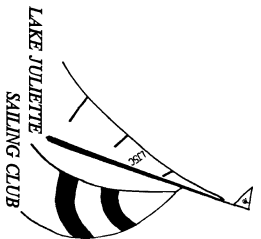
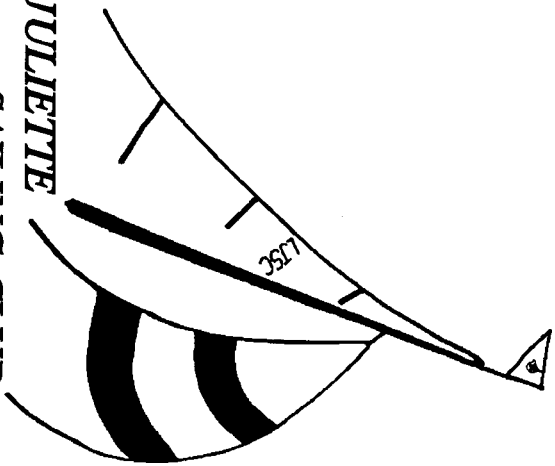


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# JULIETTE

LAKE JULIETTE  
SAILING CLUB



# RUDDER

Volume 7 No. 9  
Sept. 1997



# JULIETTE RUDDER

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1997  
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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:

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

## J Boat in Newport Harbor

How would like to get a speeding ticket for sailing through Newport Harbor at 10 knots? Well, that is what Capt. Eric Leslie got for sailing his 122 Ft. J Boat, "Shamrock V" through the harbor under full sail when the speed limit in this crowded harbor is 5 knots. This is the first of 10 J Boats built in the 1930s. The J Boats are very big and they do not have much ability to maneuver in such a crowded harbor. These boats carry 7,700 square feet of sail and can reach speeds of about 13 knots, and cruises easily around 10. Capt. Leslie was escorted by the Harbormaster for his victory harbor burn but decided to make another unescorted pass and was ticketed by the Harbormaster for his infractions. He later sent a letter of apology for his actions. Most of us would not be in that position and would probably have to slow down little at all to sail through the harbor unnoticed. Especially since our size is so much less than the Shamrock V.

## 4 Hull Sailboat

I know you are saying that I am nuts, but have a picture of it. There are really 4 HULLs. It is called a QuadCat. It is the newest and one of the most unique multihull designs and will be featured in the next issue of Multihulls Magazine. It is on the cover of the May/June 1997 issue. Essentially it looks like a 30-34 Ft. cruising cat with 2 amas outboard of the two main hulls using beams of about 7ft with a trampoline between the beams and the hulls. It looks to be very stable and probably able to handle a lot of sail area. I would think it would be a lot trouble to find a slip wide enough to tie it up for the night. Of course with all those hulls I would guess also that the price would be pretty high. Four times as much as an ordinary monohull????

## Notices

The Meeting for Sept. is scheduled for the 16th at Shoneys Restaurant in Byron at Exit 46 on Highway 49 in front of the Peach Outlet Mall. The topics to be discussed will include the past Treasure Hunt & Moonlight Sail weekend on the 16 & 17 of Aug., the upcoming Lake Lanier weekend cruise, and the proposed Cumberland Island Cruise in October

One of the items of discussion at the June and July meeting was the cloth patches we have been looking into getting for the Club. Your assignment as a member of the Club was to put together a design that will not cost too much to produce but would be something all of us could be proud to display on our sailing jacket/hat/shirt. Not many of us gave much thought or effort and as a result when all the inputs were submitted only one was counted. Jan Dillard submitted one and at the August meeting we voted to make it the official LJSC patch design. I am working on getting her drawing put into a file on my computer so we can make a completed final design.

The water depth at the end of the ramp at Lake Juliette was exactly 3ft. 8in. deep on the 31st of August. In about 3-4 weeks it has gone down about 1 foot. PUFF (SouthCoast 22) was able to get in with about 7 feet of ramp to spare but I don't think a Tonic 24 could have gotten in.

Each year we toss around the idea of a Christmas party, and most of the time there is one. Well it is again that time to begin to think about putting it on the calender. Steve and Jan Dillard have volunteered to have it take place at their house. The best day for them is to have it on Saturday, the 6th. We need to put some ideas together for this and begin planning for this event. They hosted the event last year and it turned out to be a lot of fun.

Along with adding the party to the calender, we also need to put on there the Membership/After Christmas Party which will be scheduled for the 3rd weekend of January, the 17th. For this event we will need someplace to have it, and after the Club House

## Notices (Cont)

that Ken Allen was able to set us up with, we will probably be looking for something similar. If any of you live in a complex that has a club house available, or know of one that could be used, let Jan know about it and we will try to set something up.

## Regional Shows

Computer Show - Perry Agg Center - 20-21 Sept

United States Sailboat Show, Annapolis Maryland, 10-13 Oct

Fort Lauderdale International Boat Show, oct 30 - Nov. 3

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

Boot Dusseldorf, Germany, 17-25 January (Very Big)

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

Strickly Sail, Miami Boat Show 12-18 February

1998 Woodenboat Show, St. Michaels, Chesapeake Bay Maritime Museum, 26-28 June 1998 (Lots of real history)

## Cherry Blossom Festival 1998

Here is some news of our plans for the 1998 Cherry Blossom Festival and our participation in that event. We plan to be involved in more events this year than we have in the past. We plan to be in the Parade. We will be pulling a small boat with one of our impressive towing vehicles, while we have a number of us riding in the truck, and

## October Events

As you can see from the Club calendar, 2 events have been added to our October schedule. The first one is the Dinner in Paradise night. The proposed event would take place on the afternoon and evening of October 4 Th. The idea would be to put in at OSYC (With an invitation of course) in the afternoon, sail down to the Sinclair Marina. have dinner together, share stories etc. and then sail/motor back. Dinner would probably be about 5:00 to 5:30 and would give us lots of time for dinner without making the return trip too late. It would be at the quarter moon and there might be some moon light for safe passage.

The second event is a reschedule of the 97 spring Cumberland Island Cruise. This event would take place on a full moon weekend, and would involve launching at St. Marys Municipal Ramp. The exact launch times have not been established but would be at high tide to allow for safe launching. This weekend is Columbus Weekend and most government, and many other workers have Monday off which makes for at least a 3 day weekend. I hope to have more information of this in the next week or two and will try to put together a package like I did for the attempted spring cruise.

We are still trying to find out the date to the Halloween Regatta put on by the Augusta Sailing Club on Clarks Hill Lake. They put this on each year in the middle of October and it usually draws quite a crowd and because of the Costume party on Saturday night it, can be a lot of fun. There is a band, dancing, games, great food & drink and of course great people.

# Lake Juliette Sailing Club

## 97 Schedule

Aug

- 5 Exec Meeting 7PM, Byron
- 16,17 Saturday - Treasure Hunt, Moonlight Sail & Sunday - Race
- 19 Meeting - Buffalo's Restaurant, Zebulon Rd, West of I475

Sep

- 30-1 Labor Day Weekend Regatta/Cruise Augusta Sailing Club
- 2 Exec Meeting 7PM, Byron
- 13-14 Lake Lanier Cruise Weekend
- 16 Meeting - Shoneys Restaurant in Byron

Oct

- 4 Sail to Paradise
- 7 Exec Meeting- Byron
- 11-13 Cumberland Island Cruise
- Halloween Regatta - Augusta Sailing Club
- 21 Meeting - Macon

Nov

- 1-2 Golden Open - OSYC

Dec

- 5-7 Sailfest - Sanford, Fl.
- 6 Christmas Party - Dillard's

## Notices (Cont)

maybe walking (Not too much for me). The truck and boat would be decorated with flags, ribbons, and bows. We intend to have a booth in Central City Park, which we will man on 5 different days. This would include possibly floating a boat in the small pond and talking with those walking by who might be interested in sailing. We hope to have T shirts available to all who want them that would be designed to our needs. The last event that we would be involved with would be our annual Cherry Blossom Regatta. It would be on the Sunday of the second weekend of the Festival. It would be located on Lake Juliette and the Camping area would be available for spectators.

Since this is a little early to have anything really firmed up on any of this there will be more on this in the future. Teresa Duarte and Jan Dillard are working these items and will expect everyone's cooperation to provide help so that each of these different events will be first cabin. Let's make it happen!!!



## Treasure Hunt 97

By Bob Horan

You could not have asked for a better day in August for the Treasure Hunt. Steve and Jan did a wonderful job of putting it together. By 11:45 they had returned to the dock with all the treasure hunt jars in-place. After a short Skippers meeting at 13:00 all the boats started LaMans Style. Using motors to get away from the dock, the sails went up quickly and the motors became silent as all the boats fanned out away from the OSYC. From our perspective it looked as if each boat was headed for a particular area and there was little effort to race to a particular location. We were headed for a jar across the lake with John Drawe well ahead as usual but somewhat to the starboard. When we were close to our first jar we noticed that Walt and Joyce were pressing hard to arrive at the same location we were headed for, so we started thinking fast and it worked. We stayed ahead and they tacked to port and headed up another channel which had two of them in it. We could not find the jar and spent almost 1.5 hours in that cove running aground and then running out of wind. We finally came back out of the cove to find the jar hidden about 8 ft above the water in a tree. We had to beat it out of the tree with a paddle. By then we had decided to try for a second one behind the airport on the island. We pressed as hard as we could but Garland and Family were able to get there before us to make it his third jar. By now John Drawe and crew had picked up about 3 also and after a refreshing swim we headed back to the dock to drop of Boston.

Garland and Family were quite successful on this hunt. Of course much of his success could be attributed to his having so many eyes on his boat. He must have had double what any of the rest of us had, so it's no wonder he found so many. John Drawe also picked a good number of them but as all of you know, it was because of his superior sailing abilities and of course his fast boat and young crew. Every boat out there was able to find at least one and in the end there was still one not found. It was past the island and everyone thought someone else had found it.

The awards dinner at Paradise was very nice. The waiter had more than he could handle so the service was a little slow but it

gave everyone a chance to talk about the Hunt and get acquainted since there were a number of guests that had come out for this event. After dinner the prizes were awarded with almost everyone walking away with something and of course Garland Corbin and John Drawe having almost too much to carry.

With the full moon out and just a little bit of haze, five boats headed out of Sinclair Marina for the sail back. Jean & I chose to motor back because we did not want to get back too late since the wind was not blowing very much at this point. All the rest of the fleet sailed at least part way back before deciding to pull the cord and let the stink pot get them home. The lake was very nice at this time of night with very little traffic and the temperature had cooled down to a point that it was quite comfortable to be on the lake. Greg chose to tie up to the dock and quickly learned how noisy an aluminum dock can be. I had experienced that situation last year and decided that Jean & I would anchor out behind the Club. We had a quiet, cool, bug free, night. We sat in the cockpit looking out over the moonlit lake as the fleet came in one by one.

The racing the following day managed by Boston and myself had it's ups and downs. Greg Milani succeeded in getting a first place in his RK20. There were some interesting moments when it looked like Jim Wynn was going to pass and stay ahead of the Lone Ranger, or when there was a blinding flash of lightning and the deafening bellow of thunder that happened at the same time. Close!!, well I know it only counts in horse-shoes and hand-grenades but I think there should be one more item added to that old saying. Then too there was a few minutes on PUFF that I wondered if the whole cockpit of my boat was going to be covered with Boston's blood. Just a small cut, but enough to cause a little stir from more than myself, since I had never encountered a cut on someone with such thin blood. After we had it packaged and elevated we settled down to starting the second race. With that first loud clap of thunder, the decision was made to make that the last race and when the second came about 5 minutes later, we wondered if we wanted to pull up anchor and go to the dock or wait till at least someone finished. The black clouds moved on but the racing was finished for the day.



# Lanier Islands Cruise

12-14 Sept.

This is a cruise that many of you have been waiting for some time to be organized. Stan Witherington and I checked out the launch site and the rendezvous point last year and found it could be the foundation of a new experience for the LJSC. Many people have asked "Why don't we put together a cruise on Lake Lanier sometime. Here it is. Plan to launch at Van Pugh Day park. There is a public launch ramp with plenty of parking. The ramp area is somewhat sheltered and easy to get the boat on and off the trailer. There are actually two ramps with a dock between them. Use the right ramp, it is deeper. There is a second launch ramp in the camping area but to use it would probably require paying a camping fee, but would facilitate leaving your vehicle in a more secure location. Your choice.

I plan to launch on the 12th., sail out and anchor at Channel Marker # 13. It is located at the end of a group of three islands. The islands provide some protection from big waves and wind and have some sand on the back side for beaching your craft if desired. Plan to launch and then meet at Marker # 13 by noon Saturday and we will sail from there up to the dam area and maybe around Lanier Islands. We will be rafting up for a while in the evening and then anchoring for the night. Sunday morning we could sail some near the Dam and then sail back to the park for pull out and the road trip home.

I have included a map on the back side of this sheet for those who have not sailed much on Lake Lanier. The best way from the Macon area is to use I-75 to Atlanta and then on I-85 from I-285 and getting off I-85 onto I-985. The best exit for getting to the Van Pugh Day Park is Exit # 2. Friendship Rd. Turn right when you hit the Buford Highway and then take a left at the first major intersection. that should be Ganes Ferry Rd. The park is on the right about 100-200 yds before the camping area. If you are familiar with the lake or have a map, there are other parks that might be good to launch. These include Old Federal, Big Creek Access, Lanier Park and about 3 others on the opposite side of the lake.

For Additional info call,

Bob Horan (912) 929-1377, or Stan Witherington (770) 967-9857

Friendship Rd.

2

3

Holiday Rd.

Buford Highway

Ganes Ferry Rd.

Lights Ferry Rd.

