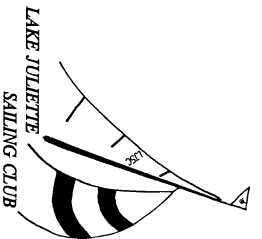


LAKE JULIETTE SAILING CLUB
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JULIETTE



RUDDER

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JULIETTE RUDDER

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1998

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- CLUB ADMINISTRATION

EVENTS AND ITEMS I WOULD BE INTERESTED IN:

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

On the Cover

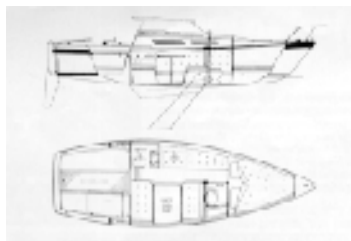
By Bob Horan

I recently talked to a man from Warner Robins who bought a used sailboat. He found it advertised in a boating magazine and drove to Maryland on a weekend to pick it up. The boat was owned by Jose Luis Sagripanti of Rockville Md. The trip back was interesting because the boat was normally at a marina in the water until about a year ago when Jose purchased a larger boat and at that time the MacGregor went onto the trailer which had not seen a lot of service but was in good shape. With the trailer not used much and boat not trailered very far, some adjustments were required. The mast came loose and the boat started shifting on the trailer. With a couple of extra tiedowns, the problems were handled, but it was still a long trip for a boat and trailer not used to being on the road so long.

As you can see, the boat is a 1981 MacGregor 25'. The new owner did not care for the boat's name ("Chesa Gannset", Baltimore) so he removed it and named his new boat "Anna B" after his mother, Anna Bordeaux. "Anna B" comes with the usual equipment, enclosed head, dinette, sink, but also has an electronics package of Depth sounder, Knot meter, and Compass. With a Johnson 6HP on the back and a good inventory of sails, "Anna B" will soon be sailing in Middle Georgia.

One of the joys of purchasing and owning a sailboat is "fixing it up". "Anna B" is no exception. The new owner has already cleaned up the trailer winch, rusted bolts, and ball connector. He has built new mast mounting equipment for trailering so the mast will stay in place. He expects to be finished with the trailer and have the boat ready for towing by mid May, so he can enter the Sinclair Regatta.

LOA 24' 11"
Beam 7' 11"
Disp 2100 lbs.
Keel 625 lbs.
Draft 1' 10"/5' 8"
Sail Area 236Sq. Ft.



Commodore's Corner...

The things I like about coastal cruising.

There are a multitude of things that I like about sailing along the coast. First there is the opportunity to hone my navigational skills. Each time I run aground, I break out the chart ... triangulate my position, and I know exactly where I grounded the boat. Sometimes I even verify the position by LORAN. It's nice to know exactly where you're going to spend the next eight hours or so.

Steady winds are the norm along the coast. Usually when we're lake sailing, we contend with the wind shifting and swirling around the shoreline and points. It's great to have steady winds, only shifting a few degrees, for long periods of time. Last Memorial Day is a good example. Leaving St. Andrew's sound, bound for Crooked Island (approximately 12.5 miles), the wind was steady all afternoon blowing around 15 knots out of the Southeast. Trouble was the course to Crooked Island was (you guessed it), Southeast. Tacking all afternoon in 3 - 4 foot seas, our brave flotilla reached our destination around seven hours later. We probably sailed 35 - 40 miles to go 12.5. Steady winds are great!

I guess the thing I probably enjoy the most is the closeness to nature we feel when we are sailing or anchored along the coast. During some of the late afternoon summer thunderstorms, it's just amazing some of the terrific sights we've seen. For example, we've seen lightning strikes so close to the boat that we could see the cloud of steam afterward. Feeling the anchor line vibrating and humming when the wind picks up is a thrill. Wondering what part of the boat flew away at the time of that last "Whomp! Crack!" is a game that Joyce and I have played a few times. The other nature game is guessing whether its raining or hailing outside. Nobody wins this one because when the drops are that big, nobody wants to check.



Commodore's Corner.. Cont

Along the southeast Atlantic coast, unless we launch at high tide, we have another game we like. It's betting on which truck will slide down the ramp into the water. It's amazing how slippery ramps can be. Launching in the Gulf is a lot easier, because the tides are so much lower than the Atlantic coast. But even with 12 to 18 inch tides, it can be exciting launching in some rivers on the full ebb or flood. Just one more thing to make a coastal cruise interesting.

Having navigational markers and bouys to guide you home or out to sea is another thing I enjoy. But in case you ever wondered how firmly some of the navigational aids are anchored in the mud ... just ask me. A three thousand pound boat just bounces off!

I've also found in various trips to the coast that anyone can anchor for the night before dark, but it takes a real man to read charts, find the cove, fight night-blindness, avoid the many other unlit boats who got there first, and get the ground tackle set after dark! Landlocked folks just don't understand the thrill of setting the hook in a crowded anchorage of boats of all types, settling down, and then discovering that power boats and sailboats react totally different to the effects of wind and current.

There are many reasons I like coastal cruising, and we seem to add to the list every time we go. The different cruising grounds, coastal towns, fresh off-the-boat seafood, smell of the ocean, roar of the surf, and sand in my shoes (and everywhere else) will have us back for more everytime. Basically, it's the unexpected and unforeseen that sends us back to the coast. The only sure thing is that Joyce and I will be planning our next trip to the coast on the way home from Apalachicola!

____Walton Stewart

Lake Juliette Sailing Club 1998 Schedule

- | | | |
|------|-------|--|
| Apr. | 17-19 | Lake Lanier Cruise – Cancelled!! |
| | 21 | Meeting, location – Morrison's Cafateria |
| May | 16 | Sinclair Regatta - sponsored by OSYC
Middle Georgia Open Event. |
| | 19 | Meeting, Location – Players Grill – 7PM.
on Hartley Bridge Rd. I-75 Exit 47 |
| | 24 | Memorial Weekend Cruise – Apalachicola |
| Jun | 16 | Meeting, Location - Macon |
| | 21 | Father's Day Race |
| Aug | 8/9 | Moonlight Cruise/Race |
| Sept | 5-7 | Labor Day Cruise |
| | 13 | Treasure Hunt |
| Oct | 2-4 | Cumberland Island Cruise |
| | 17 | Golden Open - sponsored by OSYC |

Items to be added if enough interest

- Cruise to Dog Island/Carrabelle
- Cruise to Tarpon Springs/Anclote Key

No rain through the night, but morning dawned with stiff winds and threatening skies. Boats were motoring the waterway with determination to get where they needed or where they needed or wanted to be before the weather worsened. We were off around 0900hrs as the wind swung "Maggie's" bow around to head downwind. Waiting 10 minutes on a drawbridge seems like a long time when the wind is increasing and your watching the skies. We really needed to make it through the inland waterway with good visibility because some markers were crucial to find in that area. Talk on the radio was lively with the coast guard responding to a man overboard mayday, Thankfully, the rains held off as we turned toward the Manatee River. A powerboat came alongside of us, her crew unsure of the way back to the Bradenton yacht club. Steve said to follow us and we soon had a flotilla as another boat fell in line while Maggie led the way. We made slow but steady progress motoring into the wind. We did not have an anemometer so we could only guesstimate the wind speed.

Around 1230 the marina was in sight we could tell that docking "Maggie" would take some planning and coordination. The Dockmaster saw us coming and was standing by to help. We made it in fine and after quite a lot of adjusting lines fore and aft, "Maggie" was in her slip. Still no rain, so Johnny and I unloaded our gear and shared some lunch with Steve before hitting the road for the long drive home. We certainly got into nasty whoop- te -do coming home. When we stopped for a break near Ocala, we saw emergency vehicles on the move and although it was only around 1700 hrs (5:00 PM) it was as dark as night. Later that same evening deadly tornadoes cut through Cental Florida. We were thankful! to get home safely with memories of a great weekend. *Thanks Steve and take care!*

Notices:

The May 19th. meeting will be held at the Player's Grill on Hartley Bridge Road south of Macon. Just about 1/4 mile east of I-75(exit #47). It will be at 7PM and the topics to be discussed before and after dinner will be the Club Scedule of Events, the up comming Memorial Weekend Cruise to Apalachicola Bay, The Sinclair Regatta, and our Fathers Day Race. This is a monthly Club meeting and is open to members, guests and anyone interested sailing. Melise Raley will be presenting a 10 minute slide show at this meet and if you have ever seen one of her previous performances,you know what I mean when I say "You will not want to miss the show"

There are a number of other boats for sale in the club. See below..

Prindle 16 - '81 Excellent condition, galv. trailer,
Asking \$1000 - Stan Witherington
770-867-9857

Prindle 16 - '94 Like **NEW**, sailed less than 10 times,
trailer, Asking \$2700 - Joe Celio
912-757-9487

Hobie 16 - Excellent condition, Sail tube, trailer,
Asking \$1000 - Boston
912-955-4902

Hobie 16 - Excellent condition, trailer
Asking \$1200 - Mike Martin
912-923-2120

The trip goes by amazingly fast when you are southbound 75. No accidents on the way, but we witnessed a near disaster when a pick-up truck pulling a large enclosed trailer started fishtailing wildly right in front of us. Everyone slowed down to give him all three lanes as truck and trailer careened all over the road. Somehow the driver gained control and stopped in the emergency lane. I hope that never happens to us while towing “Serenity”.

Before long we were seeing orange groves. The clothes that felt good in the morning chill back in Georgia seemed uncomfortable and out of season. We arrived at the marina around 1400hrs. It was not hard to find the 42 ft. motorsailer “Maggie”. We soon saw Steve, who was readying her for our trip. After hearty greetings we made plans to head for Eggmont Key to anchor for the night. Bad weather had kept Maggie in port a lot and I think Steve was just as anxious as we were to take advantage of this eye in the E1 Nino driven storms that have pounded Florida this past winter. Johnny and Steve went for ice while I stashed our gear. I had boarded Maggie once before during the Panama City cruise 1997. I remembered the warm teak interior and the inviting feel of the spacious cabin that I can actually stand up in throughout! Joyce, remember that step down in the main passageway? Well, I didn’t so I stumbled then laughed my way to the aft cabin and deposited my bags.

By 1500 hrs. we were motoring out the Manatee River toward Eggmont Key, which is just off the tip of Anna Maria Island, Bradenton’s Barrier Island to the west. Brisk winds from the Northwest made for choppy waters but Maggie handled it so nicely as Captain Steve maneuvered the shoaling waters of the channel. It was -treat to smell that salt air and have a little sea spray in my face-- just what the doctor ordered. We reached Eggmont Key around 1800 hrs. Because of a predicted shift to easterly winds, we decided to anchor farther out from the island and hoped the wind would

subside for the night. There was a pilot boat station on the island and we watched the boats go out to guide large ships and barges through the pass toward the vast Tampa Bay. Their conversations on the radio were quite interesting. There is a lighthouse on Eggmont Key That I have since read is the 6th brightest in FL. The brightest lighthouse in Florida?, I don’t have a clue. Anyway, the primary inhabitant on Eggmont is the gopher tortoise. We speculated that access to the island might be limited at that time because we were anchored alone for the night- no one but us and the pilot boats as we watched the lights on the mainland and the stars appear in the evening twilight. The Tampa Bay Bridge is quite a sight at night. The wind did not diminish with nightfall so we were still rocking and rolling. Steve decided to attempt supper so we went below as Steve cooked up a fabulous stir fry chicken and veggies with rice. I made the salad and tried to help out all I could. Cooking with all that ocean motion takes some skill and ingenuity to keep dinner on the stove and transported safely to the table. We soon had a feast with good bread and wine to top it off. Motion and a little smell of the diesel had Johnny a little pale around the gills before supper but some Dramamine, food, and fresh night air did the trick. He got out of galley duty but it really was a snap with hot running water!



Finally we retire to the cockpit to share sea stories and talk about celestial phenomenon and all of Steve’s many adventures aboard “Maggie”. We really could have stayed up all night talking.

Luckily, no wind shifts during the night and we were up around 0700 for more good food- ham, grits, eggs, all kinds of fresh fruit and naturally fresh squeezed orange juice. After breakfast Steve pulled out the charts and we plotted our course for the day.

Wanted:

8.0hp long shaft outboard - George Jester - 912-922-9510

Ron Katz would like to borrow a small 3 to 5 hp motor for the Sinclair Regatta only. He will be using it on a 16 ft. Sunbird daysailor and since his boat is not real fast, he would like to have a motor onboard for backup in case the weather turns bad or the wind dies. If you have one he can use call him at 742-3556 or bring it with you to the Sinclair Regatta on the 16th. of May.

Garland Corbin has the plans for a dinghy that is quite interesting. It is made from foam, fiberglass, and a little wood. It is a very light weight, easy to construct, cheap alternative to buying a new factory made one. I priced most of the materials for this adventure and found the total price for material would be about \$120.00 plus the cost of brushes, bowls, cleaning solvents, stitches required from minor cuts and any bandaids and medical creams. If you are interested, give him a call or talk with him at the next meeting.

off straight out to sea. It was such a beautiful afternoon if we didn't know better we would have kept going all the way to Mexico- it was tempting! My favorite place on a boat has always been the bowsprit. Steve suggested I check out "Maggie's". What a great place to forget the world and just get caught up in the reverie of sailing. I thought of the lyrics from a song called Sailing by Christopher Cross which says it all best-- "the canvas can do miracles, just you wait and see..." Johnny finally came forward to see if I was awake or what and Steve took a few pictures of us and no, we were not doing the King of the World thing!

Heading into Longboat Pass around 1700 furs. We had two drawbridges to negotiate The first one was surrounded by shoaling waters and the bridge advised us that we were too close on the starboard side but we figured she didn't see the shoals to port. Steve piloted us just fine through what looked like an impossibly narrow channel. Once in the intercoastal waterway, we saw something that fascinated Steve and Johnny to no end. Yes Steve, I got a picture of it. The incredible but real flying dinghy! Steve thought one with collapsible wings to pull behind a boat would be great. What a way to make a landfall-I don't think so!

The Seafood Shack was finally up ahead. The guy who met us at the dock remembered the "Maggie" and advised us to tie her up good for the night. One hot shower later we checked out the Seafood Shack for dinner. We did things backwards I guess-cook when we're rocking all over and eat out when its calm. We dined on grilled grouper and shrimp and fried gator tail (tastes like chicken) for an appetizer. Open air dining, palm trees, margaritas. We agreed that what we really needed was Jimmy Buffett singing in the bar.

Steve had originally planned to sail 10-12 miles offshore and head down to Sarasota for the night. The latest report had another front coming in on Sunday so we revised our plans. I have wanted to learn more about costar and offshore navigation Steve patiently explained some things to me about course plotting that really made sense. If experience is the best teacher then Capt. Steve has had some. You can read all you want about sailing but you won't really understand unless you "Just Do It".

We plotted a course for Longboat Pass and it was "anchors away", and out to sea to see how Maggie Handed under sail. Our course and the apparent wind direction looked like a downwind sail but after raising the main and foresail we could not find our point of sail. The wind shift had begun with the approach of another low-pressure system. We doused the smaller jib and unfurled the 'Ginny' as Steve calls his new Genoa. Still no luck so we decided to motor until the wind could make up its mind. The sky was clear and a deep azure blue with a few wispy mares tail clouds high in the jet stream, an indicator of weather to come. Weather reports had the barometer falling and rain for late Saturday evening with gale warnings possible by Sunday afternoon. Steve said we might be in for a little Whoop-Te-Do before the weekend was over. I like Steve's expression for stormy sailing, like a kind of spicy adventure or fast dance.

Steve suggested we tie up at the Seafood Shack, a place he was familiar with in protected waters but first sail a while before heading inland. We raised all three sail this time. A good wind was finally with us and "Maggie" takes



SMOOTH SAILING AND A LITTLE WHOOOP_TE_DO OR MORE ADVENTURES ON THE MAGGIE



BY MELISERALEY

Don't say "Ya'll come" to Johnny and I, if you don't mean it because we might just take you up on the offer, especially if the invitation promises some sailing, sun, and a little ocean adventure in the dead of winter.

Steve Legikis called me at the beginning of another cold and dreary week in February to thank me for some photos I sent him of "Maggie" at Crooked Island last Memorial Day weekend. Since his passage from Shell Point FL with Bob Horan, he has settled into a tidy marina in Bradenton FL. He encouraged us to come down for a visit when we had a long weekend. Miraculously, the window of opportunity both weather and workwise opened wide that very week and we found ourselves Florida bound by Friday morning around 0700 hrs. We only had to go back once, for Steve's address and phone number, which seemed pretty important, and then we were really off. I'm getting good at spur of the moment packing. Just gather up what you think you might need and sort it out on the way, if your not driving that is! I am learning that too much stuff and too many details will keep you from the "Carp Diem" approach to life. Still, I haven't quite embraced the cruising simplicity that Mr."Hazardous" Greg seems to enjoy!