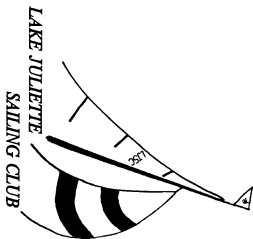


LAKE JULIETTE SAILING CLUB
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JULIETTE



RUDDER

Volume 7 No. 6
Jun. 1997



JULIETTE **RUDDER**

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The RUDDER is the official publication of the Lake Juliette Sailing Club. Statements and opinions appearing herein are those of the authors and do not necessarily represent the group position of the Lake Juliette Sailing Club. The editor reserves the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the Lake Juliette Sailing Club.

1997
**LAKE JULIETTE SAILING CLUB
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CITY & ST. _____

PHONE _____

BOAT 1 _____

BOAT 2 _____ 3 _____

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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:

- | | |
|---|---|
| <input type="checkbox"/> FUN RACES | <input type="checkbox"/> COOKOUTS |
| <input type="checkbox"/> HANDICAP RACES | <input type="checkbox"/> RAFTUPS |
| <input type="checkbox"/> CLASS RACES | <input type="checkbox"/> BEACH PARTIES |
| <input type="checkbox"/> EXCURSIONS | <input type="checkbox"/> SOCIAL DINNERS |

97 Member List (cont.)

Craig Jones	743-8616
Joe & Virginia Kennedy	987-3557
Joe & Jan LaBeause	935-2438
Steve R. Ligeikis	912-994-2196
George & Janice Lilley	953-2771
Don & Cindy Masingale	316-788-4626
Greg Milani	770-227-4181
Dave & Pili Potts	328-6145
John & Melise Raley	912-986-4100
Joel Smith	770-228-8761
George (Boston) Sollows	749-3120 (Beeper)
Walton & Joyce Stewart	743-1899
Fred Veator	922-5277(TDY for next 5 months)
Stan & Jan Witherington	770-867-9857
Ken & Kathy Wood	912-836-3506

If your name did not appear on this list or if any of the information is incorrect, call me or send an e-mail so we can correct my data base. If your name is on the list and you have not yet paid your 97 dues, you might want to do so fairly soon.

Bob Horan - Home - 912-929-1377
e-mail - bobs-garage@juno.com
- bobhoran@hom.net

One additional note: The Charleston Harbor Cruise is being organized by Steve Dillard and he tells me that he plans to have a hand out available for the next meeting to help members plan for this trip. It is to be a harbor daysailing adventure with a variety of potential adventures planned but nothing firm. If you want to arrive early, Steve and Jan hope to be there by Monday evening, and put their boat in on tuesday.

Notices

The Meeting for June is scheduled for the 17th at Shoney's Restaurant in Macon located at Eisenhower Pkwy, and I-475. The topics to be discussed will include the past Memorial Weekend Cruise, the results of the Father's Day Race, and the upcoming Charleston Harbor Cruise on the weekend of July 4, and the Treasure Hunt & Commodore's Cookout for LJSC members scheduled for Sunday, July 27th.

Father's Day Race is scheduled for Sunday the 15th of Jun. Skippers meeting at 12:30 and White flag at 13:30. There will be a \$3.00 fee for all boats to register for this race. The race is open to all sailors in Middle Georgia and trophies will be awarded after the race. Classes will be determined by the number of registered boats. Minimum of 3 per class.

CHARLESTON LAUNCH/DOCK FACILITIES

By David Duarte

The Corbins, Teresa and I journeyed to Charleston, South Carolina on May 31st and June 1st to locate launch/dock facilities for our upcoming trip to Yankee land in July. We left Warner Robins about 7AM and arrived in Charleston about 1 PM. We stopped at Roberts restaurant on Shem Creek for a sea food lunch and then proceeded with the task of searching for launch facilities.

CITY MARINA; This facility has been completely refurbished after HUGO had ripped thru the area. The parking lot now has a swing arm gate similar to the Atlanta airport and prices to match! It is \$6.00 to launch and \$6.00 per day to park your vehicle and as near as I can recall, 50 cent per foot for your boat.

NAVAL BASE MARINA; This facility has been taken over by the county parks and recreation department

and there are as I recall , 5 docks with about ten slips on both sides with a transient dock on the Cooper River side of the facility, which is subjected to the current in the river which can be heavy at times. The base closing caught this facility at a bad time as there were plans to build launch ramp and a club house for the facility but the plans were cancelled. They are using an existing build as close to the docks as possible which is about a mile from the dock. There is a storage pen near this building but you can store only your trailer in this pen, not your vehicle. We did get information from the attendant on Remley Point.

REMLEY POINT; This is a public launch ramp with deep water protected by concrete break water wall on three sides ,3 excellent launch ramp but only one floating dock about 40 feet in length. It is advised not to leave your vehicle overnight as teenagers frequent this area at night for what ever teens do these days. This facility can be seen from the Cooper River bridges on the north side (up river) and can best be reached by staying on 17 North to a left turn on Grands Ave or if you miss this turn, not to worry ,take the next left at Houston Northcutt Blvd. These two streets combine into Grands Ave just before the National Guard Armory. Proceed to 5TH AVE turn left on 5TH Ave, right on 3rd Street, left on 3rd Ave, left on 2nd St, and right on 5Th Ave. It may sound complicated but these last 4 turns are the only way you can turn and another hint is in this area " just follow that boat as we did and you will come right to it". Garland is checking with the Mt. Pleasant Chamber of Commerce on permission to use a large parking lot at Shem Creek Marina to store the vehicle and trailer for an extended period and for 3 or 4 day stay. It is about 4 miles from the launch ramp which is not much of a hike, or cab fare.

D E DUARTE

From the Editor

By Bob Horan



As you can see from the articles in this issue of the RUDDER, May and June are busy months for the active sailors in the LJSC. I appreciate all the articles that were presented to me for this issue. I am looking forward to one more in particular from Greg Milani on the cruise to Dry Tortugas he made with Joel Smith in the middle of May. It is input like this that keeps the RUDDER alive and interesting. Keep up the good work.

Almost every year I am asked if I could provide a list of current members so you can call someone to ask about sailing information. Below you will find a list of the 1997 members.

Bill Allred	912-471-9215
Howard & Starr Armstrong	745-8302
Joe & Annalea Celio	757-9487
Dave & Tracy Cole	742-8147
Garland & Miriam Corbin	912-994-0542
Gary & Neppie Cordell	501-732-1324
Steve & Jan Dillard	477-8408
John & Judy Drawe	935-8208
David & Teresa Duarte	929-8418
Rene Ducheneau	912-994-5700
Ron & Margaret Falk	953-1118
Preston Foster	770-775-1229
Mike & Shala Glennon	205-271-5776
Bob & Jean Horan	929-1377
George Jester	922-9510

Continued on next page

The finishes for each class were:

Cruisers w/spinnakers, & Racing class
daysailors

- | | | |
|----|---------------|-----------|
| 1. | Kenny Allen | Ranger 22 |
| 2. | Steve Rummage | Ranger 22 |
| 3. | Jack Mahaney | Thistle |
| 4. | Kelly Canady | Hobie 16 |

Cruisers & Daysailors

- | | | |
|----|-------------------|--------------|
| 1. | Stan Witherington | Mustang 17 |
| 2. | Joe LaBeause | Merit 22 |
| 3. | Kurl Chalker | Hunter 25 |
| 4. | Garland Corbin | MacGreger 25 |

Novice

- | | | |
|----|---------------|-----------|
| 1. | Allen Adam | Sunfish |
| 2. | Roger Winn | SolCat 18 |
| 3. | Fred Falchook | Capri 16 |

In-lieu-of trophies, top quality shirts and hats, provided by Sinclair Marina were awarded to each of the winners.

Following the awards ceremony there was a regatta party at which the food was first class, the beer was cold and the entertainment was another encore performance by The Corbin Brothers. It was a great regatta and was fun for all who came out.

'Boston'

MEMORIAL DAY IN FLORIDA

With little to no arm twisting, I accepted the invitation from Steve L. to crew on the motor-sailor "MAGGIE", a 42 foot LINDSEY from Steinhatchee to Appalachicola, Fla. which is 90 miles of open water across the bay. We arrived in Steinhatchee about 1700 hrs and loaded supplies, filled the water tank, took on 78 gallons of diesel fuel fed the Florida "no see'ums" and decided to get under way at 1930 hrs even on a near low tide. The river bed is not mud but mostly rock and we rolled at least one about five minutes after departing the dock but the no see'um were thick so we pressed on and only one other grounding before reaching open water. We were motoring due west and with the aid of a borrowed Garmin GPS 45, I plotted a course to East Pass to enter Appalachicola Bay. The time was about 22 hours of motoring for the trip and we were docked at the Rainbow Inn which has 5 transient dock available, a shower room, a restaurant, bar and other amenities for transients.

The Corbins and their kid rolled in at 1pm the following morning and after a nights rest, we left for the rendezvous with the other crews behind Crooked Island. We motored up the ICW and turned left to exit at Port St Joe. A word of caution here about the buoys and channel markers is in order. Due to mother nature and money the existing markers do not agree with what is shown on the charts, many of them do not exist !!! The bay at Port St Joe appears to be an excellent sailing area with protected water by St Joseph Peninsula and an interesting Eagle Harbor with deep water in its approach, all of this just about five hours from Appalachicola up the ICW. Once clear of the channel at St Joe we set sail for Crooked Island and the rendezvous. MAGGIE handles much better on the sails than on the motor. We rendezvoused with Ebb Tide, Serenity, and Starfire for a day of socializing, walking the beach, shell collecting, and just kicking back while watching the winds blow and blow!!! At one point I counted nineteen sail boats and three power boat all anchored with us

behind Crooked Island. The next morning we departed our shelter and turned south for Port St Joe while the others turned north for Panama City. We arrived in Appalachicola about 1930 hrs and after a sea food dinner, we off loaded the Corbins and their kid for their return to middle Georgia while Steve and I moved MAGGIE around to a city dock for the night and to repair an alternator regulator problem the next morning. After an excellent breakfast at the Rainbow , we topped off the water tank and departed for Bob Sikes Cut which is the quickest route to open water and bears 180 degrees from the channel to/from Appalachicola, this is also called Government cut, it will save about 12 to 15 miles of channel motoring. Another word of caution here at the cut, do not attempt to enter this cut near buoy G3 as a beautiful Island Packet was hard aground a stones throw from G3 buoy on the north side of the channel. We tried several times to raise him on channel 16 with no response until we were a mile south of the cut in open water when we heard him requesting tide information for the local area. It is best to enter the channel from the north between the range markers for a southerly run thru the cut. We motored two miles south of the cut, set the sails wing-on-wing and on my plotted course of 090 we sailed for about six hours with the wind on our starboard quarter and then mother nature noticed us and shifted the wind to our port bow, turned it up to 20 to 25 kts, threw in copious amounts of lightning and just made the rest of the trip to Steinhatchee most unpleasant, but such is the fate of us blow boat sailors.

At this time I wish to express my appreciation to Steve L. for the opportunity to sail on MAGGIE with him and will look forward to the next time when you get your new BIG sail!!! Thank you Captain Steve.

DEDUARTE

Sinclair Regatta

Horan

By Boston & Bob

The Sinclair Regatta held on the 17th, turned out to be a great event. Thirteen boats assembled at the docks of the Sinclair Marina for the downwind run back to the OSYC finish line. After a fine lunch at the Restaurant under new management, the skippers meeting started promptly at 2PM. Course was explained and by 3Pm the first of three classes started by the committee boat which was managed Jim Hunter and assisted by Judy Drawe. The spinnaker class started first and were around the bend by the time the second class, non-spinnakers cruisers, were started. The Daysailor/novice class were the last ones to pass the starting line. The best competition of the non-spinnaker class was between Joe LaBeause & Boston on Joe's Merit 22, Stanley Witherington in his Mustang 17, and Kurl Chalker on his Hunter 25 with Howard and Starr Armstrong. The race was very close, with Joe staying ahead by just a little all the way down the course. Of course Steve Rummage on his Ranger 22 gave the The Lone Ranger skippered by Kenny Allen a real challenge by passing her about halfway thru the race only to be passed himself not too far from the finish line.

continued

on the posts as Zephyr motors out into the river with nearly a dead calm wind, Within a matter of minutes the afternoon sea breeze comes across the river and filled the sails. A great sail going on a broad reach with 2 knots of out going tide, we are making 8 knots over the ground speed. A call to the bridge on I-95 tells me that there is 42 feet of clearance at high tide, which is good because the bridge only opens about 4 times a day. The railroad bridge is also open. It stays open unless a train is due. Another tall bridge and we are downtown at the River Walk area. The Capt. tells the crew there are 4 restaurants with outdoor seating, watching how well we do at docking. The Capt. puts zephyr at the dock with a feather touch, the crew jumps off the bow with a dock line only to trip and fall on the dock and roll like a dropped foot ball across the dock, not without notice of the people ashore.

While we get something to eat the tide has turned and is now going the same direction we are going as we leave the dock under sail. Once again with 2 knots on the incoming tide we cover the 9 miles in less than an hour and a half, talk about a good plan. We are treated to a beautiful sunset as we pinch the wind on the way back. It is completely dark by the time we near the Rudder Club, but no matter how dark it gets you can't miss the I-295 bridge and the Rudder Club at the west end, Although the tide current makes for a less than graceful docking it is still a nice place to keep your boat and hang around on a Sunday afternoon.

Capt. Fred Veator

The log of the Zephyr

Sailing to Hooters. part one and two

Once again it is summer and the Zephyr will get to spend the next six months in the water at the Rudder Club on the St. Johns River. While it's Capt. works ashore at Jacksonville NAS.

Word around the Rudder Club is that there is a Hooters restaurant just across the river with a dock that can be sailed to in less than an hour. Mention 'sailing to Hooters' after work and I had no trouble getting a crew from my fellow workers, none of whom had ever sailed before. It was an unfamiliar hand that sailed Zephyr across the 4 mile wide river with a good afternoon sea breeze. We picked up the #1 green marker just where it was supposed to be and had only gone past it about 4 boat lengths when we stopped hard aground right in the middle of the channel. A power boat coming toward us was hailed and asked where the deep water was. "You are in the deepest part there is but it is low tide" was the response we got. Not what we wanted to hear. We could see Hooters but that was as close as we would get today. With a lot of reverse from the Yamaha we were soon sailing back across the river. The plan was that when we got back to the Rudder Club they would help me put Zephyr on the trailer to do some work on the motor. Low tide struck again when I tried to get to the ramp I ran aground before I got close to the ramp. The crew went ashore and drove the van and trailer over to the NAS ramp while I motored Zephyr up the river to the NAS ramp. After some struggle and getting wet and sweaty, we finally had Zephyr on the trailer well after dark and the crew still with no supper, was not happy.

A couple of weeks later with the aid of a Tide Chart, a new plan was formed. Another Hooters on the river down at the River Walk in downtown Jacksonville just 9 miles from the Rudder Club and a dock with 25 feet of water will be a good afternoon sail. A crew from work was not as easy to recruit as word of the first trip had gotten around. With a crew on board, the dock lines are hung