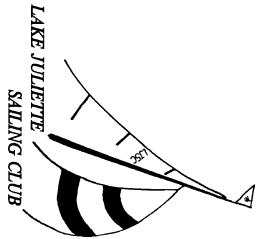
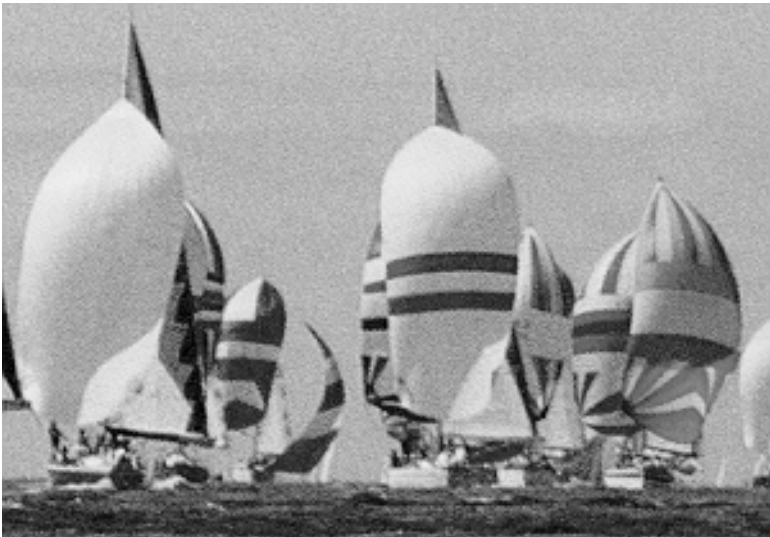


LAKE JULIETTE SAILING CLUB
Please Return Undeliverable Items to:
Editor, 220 Windsor Drive, Warner Robins, GA. 31088

JULIETTE



RUDDER

Volume 9 No. 5

May. 1999



JULIETTE **RUDDER**

OFFICERS

COMMODORE.....Steve Dillard
1431 Beaver Oak Dr. Macon, GA. 31220 - 477-8408
panzervi@mindspring.com

VICE COMMODORE.....Miriam Corbin
Rt, 4, Box 246, Forsyth, GA. 31029 - 912-994-0542
mimicorbin@juno.com

TREASURERJan Dillard
1431 Beaver Oak Dr. Macon, GA. 31220 - 477-8408
panzervi@mindspring.com

RACE COMMITTEE.....Ron Katz
1049 Chapel Hill Cr. Macon, GA. 31211 - 742-3556
autowizrd@aol.com or ling44@aol.com

MEMBERSHIP, EDITOR & HISTORIAN

.....**Bob Horan**
220 Windsor Dr. Warner Robins GA. 31088 - 929-1377
Bob@Horan.net

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.

1999

LAKE JULIETTE SAILING CLUB MEMBERSHIP REGISTRATION

NAME _____

ADDRESS _____

CITY & ST. _____

PHONE _____

BOAT 1 _____

BOAT 2 _____ 3 _____

SPONSOR _____

E-MAIL ADDRESS _____

Dues are **\$20**

Payable to: **Lake Juliette Sailing Club**

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
 CLUB ADMINISTRATION

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 |

on the tides have had friendly tides for most of the trip up the ICW. Today with tide made 15 miles in 2 hours. Usually make about 35 miles a day mostly motorsailing, Yamaha uses 2 gal. of gas a day.

Not a good anchorage last night of trip. Helen and I grade our anchorages on a scale of 1-10 and last night was only a 5. Have been traveling of and on for the past week with a lone sailor on MING, some kind of motorsailing catamaran. Yesterday afternoon we anchored for night in small deep water creek of ICW. At 11 PM when I made my last night ck. outside the tide had changed and was moving through the creek big time. His anchor came loose and just missed Zephyr and went aground in the marshes next to us. The tide floated him off and he anchored up stream again, needless to say I didn't sleep good wondering if we would be rammed in the night. The creek was 25 feet deep and I had 3 anchors out which is my normal for tide areas Helen and I found another 17 Lb. Danforth anchor while snorkeling in the keys, so I have 4 different size anchors in the well, what a mess.

Got up early to catch outgoing tide as we had 4 miles to go to St. Johns River and tide was running 3 knots toward river. After we got into St. Johns and turned south were against tide. Had to anchor and wait 1 Hr. for tide to change for it took us almost 1 Hr. to make 2 miles. Tide still not changed so motored against a strong tide 4 hours to Jax. After stopping for lunch and waiting 30 minutes for railroad bridge to open, tide finally changed (4 hours later than NOAA radio said it would). Arrived at Helen's house at 6 P.M. the longest day we had. After 81 bridges and only 4 nights in Marinas would sleep ashore. It had been a really excellent trip. The weather this winter in the Keys had been perfect, we did not have the first all day rain only a few showers, other than the wind blowing 15-20 knots most days. Would still be there if we didn't have to come home to do our income tax.

Capt. Fred Veator & Helen



Notices

The May 18th. Meeting will be held at the Shoney Restaurant on Harrison Rd. just off US 80, near I-475. Plan to eat at 7PM and the meeting will follow with topics to be discussed including the Memorial Weekend Cruise to the Jacksonville/St. John's River area, the results of the Second Annual LJSC Rodeo, and the upcoming Father's Day Race on the 26-27 of June.

As many of you know we have applied for a group status for Boat/U.S. membership. I have received the package back from Boat/U.S. and our group # is GA84522S. If you are going to send in your renewal see me at the meeting, I have copies of the group accord and you can use it when you send in your check. If you are interested in learning more about Boat/U.S., I will be the group liaison.

Many of you have heard some rumors of John Drawe's "accident" at the Mug Race. I talked with him and his nurse tonight and he is doing quite well. No broken bones but a badly bruised and strained leg. Kenny Allen was also on the boat when it was run over by a sailboat, but he only slightly injured. John is going back to work but is still walking with crutches. He will be limping for a while but should come out of this OK. When asked if he was interested in sailing the St. John's on the Memorial Weekend Cruise, his answer was a desire to not see that body of water again for some time.

For Sale:

1988 Precision 21 – Five Sails, New Main, Spare main sail with extra reef point, storm jib, 110%, 150% and spinnaker with all hardware and pole. Sleeps 4 with head, galley and sink. 6 Hp outboard, auto helm, full nav. – compass, depth sounder, wind speed & direction meter, knot meter, VHF radio, loran, AM/FM radio. Kept on trailer, ready for lake or blue water. \$11,000.⁰⁰ Mike Glennon, Home (334) 271-5776, Mobile (334) 235-0194 or ["mglennon@juno.com"](mailto:mglennon@juno.com)

1978-84 San Juan 23 – Includes sails, rigging, rudder, no trailer, and a very low price tag. If you are interested call Julian Creamer at (770) 228-2917

Critters By Boston

Cranking up my motor on the Watkins 23 one afternoon, I prepared to cast off and noticed there was no water discharge for the water pump that cools the motor. Knowing that was not a good sign and after confirming I had everything right, (you know, motor in the water and all that) I immediately thought that somehow I had a bad impeller on the water pump. It was supposed to have been replaced or at least checked, when I had a tune up a couple of months ago. With much groaning and straining I removed the motor and packed it off to the marina for rechecking. The man said it was replaced and that it should work. After testing again, and being asked if I had backed into some sand, no water flow was confirmed, he said, “I know what it is” “Dirt Dobbers” “Sorry” I said “I have run aground but the motor never hit” He proceeded to poke at the hole that is the water inlet and shortly a wad of dirt fell out and after little more digging more came out. Back in the tank and sure enough, now there was a steady stream of water flowing. Be sure you check out your cooling water flow, because those critters could be dobbing in your motor just like they did to mine.

Smooth Sailing Boston



adv. over 6 Knots for over 7 hours. Will pay the price tomorrow. One of the old Salts at Boot Key Harbor said if the wind is from the south in winter will be storm next day. So far he has been right so have taken Anchor buoy at Vero Beach City marina. When all the buoys are taken you raft up on buoy with other sailboat. We have rafted with neat couple from New York. This morning we realized it had been 6 days since we had gotten off ZEPHYR, other than a gas stop and one day for lunch. Still have been swimming every day but as we get further north water is getting colder. Took slip at Vero Beach city marina, bad idea, as a storm came and wind blew 40 MPH with gust to 55 and lasted all day. We were tied on just one side on end of dock, me and guy in big trawler spent all day adjusting our fenders and dock lines, as wind was blowing us right onto dock. Lost our big fender that we had found floating in the Keys. Finally went back to buoy with couple on ESTRA and wind dropped to 0.

What a great sail down Indian River. It is about 2-3 miles wide with East wind 5-10 Temp. 78. Have stopped at the Dragon at the end of the Banana River for over night anchorage. Have sailed or motored over 200 miles so are half way to Jacksonville., Have been able to sail a lot more than I thought we would on ICW. Once you leave the cites behind there is a lot of wide places that can be sailed.

Have been motor/sailing about 30-35 miles a day and finding a anchorage about 4:30 in the afternoon in time for a swim before sun gets low. One of the nicer places we stopped for night was a old abandoned Cement Plant. The place was huge and at the end of deep water canal off ICW 30 miles south of St. Augustine. Was very deserted and spooky at night.

As we were coming through the marsh just south of St. Augustine the ICW was real wide and the Capt. must have been getting lax being this close to the end of the trip. The wind was already blowing a steady 20 knots so all I had up was the main with 1 reef, when I saw a rain squall coming from astern, got on my rain gear, but decided to leave sail up and do some sailing. When squall hit wind and rain hit hard, crew went below and Capt. had to get sail down as wind was gale force in minutes. In about 10 minutes was over and sun came out.

Anchored for a couple days in downtown St. Augustine in front of city marina. Have to pay 7.23 a day to dock dinghy the only place in town and I thought the keys were bad. Sure have been lucky

sites and got to snorkel at the Christ statue on a perfect day. Tomorrow we are planning on heading north because we have 400 miles to go to Jacksonville and have to be home in time to do our income tax, and at the rate we are sailing, will become income tax evaders after April 15th.

Key Largo FL. 9 Mar 99

Log Of The Zephyr Bridges, Bridges, Bridges

After almost 2 months' Liken it easy and sailing at a leisure pace, it was time to get serious about heading North.

It was hard to believe that one night we were at Sands Key, just 12 miles south of Miami, the lights lit up the sky at night. Anchored in 6 Ft. of water as clear as glass in a cove by ourselves by a mangrove island and the next night in downtown Ft. Lauderdale, the city of 17,000 boats, anchored in a small cove looking out the cabin window at a Draw Bridge only feet away and boats, cars and people everywhere.

We had gotten the earliest start of the trip (0630) and made it through Miami and into Ft. Lauderdale (45 miles) by 4.30 in the afternoon. A friendly tide and good timing at the 15 Bridges we had to go under. The next day we didn't get an early start but still motored for 37 miles and 18 drawbridges. Most bridges are timed but at 5.6 Knots we hit them just about right. Even the big go fast power boats motor along with us as most of the ICW is a no wake, idle speed.

One bridge, the only draw bridge that didn't have to open, was 35 feet and our mast is 36 feet. The Bridge tender said it was low tide and he "Thought" we could make it, he said if we couldn't just back up and he would open it, Yea Right. we just made it but hard on nerves.

The next day it was more of the same as we motored through more bridges. One as we came around a bend was just opening I called the lady Bridge tender she said she could hold it for 3 min. was up to us to try and make it. With Yamaha running wide open made it to bridge then Yamaha quit just under bridge. Capt. and crew had eight hands around pumping fuel bulb and cranked up Yamaha and made it under bridge only to look back and see Bridge Lady laughing in window.

What a fine day to sail over 40 miles with wind from SSE

Yee Haw! It's Rodeo Time again.

The Lake Juliette Wind gods were over zealous on Saturday - It's hard for a sailor to say it - but we had too much wind. The saturday daytime festivities were postponed until sunday but on saturday evening we chowed down with some great ribs, sat around an imaginary campfire, roasting imaginary marshmallows, listening to Garland and his brother sing. When the sun started to set - we gave in to the cold and wind and packed it in for the night. Sunday started off as a pretty day, the wind gods still being generous, we proceeded to try to set the slalom course, while chasing buoys all over the lake. We rolled the dice to see who went first and started the first part of the rodeo, which was the slalom race. The results of the slalom were: 1st - John Drawe, 2nd - Fred Veator, 3rd - Ron Katz. The second part of the rodeo was the man overboard test, 1st - Bob Horan, 2nd - Gene McDaniels, 3rd - Fred Veator. The thrid part was the ABAC Buoy Race, which made for an interesting race with boats going in both directions at the same time. - 1st - John Drawe, 2nd - Steve Dillard, 3rd - Ron Katz. The Lake Juliette Sail Club "Big Buckaroo Award" for 1999 required participation in all three events, and the winner was the skipper with the lowest total score. and the winner is..... John Drawe- 1999 Big Buckaroo John will be entitled to this name for the entire year until he defends his title next year. The Best Costume Award for this year goes to our own Miriam Corbin and Judi Drawe as the Bag Ladies (You had to be there!) We had some minor difficulties during this years rodeo and have resolved them for next year (such as heavier weighted buoys, and fewer horns). If you have any suggestions for new events for next year's rodeo, please let us know.

The next race is the Sinclair Regatta, a two-day event, starting May 22 - 23. The captain's meeting will be at 11:00 at OSYC. It will be a combination of different races, Point to Point from OSYC to Sinclair Marina - Lunch at Paradise Restaurant on Sat. a rodeo Saturday afternoon, and a Sunday race back to OSYC. There will be a shuttle service available for those wishing to leave their boats docked at Sinclair on Saturday night, and some of us will be staying on board, we have gotten permission from the Marina to dock any boats we wish on saturday night.

.....Ron Katz

Memorial Weekend Cruise 1999

Although we initially were going to go to Panama City this year, Fred Veator came to the last Club meeting and proposed that we try to avoid the P.C. crowd and sail the St. John's River. The actual drive down would be close to the same distance to Panama City but would be mostly Interstate and should be an easy drive of 5 to 6 hours depending on how fast you can tow. Fred indicated that South of Jacksonville should be not quite so busy as other ports we have sailed out of on this holiday weekend. He has been researching the area for launching areas and came up with two. The Navy Base, for those who have military base privileges has a ramp that would be available although somewhat close to the Jacksonville area. The second area is located at Green Cove Springs. It has plenty of trailer parking and looks to be a reasonably safe area for launching. This would put us about 15 miles south of the Jacksonville area and we would sail south from there, away from the anticipated crowds of the holiday weekend. The Green Cove Springs launch area easy to get to from I295. Getting off on Exit #3, drive south on Highway 17, about 11 miles. Just before going over the bridge into Green Cove Springs you should see the public launch ramp on the left.

Fred is coming back up to be at the May 18th meeting and will have maps and drawings to assist club members in knowing where to launch and what the river is like and where would be good destinations and prospective anchorages. For those who might need to call him, he can be contacted depending on the day, at his W. R. home at 922-5277, or in Jacksonville at Helen's number, (904) 287-1669. If you are interested in being a part of this adventure, make the May 18th meeting a must go event so you can get first hand information on all the important details of this cruise.

all 4 days. Woke us up this morning pecking on window, guess he wanted another cracker. Wound up staying an extra day because of bad weather. NOAA Weather said some thunder storms were coming ahead of front and small craft stay in harbor. Sure glad we did. We washed and scrubbed ZEPHER good with salt water before lunch as rain was coming by noon and would let rain rinse boat. Just as we sat down for lunch the wind went from calm to 55 knots (NOAA) ZEPHER went over on beams end and shook like a bull on the anchor lines. All over in 10 minutes, but I don't think you ever get used to thunder storms.

Next day pinching 20 knot wind, 10 miles to Tarpon Harbor, ZEPHER once again covered with salt. We met the grouch of Key Largo today. As we motored across Blackwater Sound the wind was coming from the East so we went to end of sound behind Stellrecht Pt. And anchored in 5 ft. of water. Before I could get 2nd anchor over, some guy came out of house and yelled we could not anchor there. When asked why not? He said because he said so!! And to go somewhere else and anchor. After 10 minutes of very heated yelling back and forth, my anchor came loose and we drug out of shouting range and he went back inside. We decided holding was not good anyway so went around point to Sexton Cove and anchored for the night. The bad part is he went away thinking he had run us off. The law is, you can anchor anywhere as long as you are not in a navigable channel.

We are headed back outside, as we want to snorkel at some of the dive sites as Pennekamp State Park. Have anchored for the night in South Broad Creek just off Angelfish Creek. We were going up creek and saw a hole in mangroves.. Just big enough for ZEPHER so nosed in and are tied to mangroves in 3/2 ft of water. Kept selling ourselves how nice this place was until it started to get dark. Then the so-see-ums came out in force and drove us below. Good thing the temp going to mid 60's tonight.

Almost 2 months, we are back where we started at Pennekamp State Park. Have taken a slip for only the third time on whole trip. The main reason, is the wind is ripping from the North. Yesterday was an excellent day as we went out to a couple dive

total of 16 days. Had planned to leave a couple days sooner than we did, but had a big party at Dockside Marina (16 Years open) so the whole boating community was there. Capt. & crew left party about 9:30 at night and had rough trip to ZEPHER in Little Red. Next day listened to NOAA Radio said wind had gusted to 36 knots at 9:30 PM. A real Noreaster was blowing the day we had planned to leave so we waited a couple of days for things to calm down. Was a good idea because the day we left, wind had died down to 10-15 and from the north. On the outside we had protection of the keys and had a find sail up Hawk Channel for 25 Miles. Crossed under Channel Five Bridge for first trip on inside. Bicycles fit nicely in behind cooler in after cabin and sure made it nice when we go ashore. Should have had them in Key West.

Have spent 4 nights anchored in Bay on Bayside of Islamorda. The water is so clear in 6 ft. is like being suspended in air. Not a real sailing community like boot Harbor, and not a good place to dock dinghy. When we left Islamorada, wind strong from North, had 2 reefs in and in less than hour there was no wind at all. It was really good as we needed to run the Yamaha some to charge the battery. Our new policy is not to leave anchorage unless wind is blowing in right direction. As a result, after 30 days, we have used 2 gal gas in ZEPHER and 3 gal in Little Red, but I do not get to charge battery much. The 6 amp charger on Yamaha has always kept the battery up, but when we don't run it for over a week, you never know how much juice is left in battery. Still haven't run battery down yet. But on next trip would like to have a way to keep battery charged.

Had planned to only stay 2 days at Community Harbor in Tavernier, but bad weather on way so will stay another night. Last night neighbors 28' sailboat sank!! He had gone ashore for a couple of days and something happened to bilge pump and boat sat on bottom in 5 ft. of water. I went over this morning and helped him get water out. What a mess.

Left Community Harbor and it was a goodbye we both felt. Helen had made friends with a big white seagull (Whitey) that was sitting on the grill from the first morning and stayed there off and on

1999 LJSC Sailing and Event Calender

May Events

- 1 Mug Race Jacksonville, FL. 40 mile race
- 18 Meeting – Shoney's, on Harrison Rd. Just off US 80, ½ block East of I-475
- 22 & 23 *Sinclair Regatta (2 days)
- 28-31 Memorial Weekend Cruise – Jacksonville/St Johns River

June Events

- 15 Meeting
- 26-27 *Father's Day Race (Sleep Over)

July Events

- 2-4 Lake Chatuga Cruise
- 20 Meeting
- 24-25 *Oconee Springs Race (Sleep Over)

August Events

- # To be announced Lake Chickamauga Cruise in Tennessee
- 17 Meeting

September Events

- 3-6 Cumberland Island & Fernandina Beach Cruise
- 3-6 Labor Day Regatta - Clark Hill in Augusta
- 21 Meeting
- 19 Treasure Hunt

October Events

- *Golden Open – Sinclair
- Halloween Regatta - Clark Hill Augusta

Additional Events with no date yet

- Lake Lanier Cruise
- Commodore's Cookout
- Apalachicola Cruise
- *Point Races - will be included in yearly totals

Log of the Zephyr

Key West

What more can be said about Key West? Whole books have been written about the place. One thing for sure there are now plenty of tourists here. With the cruise ships dumping 5000 people a day on most days, the place is real busy.

After listening to many stories about sailing to the Dry Tortugas in the winter, we decided to take the ferry and it is an all day trip and for us it was a good day. The guide at Fort Jefferson said some sailboats had been stuck out there for over two weeks waiting for the weather to change and had just left the day before. Getting ashore at Key West is an adventure in itself. With hundreds of liveboards anchored around Key West, they are down to only 1 dinghy dock. The trick is to have a ling line and be able to climb over rafts of all types of dinghys to reach the dock and tie you line. This is fun on the return with a 25 lb. Block of ice & 5 gal jug of water. After a week we got good at it. One day we sailed out to sand key and snorkeled and went to Boca Grand to spend the night. The next day with lights winds we decided to sail the back way to Key West. We asked a ranger if it maintained 3 ft. of water and he said "oh yea" (He stopped and came ashore on one of the islands and ticketed a couple for walking their dog on the beach.) The chart showed only 2 ft. of water at the end of the bay, but going by what he said we enjoyed a nice 20 mile sail in 6 ft. of clear water. At the end we could not find the deep water to cross into Key West ship channel. After much bumping and pulling and with the help of the high tide we were able to get into ship channel and of course a couple of cruise ships were just leaving. We left with them and sailed back to the Navy Yacht Club at Boca Chica, NAS. Friends we had made there, greeted us like long lost friends even though we had only been gone a little over a week. They all agreed that we were the first people to have gone the back way in a sailboat.

On day while at Navy Yacht Club, we took Little Red and went under bridge to bay side to do some snorkeling, probably the furthest we had been from the mother ship. As we pulled up on an

island a sea porcupine stuck in Little Red and made 4 holes. No pump or patches and a long way from ZEPHER. Leaving a trail of air bubbles and with Putter as loud as it would go, we made it back with a soft boat and Putter's tongue hanging out. Learned a good lesson: to look where you park your inflatable.

Had the roughest sail of the trip going from New Found Harbor to Bahia Honda only 8 miles, but took us 6hrs. with winds of 15-20 knots and seas 3-5 on the nose. It was too rough to motor so we had a lively sail. Probably the biggest waves I have sailed in, but got to be enjoyable after we got used to the ride. ZEPHER does real well in heavy seas with double reefed jib & single reef in main. After listening to the weather report for next week, NOAA said a cold front was coming and we wanted to spend the windy days after it passed in Boot Key Harbor. The morning after cold front, I walked to top of Old Rail Road Bridge at Bahia Honda St. Park with light wind was coming from the North and the sea in lee of Bahia Honda was calm. Capt. Informed crew, conditions were good for sail of 12 miles to Boot Key Harbor. As we sailed through Old Rail Road Bridge I noticed wind had picked up some, as we cleared channel markers and caught the North wind, it was blowing hard, and we had to take down reefed jib and sail with 1 reef in main only. As we cleared end of Bahia Honda Key the wind came through 7 mile Bridge in a wholesale outfit. The direction changed to more North East, making us closehailed and it was batten down the hatches and break out the foul weather gear, as waves were steady spraying over the side. By the time we got to channel markers for Boot Harbor we had the Yamaha working to help keep on course. As soon as we crossed into Harbor, water was calm as a mill pond, but boat and crew was covered with salt.

We sure like Boot harbor. Lots to see and do in and around Marathon. Cost more to rent bicycles than to buy, so we bought a couple of 20" bicycles, and even rode them to Pidgeon Key on old 7 Mile Bridge. Old salts at dock make fun of our small bicycles, but we had a small boat, small dinghy and small people, so all works out. Finally left Boot Harbor after staying a