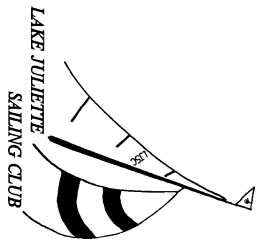


LAKE JULIETTE SAILING CLUB  
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# *JULIETTE*



# RUDDER

Volume 7 No. 11

Nov. 1997



# *JULIETTE* **RUDDER**

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1998  
**LAKE JULIETTE SAILING CLUB**  
**MEMBERSHIP REGISTRATION**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY & ST. \_\_\_\_\_

PHONE \_\_\_\_\_

BOAT 1 \_\_\_\_\_

BOAT 2 \_\_\_\_\_ 3 \_\_\_\_\_

SPONSOR \_\_\_\_\_

Dues are **\$20** - Payable to: **Bob Horan**

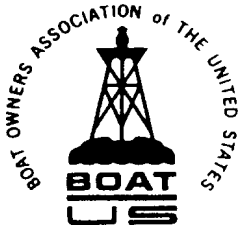
Send to: Bob Horan  
220 Windsor Dr.  
Warner Robins GA. 31088

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:

- |   |   |
|---|---|
| <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 |



## BOAT/US Survey

As you can see from the flyer, Boat/US is doing a Life Jacket survey. I came across this recently and thought that this would be something many of you might want to respond to. I do not know a response date for this but would think it should be sent in soon to be counted. Boat/US has been instrumental in pursuing many boating issues in the past that have been of interest to most of us and has succeeded in lobbying on behalf of the boating public in the issue of the luxury tax and the diesel fuel fiasco. The life jacket issue is becoming a hot item in many states along with licensing and boater education. If you want to be part of the BOAT/US voice even if you are not a member send one in.



## November Meeting

The next meeting will be held on tuesday the 18th. It will be at Buffalo's on Zebulon Rd. about 1/4 mile east of I475. Plan to eat about 7PM with the meeting following. We will be discussing the results of the Golden Open, the many other sailing events of the past couple of months, and of course the planned Christmas Party in December.

The water depth at the end of the ramp at Lake Juliette is so far down now that the floating dock is no longer floating. It is on the bottom. The only boats that can get in now are those daysailors that are light enough to be pushed off a trailer and pulled back on. With all the rain I am surprised that the level has not come up yet.

I have changed the date on the membership application at the end of this edition of the RUDDER so that Y'all can start signing up for 1998. Usually we wait till the big membership meeting/after Christmas party in January to start. If you want to get it out of the way now, just fill out the form and send it in with a check made out to Bob Horan. The first 5 people to send in their forms will get a bag of homemade cookies at the January meeting. Such a deal!!

## Regional Shows

Sail Expo, St. Petersburg, FL. 6-9 Nov.

Sail Expo, Atlantic City, NJ. 4-8 February

Strickly Sail, Miami Boat Show 12-18 February

## Passage to Crooked Creek

Written by Boston as told by Bob Horan

I finally got a chance to go sailing, where I could just lounge around the deck, eat, drink and be merry and not worry about running aground, wind changes, or sail adjustments. On the 20th of October, Boston invited me to go with him on his new boat "PUFF". We launched at Sinclair Marina and sailed up river, under the power lines towards the dam that separates Lake Sinclair and Lake Oconee. Our destination was Crooked Creek Fish Camp and Marina. For us, it was the first time on that part of Lake Sinclair.

For those of you who are unfamiliar with that part of the Lake, it is narrower than the OSYC area and is not nearly so developed. There are two Georgia Power owned areas that could be of interest to us for future overnight cruises, or day trips. We saw very many and varied wild life including cranes, gulls, and deer. From Sinclair Marina to Crooked Creek by sail and power, took approximately 2 hours. If sailed from OSYC, Sinclair Marina would be about half way. Crooked Creek consists of approximately a dozen finger piers, with a fuel dock, two launching ramps, a convenience store with a restaurant attached. Water depth at the piers varies from a shallow 2 feet to something near 6 feet. The property was recently purchased by a gentleman from Florida who lives in residence and is an experienced chef. Because of this, the buffet meal we had for lunch was first rate and very satisfying as Captain Boston neglected to pack provisions for the crew

From the Editor

Now that most of the sailing events are past, many of us start thinking about what we most enjoyed this year and what we would like to do next year. Last year I had a list of cruises that members wanted to go on after surveying everyone at the January meeting. In one form or another, every one of those cruises took place. Some were great and some were not so great. Some were well attended and some not so well attended. There were lessons learned. One year we all talked about going to Bimini, the trip fizzled out as the time approached because many of us were not ready, but one day some of us are going to do it. Want to come along?

I think the active members need to put together some ideas of what we would like to do next year. We have a couple of months before we start putting together the '98 calander. Your assignment, should you accept it, will be to look thru old magazines, newsletters, talk to other members and put together a list of events you want to do. Keep it handy to jot down ideas as you think of them. Bring it with you when you come to a meeting or maybe to the Christmas party. One of the things the officers of the Club have to decide on is the direction of the Club and with out the input of our active members, it is hard to determine the course of the Club.



planned to sail all the way to the end of the river, so as we approached the Dames Point Bridge the tide had stopped and the sea breeze came up right on time. So after a swim and walk on a island in the river the sails were up and pulling, we headed back under sail and with all the turns of the river used every point of sail, but no motor. enjoyed a nice sail back through Jacksonville. As we cleared the last bridge the sea breeze really began to kick in and with the Zephyr pinching the wind, we enjoyed a lively sail up river. After a tack to take us across the 3 mile wide river, the Captain and certain member of the crew said it was time to eat. With Billy Bowlegs (the auto pilot) doing the steering and with the Jib sail dropped the grill was lit and a good meal was cooked and ate while we sailed towards the Rudder Club on a Broad Reach.

Well after dark, Zephyr was once again in the slip and a tired Cape., Walton and Joyce headed for the showers and all agreed that with good sailing and good friends makes for a enjoyable day on the river.

*Fred Veatfor*

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or himself. Both Boston and I agree that this facility would make an excellent local weekend cruise destination for the coming year's schedule.

After successfully avoiding the overhead wires that are located so near the ramp at the Sinclair Marina, by positioning the car and trailer angled on the ramp we launched to the nearby pier. With just a little nudge to get us off the pier we cranked up the motor and headed out. After a short distance it seemed the wind picked up and Captain Boston decided it was time to raise the sails. With the sail filled we headed up the river and toward the power lines which cross over the water. The power lines are reportedly forty five feet above the water but do not believe it. As we neared the wires I saw a second set of wires which looked much lower and we decided to cross under the wires near the bank on our starboard side because they seemed to be higher at this point. With much trepidation I motored slowly while Boston raised the centerboard about half way. Using this method we successfully navigated the first passing under the wires.

The wind continued to blow as we set our course for Crooked Creek Marina. We sailed most of the distance before the wind seemed to fade out. By this time, I was famished and convinced the Captain that we should crank up the motor to finish the trip. We arrived at the Marina to find numerous anglers returning for some sort of a tournament. As we approached slowly under power we hit bottom and had to raise the centerboard most of the way. The captain performed a perfect docking because by this time he was hungry too.

We tied up “PUFF” and quickly found the restrooms and then to our great relief found a delicious roast beef and fried chicken buffet waiting for us in the restaurant. It was all you could eat and of course we made good on that including the dessert. The Chef came by our table asking about “PUFF” and our trip there. He was curious about “PUFF” and asked to see the boat. After a brief discussion on the dock we were invited to return on an overnight trip with the suggestion that we as a sailing club were more than welcome to make use of the available facilities.

The return to Sinclair Marina was under power all the way but as we were looking at the chart we noticed an island that looked to be very interesting. After checking it out we decided it was indeed an excellent place to use for an anchorage for a night or day trip. It was located about one mile up from the power lines that we had eased under earlier. The trip under the lines this time was uneventful. Back in familiar waters we encountered Roger Wynn and son Kevin having sailed down from OSYC in the blue Lightning headed for Sinclair Marina to visit friends. Again looking at the chart, we noticed another Georgia Power Recreation Area off to port. After investigation, we discovered this area to have a pier, picnic tables, and a sandy though small beach. Just the place for a treasure to be hid on a future treasure hunt.

Pulling out was easy and uneventful. The end of a good day of good sailing, good food & good company.

## From the Log of the Zephyr:

### 'Sailing on the St. Johns River'

One of the main reasons a person joins a club is to meet people who share your interest in your sport or hobby. Over the years I have met and made many friends in the Lake Juliette Sailing Club, a couple of them being Walton and Joyce Stewart, who took me up on an invite to come to Jacksonville Fla. for a weekend of sailing on the St. Johns River.

A look out the window Sat. morning at the St. Johns, looked like Lake Juliette on an August day, like a piece of glass. After a leisure breakfast we packed some stuff and headed for the Rudder Club with assurance from the Captain that the afternoon sea breeze would be on time. With the many dock lines hung on the posts anyone who docks a boat at the Rudder Club learns to have double dick lines on all four corners} the Zephyr motored away from it's slip and we headed North with just the beginning of an out going tide. Motoring down the St. Johns is not as bad as it sounds as there is plenty to see as you head for downtown Jacksonville. With the help of the tide in a little over an hour we were going under the first of several bridges none of which have to be opened for the Zephyr's mast (36ft.). No trip to Jacksonville is complete with out a stop at the Landings to eat and make like tourists. After way too much lunch we were once again heading North (toward the sea). By the time you get to this narrow part of the river the tide is going at 4 knots and with a little wind and motor we went under 4 more bridges and got a good look at lots of large ships and marine goings on along the river. We had not

