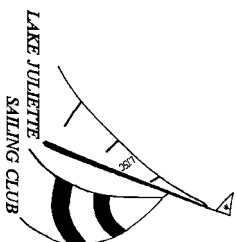


LAKE JULIETTE SAILING CLUB  
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Editor, 220 Windsor Drive, Warner Robins, GA. 31088



# RUDDER

Volume 5 No. 8      Sep 1996

# *JULIETTE*



# *JULIETTE* **RUDDER**

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## Tresure Hunt (cont)

As usual I enjoyed hosting and coordinating the annual treasure hunt. It is always a challenge to find new and interesting things for prizes and to find new and interesting ways to conceal and place the jars. It works out very well it only one person is hosting the hunt that way more people get to participate, but I would also love to participate as a hunter. We are working on a plan for next year that could change the way the hunt is done to allow everyone to participate. If you have some neat ideas along these lines send me an e-mail (bobhoran@hom.net) or call me 912-929-1377

## **From the Editor:**

By Bob Horan

This last month has been kind of interesting since not only have I put together this newsletter but also put together all the materials for the Treasure Hunt. Each year the hunt provides it's own challenges, because the paperwork (Maps, clues, & instructions) have to come together with what one finds on the lake at the day of the hunt. So each hunt is a combination of careful planning, making do with the circumstances of the day and just good old fashioned luck. This year was no exception. I scoped out the lake a week early and was glad I did since I had not been on the lake for a while and many things were not as I remembered. I noticed some small errors in the map and hope to correct them by the next time I publish it for a hunt or whatever.

This newsletter is a little like that each month. I never know how it will turn out until the day it gets put together.

## Tresure Hunt (cont)

area it had rained that much. Only one of the boats that arrived on Sunday was not able to put in. It was Ron and Margaret Falk's RK20, and of course this was the first time they have ever brought it to Lake Juliette. We may try to schedule this event earlier in the year to avoid the low water of September.

Pressing on I proceeded to place peanut butter jars in preselected locations according to the map. Not much to tell about putting out the jars except that I managed to place them so that less than half were found the next afternoon. Boston and I managed a standard start for the hunt, with most everyone crossing the line shortly after the gun. Linda Horan and John Skelton on my Hobie 18M held back just to avoid the starting line congestion but was able to catch up soon after when the wind filled in a bit and the Hobie picked up speed. Almost every boat was able to find at least one jar and Steve & Jan Dillard with Joyce Stewart on board their Hunter 26, came back with 3 of them.

The evening was completed with our annual Commodore's Cookout. We had a good turnout and the food was great. Jan LaBeause had called everyone and arranged for a great assortment of food. She had arranged for or picked up all the necessary supplies including plates, ice, table cloth, and fried chicken. There were vegetable dishes, deserts, salad, and even watermelon. A great job!!!

Since there were some jars not found I have formed a list of the remaining jars that will be available to be turned in as they are found. Three from the "Hints for additional treasures" list and two from the Treasure map itself. The two from the map are located with circles and have either a negative 1 or a negative 2 inside the circle. This means they were either one foot under water or two feet under water at the time of the treasure hunt. Next spring they will be much deeper. I am providing a map in this issue of the RUDDER for the remaining jars. If you need a bigger one (for those of us who have a mild sight defect) I have some left over. See me at the next meeting or on the lake.

## NOTICES

The September meeting will be held on the 17th of Sept. at The Morrisons Cafeteria in the Macon Mall. The meeting will start at 7PM and should be finished by 8:30PM.

The August Doldrums Race on the 18th of August had not enough boats and very little wind. It was called off.

The Heart of Georgia Scuba Club is hosting an international open water divers clean-up day on September 21st on Lake Juliette. They plan to scour the lake bottom for junk and after they tire of this they plan to have a cook-out. If any of you are interested in helping or joining their organization call (912) 953-9545 any afternoon. Ask for Big Al or Tim Peters.

Teresa Duarte has been contacted about the Cherry Blossom Festival for next year and it seems a Mr. Allen Freeman has some nice pictures from last year's regatta and hopes to use them in promoting one for 1997. We need to put it on the schedule. Getting on the lake should not be a problem. Teresa thinks getting the point open for spectators like we did this year would not be too hard and would probably be something to plan for, as in posting signs for visitors to know where to go to watch the races. It would be nice to have a chase boat or two just in case, and with this much notice we should be better able to provide for any visitors, including sailors. If anyone would like to work with Teresa on this event, she welcome the help.

Fall Races:

Nov 30 Christmas Regatta ICW, Little River SC.  
(803)249-6604

Dec 6-8 Sailfest - Stanford FL.

Dec 12-13 Columbus Day Regatta - Biscaine Bay to  
Elliot Key (305)876-0818

Boat Shows:

Oct31-Nov3 Sail Expo, St Petersburg, FL. Stouffer  
Vinoy Basin (401)842-0620

Nov 14-? Ft. Meyers Boat Show, Convention Complex  
(954) 570-7785

Jan 8-12 Atlanta Boat Show, World Congress Center

Jan 16-19 Tampa Boat Show - Tampa Convention Ctr

Feb 13-19 Miami International Boat Show, Miami  
Beach Convention Ctr. (305) 531-8410

For Sale:

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 John Drawe - 912-  
935-8208

SouthCoast 22, 1973, Good condition, 3 sails, 6hp  
Johnson ob, bimini, swim ladder, new mainsheet blocks,  
good trailer w/3 new tires, many extras, an awful lot of  
boat for such a low price and a good race record. \$2500  
Bob Horan - 912-929-1377

**ZEPHER** (cont0

doing the steering, the book I brought along to read lays  
untouched as I sit back under the shade of the bimini top and  
listen to the gurgle of water under the keel. In an hour and a  
half, I was dropping sails and tying up at the dock at Tyndall  
Yacht Club (Now open with a new club house and new name).  
After lunch at the TYC with a no problem to tying up at their  
dock for a while, I unloaded my bike and set out on the 3 mile  
ride to work, arriving on time covered with sweat.

Bumming a ride with a fellow worker back to the TYC  
the bike was stowed, and I cast off into a 12-15 knot sea  
breeze on a beautiful night. Pinching the wind I sailed down  
St. Andrews Bay tacking one time to miss a shallow spot.  
Entering Grand Lagoon I noticed a different gurgling sound  
from the rudder. Some skillful work with the boat hook got the  
crab trap off the rudder, Billy Bowleggs does a good job of  
steering but does not see any thing, day or night. Not wanting  
the sail to end I sailed right up to my slip before dropping sails.

Although it took me longer to sail than drive I definitely  
will do it again, if for no other reason than the fact that I didn't  
have to stop at the first traffic light.

Capt.; Fred Veator

**TREASURE HUNT 1996**

The Treasure Hunt for 96 took place under a sunny sky and a  
light wind. Once again I provided maps, and additional clues  
for the hunters. The whole idea of a hunt seemed doomed on  
Saturday when I arrived at the lake and found the level down  
about 6.5 ft. When I put in my SouthCoast 22 and found I had  
to push it off the trailer instead of it floating off, I thought  
about how many of the members would not be able to put in.  
Bad news!! It was too much to hope for that the lake would  
rise a foot over night and actually I would not want to be in that

## U.S. Coast Guard Auxiliary (cont)

Editor's Note: I took this class a year or two ago. I can hardly find enough words to describe what I was able to learn from this course. It is very good and well worth the small fee and the time required for class. If you have not had a navigation class yet, call the Macon College and get your name on the list because this course, many times fills up quick.

There is also a **Boating Skills** course which I just learned about and has by now already started, but if you are quick you might get in on the second night. It is scheduled for:

**Tuesdays & Thursdays, 7:00 - 9:00pm.**

**September 10 - October 1**

**Room: H-107 Fee \$30**

### From the log of the "ZEPHER"

28 Aug./ 1996 "Going to work"

The good news is that I've got to spend the summer at Panama City. The bad news is that I have to go to work every day. Going to work is a 48 mile round trip with 36 traffic lights and lots of lost tourists. Although I ride my motorcycle every day it still takes at least 45 min. on a good day. If there is a wreck on the bridge you better hope you've got your lunch.

For the past couple of weeks I've been on the night shift, going to work in the middle of the afternoon. As I ride along the shore road and cross the bridges I see the beautiful water with the afternoon sea breeze blowing just right. As it's a 24 mile drive by road but only six miles by water from Bay Point, a plan is formed as I sit at a long light.

With my mountain bike safely stowed in the cabin and my work clothes in a backpack, "ZEPHER" eases from her slip, in less than 5 min. the sails are up and we're sailing along at 4 knots on a broad reach. With "Billy Bowlegs" (The auto pilot)

## A Sailing Lesson

(Sailing 'itsy 'bitsy tippy boats with Boston)

Since Miriam was still unable to sail in the July Race, I asked "Boston" to accompany me on the Venture 17'. (Itsy - bitsy, etc) Approximately 5 minutes before the "They're Off" horn, I felt it only proper to give my guest the helm. The race started with us approximately 5 minutes away from the starting pin. After much coaxing with Boston's expert touch on the tiller and my frantic attempts at efficient sail handling, we finally made the starting line. The next 30-45 minutes were very light wind. We mostly went in circles with every tack. (even with no penalty!!)

Our discussions of my boats' terrible sailing capabilities covered everything from my home-brewed tip-up rudder to all of the designers' (Roger MacGregor) bad design features, even his ancestors were included.— Finally, Boston gave me the tiller (We were not yet to the first mark!!) with many disparaging remarks and leaned (relaxed) back against the cabin. The boat sailed better!!! Then Boston stated "Captain, I believe I'll move up near the mast for better weight distribution. The boat then sailed normally!! (Still very light winds)

Lesson Learned: When sailing any small boat be aware of how she sits in the water. My 180 LB. plus "Boston's" many Lb. centered in the cockpit caused the venture 17' to be "way down" in the stern, causing all kinds of control problems with both the tiller and Jib adjustments. When sailing "Lucky Lady" (Displacement 6,000 plus LB.) it is not noticeable in sailing abilities where "crew" sits. — But not so with 'ITSY-BITSY TIPPY BOATS!!

Garland Corbin

## Knot of the Month

by Bob Horan

The knot this month is one of mine that I use a lot. I call it a truckers hitch, Garland calls it a packers hitch and there may be other names for it. It is used to tie down a load on a truck or trailer when you want the line to hold something down and have a significant amount of tension on it. Great for tying down a boat to a trailer, mast to the boat, and many more. I don't have a pretty picture of it, so I am going to try to describe it good enough that my poor drawing will be enough to fill in the blanks.

I start by connecting one end of the line to one side of the trailer. Then throwing the rest over the boat and to the other side. With the bitter end I tie a bowline about a foot and half up from where I plan to hook on to the trailer leaving an of about 2" diameter. Then with the bitter end I loop the frame of the trailer and pass it thru the eye of the bowline. Pulling down on the line I can put significant pressure on the line, kind of like using the eye of the bowline as a pulley. When I have the line tight I put a couple of half hitches on the line tightening up

## New Member

At the last meeting (August) Garland invited a friend who lives near him to come to the meeting. His name is Steve R, Ligeikis, He lives in Forsyth and has joined our club. He comes with to us with the hope of making new sailing friends & possibly cruising to southern waters.(not during hurricane season I hope) He has a 25' American ("Foolish Pleasure") on a trailer at home and a 42' Lindsey motorsailor ("Maggie") located at Shellman's Bluff on the Atlantic Coast. I'm sure we will see "Foolish Pleasure" on Lake Juliette sometime soon.

A few days after the meeting I received a short note from him, in which he wrote about getting "Maggie" together by spring and putting together a cruise on her. To get to Shellmans Bluff from I-95 exit on #12 then south on US#17 about 3 mi. Look for blue a sign showing Shellmans Bluff marina. Approx. 7mi. from exit #12. He is planning to build soon. All club members would be most welcome to stay, cruise, fish and enjoy sailing. Wouldn't it be great if we could put together a fleet to sail in that area.

The U.S. Coast Guard is once again offering their now famous **Basic Coastal Navigation** Course. This course is designed to teach basic piloting and navigation skills. The course is entirely a classroom setting. Completion of either the Coast Guard Auxiliary's Sailing and Seamanship or Boating Skills and Seamanship or a similar course is mandatory for admission., Please call Eddie Bray at 742-1208 with any questions. For a supply list, call 471-2770

**Thursdays 6:30-9:30 pm.**

**October 3 - November 21**

**Room H-107 Fee \$30**

**Early Reservations are very helpful in getting a seat.**

