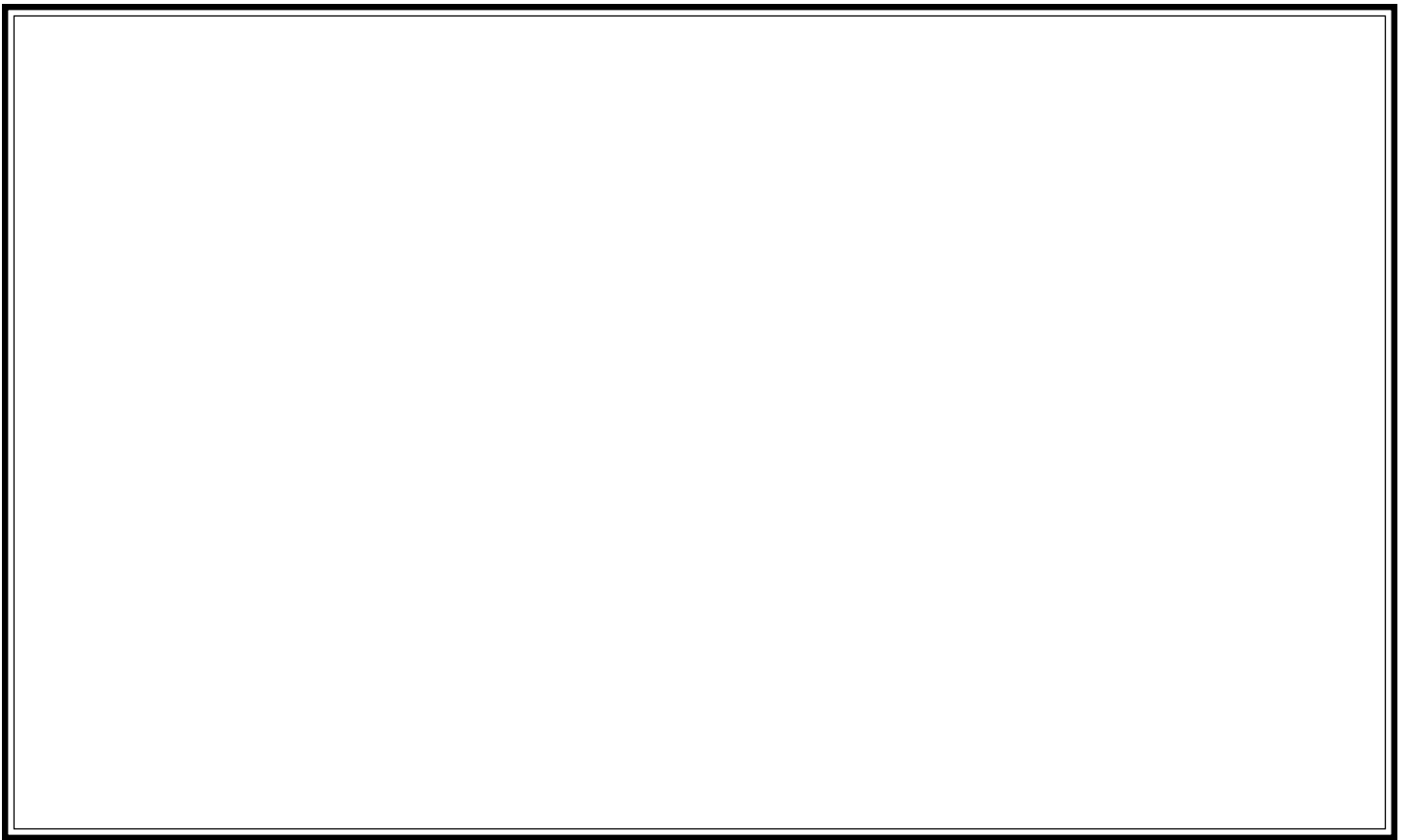
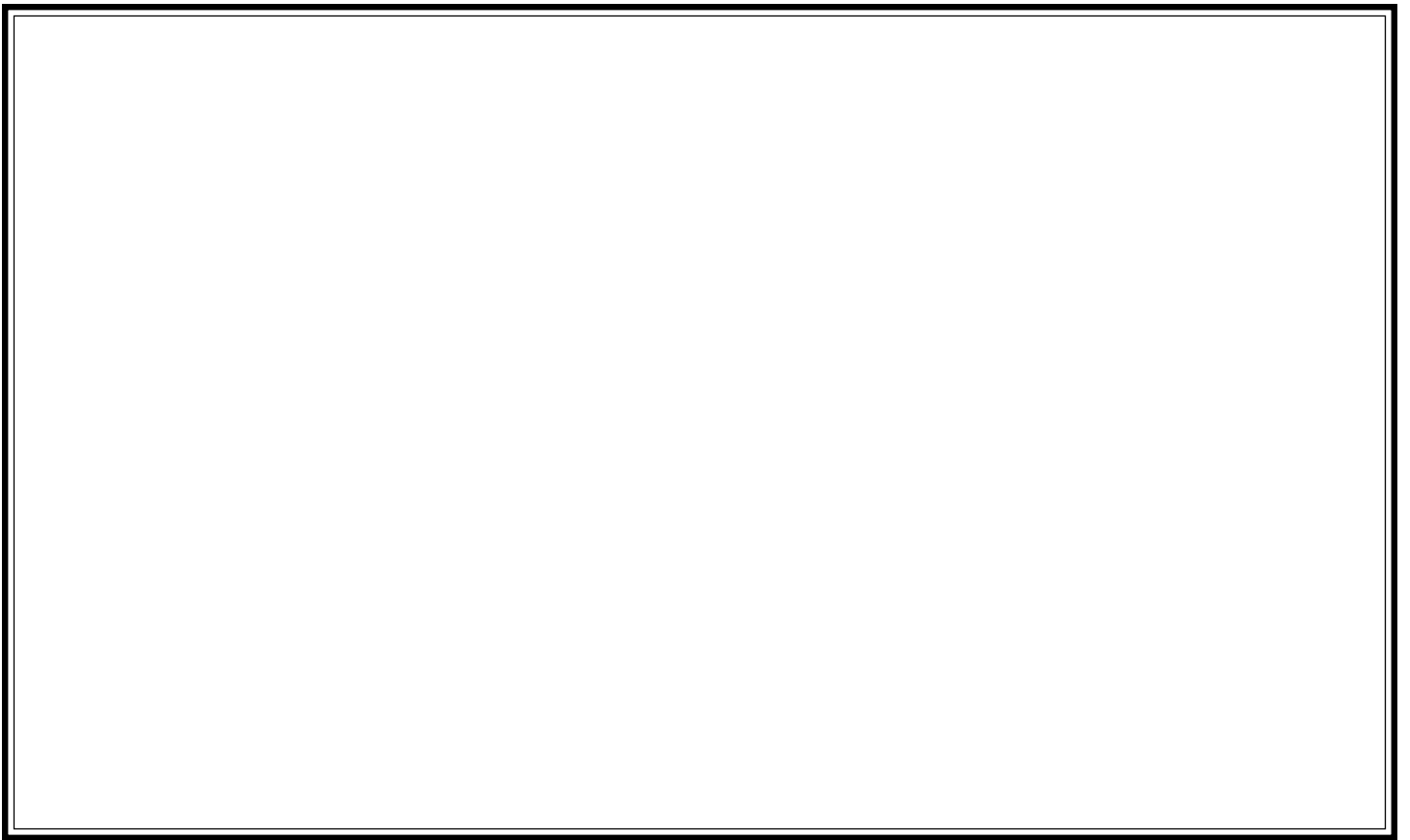
Those fishermen had saved the day and now at last I realize why fishermen always look at sailors so funny. Joel now came aboard to reassume command. He was not the color of bright, pink cotton candy. His frozen legs were not very operable and he crashed down into the hold like a frozen tuna. After a couple of spiced rums, a change of clothing and a few pieces of chicken he slowly returned to his normal color. For the rest of the afternoon we had a nice sail - with me at the tiller.

Hazardous Greg

Membership for 1996

McDaniels, John
Stewart, Walt & Joyce
Witherington, Stan & Jan
Masingale, Don & Cindy
Glennon, Mike & Shala
Horan, Bob & Jean
Lilley, George & Janice
Cole, Dave & Tracy
Falk, Ron & Margaret
Jones, Craig
Breen, Dan & Linda
Duarte, David & Teresa
Drawe, John & Judy
LaBeause, Joe & Jan
Corbin, Garland & Miriam
Corbin, Phillip & Laura
Jester, George
Veator, Fred
Potts, Dave & Pili
Joe Middleton
John Watkins

This is the list of our members so far this year. If you do not see your name on the list, and you have sent in your registration form please call Fred or Myself. If you have not sent it in yet please take a few minutes and write a \$20 check to Fred Veator. See the Membership form in the back of this Issue of the RUDDER.



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