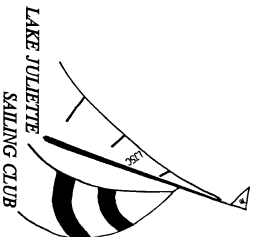
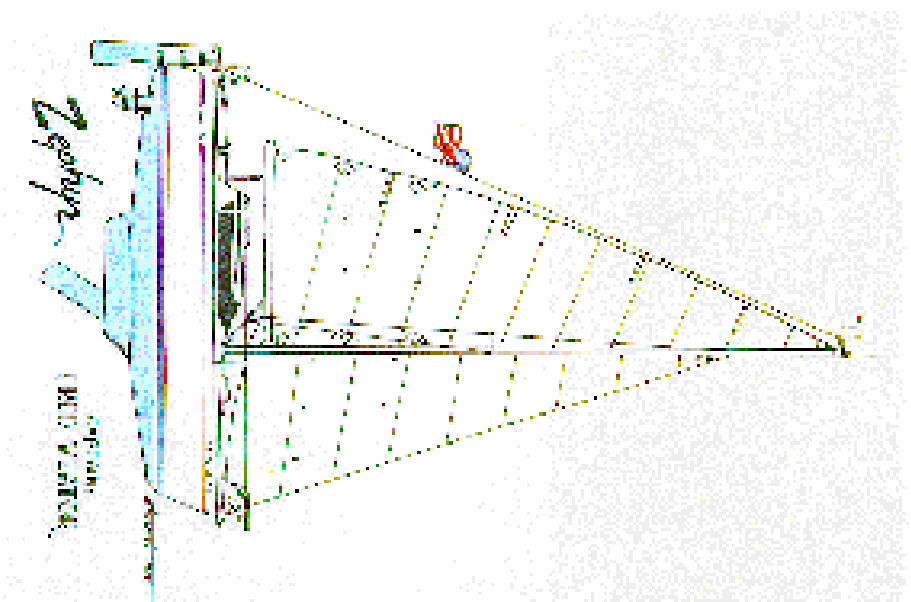


LAKE JULIETTE SAILING CLUB

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JULIETTE



RUDDER

Volume 8 No. 2

Feb. 1998

On the Cover

by Bob Horan

On the cover this month is a fantastic drawing made by Walton Stewart of “**Zepher**” Fred Veator’s Tonic 24. Many of you know that Fred Veator has been with the club since way back. He has been an active member, participating in local racing, local cruising, & salt water cruising. When I first met Fred, he was sailing a Compac 16. He soon graduated to a Precision 18 and after a short time he was looking for something bigger again. His Tonic 24 has seen a lot of service on Lake Juliette. Many a weekend, I would sail out with crew on the deserted lake only to have “**Zepher**” sail out of a distant cove after having spent the night to join us for some spirited daysailing. Fred’s Tonic 24 is one of those boats that, after you get “the tour”, you just want to go out and find one for yourself. It is pretty, roomy, seaworthy, and comfortable. I remember sailing on my 16ft. Weekender (Big Bird) one spring day and rafting up with Fred to be being invited onboard for some hot tea after sailing some on a chilly day. “**Zepher**” had a warm cabin that day from the heater Fred had used overnight and of course room for all of us to warm up and get comfortable. Fred was one of the first of our Club to check-out the sailing at Panama City. After a year or two, he invited the Club to join him on an excursion to Crooked Island. So in May of 1993 about 10 boats sailed out of the Panama City Inlet and headed for Crooked Island. That was the first of series of annual trips we have made to that location. Some of those who made that trip have moved on but the memories of that trip, will always be one of appreciation of Fred and his lead for making Club trips such as this something to look forward to. Since then the Club has made many a trip to distant lakes and shores and I believe Fred and his “**Zepher**” has been on the majority of them. Fred is retiring and I expect we will not see him as much because he will be sailing on to new adventures in even more distant locations. I for one hope that we can drag him back to Lake Juliette frequently for the local sailing events that we remember seeing “**Zepher**” participate in so often in the past.

Thanks Walton for such a nice drawing!!

Bob

Commodore’s Corner...



I hope that you all are looking forward to the new sailing season as much as I am. We are already underway with plans and work toward participating in Macon’s Cherry Blossom Festival. Our plans as of now are to have an exhibit at Central City Park promoting the LJSC and the Cherry Blossom Regatta. We will also have a float, actually a boat in the parade. We hope to have the largest participation in the Cherry Blossom Regatta yet. Publicity for all of these activities and more is still being worked out through the efforts of many in the club. We cannot hope to have the kind of success that we want without your suggestions, participation, and support. If this sounds like an appeal for help from you, it is. As schedules for events and activities are finalized, mark your calendars, and try to attend as many as possible.

____Walton Stewart

Notices:

The February meeting will be held at Buffalo's on Zebulon Rd. just east of I-475 at Exit 3. It will be at 7PM and the topics to be discussed after dinner will be Cherry Blossom Festival events & the LJSC Calendar for 1998. Bring your ideas with you and if possible bring a friend to introduce to everyone.

So far the schedule for 1998 looks like this:

Feb 17th. Meeting - Buffalo's - Macon

Mar 17th. Meeting - Players Restaurant, Hartley
Bridge Rd. Exit

Mar 22-29 Cherry Blossom Festival events

April 21st. Meeting - Macon

Some of the proposed annual events for 98 include:

Races:

Spring Race

Father's Day Race

OSYC Sinclair Regatta

OSYC Golden Open Regatta

Cruises

Cumberland Island Cruise

Memorial Day Weekend to North Florida

Augusta Sailing Club, Labor Day Weekend Cruise/Regatta

Lake Lanier Cruise

Boat Shows

Feb. 12-18 Strictly Sail, Watson Island, Miami, FL.

Sailing with the Holey Man (cont)

You are probably wondering what this "holey man" business is all about. During the first day and a half of the cruise, Capt. Steve seemed to find numerous ways to cut, puncture, and scrape his hands to make them bleed. It was just one thing after another, nothing serious, but enough to draw some blood. I suggested wearing gloves but they would not have prevented any of the small wounds. By noon the second day, the name "holey man" surfaced. We called Wednesday an 'Unholey Day' because it was hole free.

After Christmas Party / Membership Meeting.

The After Christmas Party held at the Pavilion at Lake Tobesofkee Claystone Park was quite a success. The building had most everything we needed including heat, a large grill, plenty of tables, heat, electricity, and lots of room. Jan Dillard had purchased some of the best steaks we have ever had, and with everyone bringing in their favorite dishes, the food was outstanding. Kenny Allen, Joe LaBeause, Boston and probably others that I can not remember, manned the grill. John and Judy Drawe found some interesting mind twisters that had everyone puzzled for quite some time. The election of officers followed the meal with Walton Stewart being elected as Commodore, Kenny Allen as Vice-Commodore, and John Drawe being selected as Race Committee. Walton stepped up to give his acceptance speech, and stressed the importance of working together as a team to make this one of the best years for the Club. We had a good turn out for this meeting and everyone who attended signed up to be a 1998 member. If you have not signed up yet, fill out the registration slip in the back of this newsletter, make out a check to Bob Horan and send it in so you can be added to the mailing list 98 members. You can also just bring it with you to the Feb. meeting at Buffalo's on Zebulon Rd.

was not able to grasp, the coffee percolator stayed on the burner, no problem. It was only after it was hot and we got it into a mug that we had trouble. With a beam sea we motored with the staysail up for a short time and then the wind shifted forward and we furled it. The wind died to nothing by the time we were within 15 miles of our planned anchorage. With the sea like glass we motored behind Anclote Key and dropped the anchor. The first time we anchored that we did not have to use a flashlight to see what we were doing. This is a very nice place to anchor, well protected behind an island in shoaling water. I knew I would not have to worry about getting tossed out of the bunk that night. Since it was so quiet, we cranked up the oven and tried to broil steaks. Jan Dillard had picked up such thick steaks that they would not fit under the broiler element so we had to bake them. In a short time the steaks were creating so much smoke that we both started looking for ports to open. Because of my fire-fighting training in the Navy, I was almost tempted to crawl on the deck to find air to breathe. We both then scrambled to the cockpit to get the smoke from our eyes. With the cabin open and aired we finished the steaks and sat down to one of the best meals of the cruise, Salad, Steak, Rice, Greens, and bread. If any of you are fortunate enough to sail with Capt. Steve, you will not need to pack lots of snacks just to get enough to eat. The next morning we motored up the channel to the Anclote Harbor Marina and while in route we noticed a very nice park on the north side of the channel. There was some anchored boats, a paved launch ramp, dock, beach, & picnic area. It looked like a place we could launch from and use to sail in the area around Anclote Key. We pulled in the hauling area and the yard help hauled out MAGGIE as we watched.

Very interesting how such a big boat (17,000Lbs) could be lifted out and moved around the yard with such ease. I experienced a lot of new things on this cruise, and have come to know Capt. Steve a lot better. If any of you have the opportunity to sail with him, you are in for a treat. A really great man to sail with.



Cherry Blossom Festival

This year we plan to participate much more in the Cherry Blossom Festival. This festival takes place between the 19th of March and the 29th of March. The first event we will be participating in will be the Parade, which is to be held on Sunday the 22nd. For this event we will be towing a decorated daysailer. The tow truck will be Joe LaBeause's and the boat will belong to John Drawe. We plan to decorate the truck and boat on Saturday the 21st.

The next thing will be the Club display at Central City Park. Not all the details have been firmed up yet but we hope to display one or more boats and have a table set up to have materials available for visitors which will include, T-shirts, Club charters, Club newsletters, Club member applications, old sailing magazines, etc. This will probably be scheduled for Friday and Saturday the 27th & 28th.

The Cherry Blossom Festival Regatta will be held on the 29th of March and will be on Lake Juliette. The race will be starting at 13:00. Hopefully we can have the Lake Juliette Campgrounds open for spectators and set up the course so they can see most of the race. There will be more coming out on all of these events for Cherry Blossom Festival, but for now if you need specific details, Teresa Duarte at 929-8418 or John Drawe at 935-8208, would be the ones to call. Be sure to put these dates on your calendar so you won't miss out on them.

We plan to have T-shirts for sale to everyone during all these events. For those you who will be racing one of the larger boats, this year we will be putting together a crew list at the next two meetings. This crew list will be to help organize the launching of boats so there will be nobody left on dock waiting to find a boat to sail on for the race.

Sailing with the Holey Man by Bob Horan

Settle back in your chair because this could be a long story. Steve Ligeikis wanted to move "MAGGIE", his 42FT. Lindsey Motorsailor, from Shell Point to Tarpon Springs. Driving two cars, we deposited one at the Anclote Harbor Marina, checked out where we were going to dock on arrival and got last minute instructions for avoiding any water hazards. Then we drove up to Shell Point to get ready for an early start the next morning (Monday, the 19th. of January). Heading out about 8AM, the sky was clear to the northwest so it looked like the weather would clear and should provide us with some good sailing. After motoring out the channel about 6 miles we raised the sails and with a following sea we were rolling cruising along at about 8 knots. By lunchtime the wind had picked up to over 20kts and holding a course was getting difficult. I asked Capt. Steve if we could shorten sail some. He pulled in the genny and this helped a lot. Using GPS and the compass we got closer to Steinhachee. Darkness caught up to us as we approached the first navigation aids. Cranking up the motor we turned into the wind and pulled down the sails to begin navigating the channel. As the last of the sails were tied up I noticed what looked like steam coming out of the cabin. We had lost the prime on the raw seawater pump and it looked like we needed to pull it apart and replace the impeller. After bouncing around some from the 4-6ft. seas, we raised the staysail and turned to try to get to a sheltered anchorage. The wind was still blowing a lot and even under staysail only we were still making more than 3 knots. After rounding Big Bend light #18, we could no longer hold a course to take us any further toward calmer water so we anchored. I remember thinking at the time, that we better not have to try to sail into the marina at Tarpon Springs with no motor. The channel had only looked to be 60Ft. wide and MAGGIE was not that easy to tack. I sure hoped we would not have any trouble with the rig or we would really be in trouble. By this time were both tired and hungry, so at 21:30 we headed for the cabin and Capt. Steve cooked up something to eat. Because I had never been inside a boat rocking and rolling like this before, I went a little easy on supper and by 23:00 we climbed into our bunks and tried to sleep. Capt. Steve said he slept like a log, but I felt like a log being rolled everywhere. I finally found a way to lock my

arm between the cushions to keep me in place somewhat and fell asleep. We were up by six and with the wind down to almost nothing and boat almost calm we started working on the diesel. We pulled off the water pump and found a shredded impeller, then pulled off the hoses to the heat exchangers and found pieces everywhere. After cleaning out all the system and reinstalling the pump we had the diesel running again by noon. Now we were late for the next stop, Yankeetown. We rested some, had an early dinner and with no wind we motored off toward Yankeetown. The sun was going down that evening with just a little clouds showing on the horizon, making for a look of a bustling Miami Beach on our west. We motored on and near 20:00 I was at the wheel and Capt. Steve was in the cockpit when we noticed the cockpit light up some with a blue light. We looked off to the west about the time a falling star lit up everything. It was as bright as day from horizon to horizon. The star lasted for about 3 seconds then faded out, leaving a trail of sparks behind it. After the fireworks were over we looked at each other and asked if it was real and did we each see the same thing. Not 30 minutes later a call went in on channel 16 asking the Coast Guard if they had any information on what happened. The caller said it had lit up the sky from Panama City to Tampa Bay. Capt. Steve almost picked up the mike to add some information to the conversation and then decided enough time had been already used on channel 16 on this event. By midnight the wind had picked up and we were heading into the 4 to 6 Ft seas trying to get close to Seahorse Shoals to provide some shelter so we could rest. We anchored in 10ft of water less than 2 miles from the Big Bend marker. It was 03:30 and when I lay down, I knew I would sleep even though we were rocking and rolling. 06:30 came along really quick and by 08:00 we were again making time toward Tarpon Springs, although we did have some fun trying to keep breakfast on the table, while we were still at anchor. For some reason I

