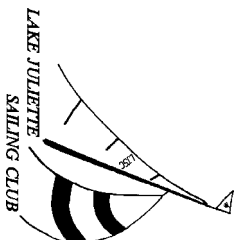


LAKE JULIETTE SAILING CLUB
Please Return Undeliverable Items to:
Editor, 220 Windsor Drive, Warner Robins, GA. 31088



RUDDER

Volume 5 No. 8 Sep 1996

JULIETTE



JULIETTE **RUDDER**

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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.

Tresure Hunt (cont)

As usual I enjoyed hosting and coordinating the annual treasure hunt. It is always a challenge to find new and interesting things for prizes and to find new and interesting ways to conceal and place the jars. It works out very well it only one person is hosting the hunt that way more people get to participate, but I would also love to participate as a hunter. We are working on a plan for next year that could change the way the hunt is done to allow everyone to participate. If you have some neat ideas along these lines send me an e-mail (bobhoran@hom.net) or call me 912-929-1377

From the Editor:

By Bob Horan

This last month has been kind of interesting since not only have I put together this newsletter but also put together all the materials for the Treasure Hunt. Each year the hunt provides it's own challenges, because the paperwork (Maps, clues, & instructions) have to come together with what one finds on the lake at the day of the hunt. So each hunt is a combination of careful planning, making do with the circumstances of the day and just good old fashioned luck. This year was no exception. I scoped out the lake a week early and was glad I did since I had not been on the lake for a while and many things were not as I remembered. I noticed some small errors in the map and hope to correct them by the next time I publish it for a hunt or whatever.

This newsletter is a little like that each month. I never know how it will turn out until the day it gets put together.

Tresure Hunt (cont)

area it had rained that much. Only one of the boats that arrived on Sunday was not able to put in. It was Ron and Margaret Falk's RK20, and of course this was the first time they have ever brought it to Lake Juliette. We may try to schedule this event earlier in the year to avoid the low water of September.

Pressing on I proceeded to place peanut butter jars in preselected locations according to the map. Not much to tell about putting out the jars except that I managed to place them so that less than half were found the next afternoon. Boston and I managed a standard start for the hunt, with most everyone crossing the line shortly after the gun. Linda Horan and John Skelton on my Hobie 18M held back just to avoid the starting line congestion but was able to catch up soon after when the wind filled in a bit and the Hobie picked up speed. Almost every boat was able to find at least one jar and Steve & Jan Dillard with Joyce Stewart on board their Hunter 26, came back with 3 of them.

The evening was completed with our annual Commodore's Cookout. We had a good turnout and the food was great. Jan LaBeause had called everyone and arranged for a great assortment of food. She had arranged for or picked up all the necessary supplies including plates, ice, table cloth, and fried chicken. There were vegetable dishes, deserts, salad, and even watermelon. A great job!!!

Since there were some jars not found I have formed a list of the remaining jars that will be available to be turned in as they are found. Three from the "Hints for additional treasures" list and two from the Treasure map itself. The two from the map are located with circles and have either a negative 1 or a negative 2 inside the circle. This means they were either one foot under water or two feet under water at the time of the treasure hunt. Next spring they will be much deeper. I am providing a map in this issue of the RUDDER for the remaining jars. If you need a bigger one (for those of us who have a mild sight defect) I have some left over. See me at the next meeting or on the lake.

NOTICES

The September meeting will be held on the 17th of Sept. at The Morrisons Cafeteria in the Macon Mall. The meeting will start at 7PM and should be finished by 8:30PM.

The August Doldrums Race on the 18th of August had not enough boats and very little wind. It was called off.

The Heart of Georgia Scuba Club is hosting an international open water divers clean-up day on September 21st on Lake Juliette. They plan to scour the lake bottom for junk and after they tire of this they plan to have a cook-out. If any of you are interested in helping or joining their organization call (912) 953-9545 any afternoon. Ask for Big Al or Tim Peters.

Teresa Duarte has been contacted about the Cherry Blossom Festival for next year and it seems a Mr. Allen Freeman has some nice pictures from last year's regatta and hopes to use them in promoting one for 1997. We need to put it on the schedule. Getting on the lake should not be a problem. Teresa thinks getting the point open for spectators like we did this year would not be too hard and would probably be something to plan for, as in posting signs for visitors to know where to go to watch the races. It would be nice to have a chase boat or two just in case, and with this much notice we should be better able to provide for any visitors, including sailors. If anyone would like to work with Teresa on this event, she welcome the help.

Fall Races:

Nov 30 Christmas Regatta ICW, Little River SC.
(803)249-6604

Dec 6-8 Sailfest - Stanford FL.

Dec 12-13 Columbus Day Regatta - Biscaine Bay to
Elliot Key (305)876-0818

Boat Shows:

Oct31-Nov3 Sail Expo, St Petersburg, FL. Stouffer
Vinoy Basin (401)842-0620

Nov 14-? Ft. Meyers Boat Show, Convention Complex
(954) 570-7785

Jan 8-12 Atlanta Boat Show, World Congress Center

Jan 16-19 Tampa Boat Show - Tampa Convention Ctr

Feb 13-19 Miami International Boat Show, Miami
Beach Convention Ctr. (305) 531-8410

For Sale:

Precision 18, 1987, Very little use until 1994.
Always kept under cover. Fast pocket cruiser with all the
extras. Genoa, 3 hp outboard and Galvanized trailer. Less
than half replacement cost. \$3800 John Drawe - 912-
935-8208

SouthCoast 22, 1973, Good condition, 3 sails, 6hp
Johnson ob, bimini, swim ladder, new mainsheet blocks,
good trailer w/3 new tires, many extras, an awful lot of
boat for such a low price and a good race record. \$2500
Bob Horan - 912-929-1377

ZEPHER (cont0

doing the steering, the book I brought along to read lays
untouched as I sit back under the shade of the bimini top and
listen to the gurgle of water under the keel. In an hour and a
half, I was dropping sails and tying up at the dock at Tyndall
Yacht Club (Now open with a new club house and new name).
After lunch at the TYC with a no problem to tying up at their
dock for a while, I unloaded my bike and set out on the 3 mile
ride to work, arriving on time covered with sweat.

Bumming a ride with a fellow worker back to the TYC
the bike was stowed, and I cast off into a 12-15 knot sea
breeze on a beautiful night. Pinching the wind I sailed down
St. Andrews Bay tacking one time to miss a shallow spot.
Entering Grand Lagoon I noticed a different gurgling sound
from the rudder. Some skillful work with the boat hook got the
crab trap off the rudder, Billy Bowleggs does a good job of
steering but does not see any thing, day or night. Not wanting
the sail to end I sailed right up to my slip before dropping sails.

Although it took me longer to sail than drive I definitely
will do it again, if for no other reason than the fact that I didn't
have to stop at the first traffic light.

Capt.; Fred Veator

TREASURE HUNT 1996

The Treasure Hunt for 96 took place under a sunny sky and a
light wind. Once again I provided maps, and additional clues
for the hunters. The whole idea of a hunt seemed doomed on
Saturday when I arrived at the lake and found the level down
about 6.5 ft. When I put in my SouthCoast 22 and found I had
to push it off the trailer instead of it floating off, I thought
about how many of the members would not be able to put in.
Bad news!! It was too much to hope for that the lake would
rise a foot over night and actually I would not want to be in that

U.S. Coast Guard Auxiliary (cont)

Editor's Note: I took this class a year or two ago. I can hardly find enough words to describe what I was able to learn from this course. It is very good and well worth the small fee and the time required for class. If you have not had a navigation class yet, call the Macon College and get your name on the list because this course, many times fills up quick.

There is also a **Boating Skills** course which I just learned about and has by now already started, but if you are quick you might get in on the second night. It is scheduled for:

Tuesdays & Thursdays, 7:00 - 9:00pm.

September 10 - October 1

Room: H-107 Fee \$30

From the log of the "ZEPHER"

28 Aug./ 1996 "Going to work"

The good news is that I've got to spend the summer at Panama City. The bad news is that I have to go to work every day. Going to work is a 48 mile round trip with 36 traffic lights and lots of lost tourists. Although I ride my motorcycle every day it still takes at least 45 min. on a good day. If there is a wreck on the bridge you better hope you've got your lunch.

For the past couple of weeks I've been on the night shift, going to work in the middle of the afternoon. As I ride along the shore road and cross the bridges I see the beautiful water with the afternoon sea breeze blowing just right. As it's a 24 mile drive by road but only six miles by water from Bay Point, a plan is formed as I sit at a long light.

With my mountain bike safely stowed in the cabin and my work clothes in a backpack, "ZEPHER" eases from her slip, in less than 5 min. the sails are up and we're sailing along at 4 knots on a broad reach. With "Billy Bowlegs" (The auto pilot)

A Sailing Lesson

(Sailing 'itsy 'bitsy tippy boats with Boston)

Since Miriam was still unable to sail in the July Race, I asked "Boston" to accompany me on the Venture 17'. (Itsy - bitsy, etc) Approximately 5 minutes before the "They're Off" horn, I felt it only proper to give my guest the helm. The race started with us approximately 5 minutes away from the starting pin. After much coaxing with Boston's expert touch on the tiller and my frantic attempts at efficient sail handling, we finally made the starting line. The next 30-45 minutes were very light wind. We mostly went in circles with every tack. (even with no penalty!!)

Our discussions of my boats' terrible sailing capabilities covered everything from my home-brewed tip-up rudder to all of the designers' (Roger MacGregor) bad design features, even his ancestors were included.— Finally, Boston gave me the tiller (We were not yet to the first mark!!) with many disparaging remarks and leaned (relaxed) back against the cabin. The boat sailed better!!! Then Boston stated "Captain, I believe I'll move up near the mast for better weight distribution. The boat then sailed normally!! (Still very light winds)

Lesson Learned: When sailing any small boat be aware of how she sits in the water. My 180 LB. plus "Boston's" many Lb. centered in the cockpit caused the venture 17' to be "way down" in the stern, causing all kinds of control problems with both the tiller and Jib adjustments. When sailing "Lucky Lady" (Displacement 6,000 plus LB.) it is not noticeable in sailing abilities where "crew" sits. — But not so with 'ITSY-BITSY TIPPY BOATS!!

Garland Corbin

Knot of the Month

by Bob Horan

The knot this month is one of mine that I use a lot. I call it a truckers hitch, Garland calls it a packers hitch and there may be other names for it. It is used to tie down a load on a truck or trailer when you want the line to hold something down and have a significant amount of tension on it. Great for tying down a boat to a trailer, mast to the boat, and many more. I don't have a pretty picture of it, so I am going to try to describe it good enough that my poor drawing will be enough to fill in the blanks.

I start by connecting one end of the line to one side of the trailer. Then throwing the rest over the boat and to the other side. With the bitter end I tie a bowline about a foot and half up from where I plan to hook on to the trailer leaving an of about 2" diameter. Then with the bitter end I loop the frame of the trailer and pass it thru the eye of the bowline. Pulling down on the line I can put significant pressure on the line, kind of like using the eye of the bowline as a pulley. When I have the line tight I put a couple of half hitches on the line tightening up

New Member

At the last meeting (August) Garland invited a friend who lives near him to come to the meeting. His name is Steve R, Ligeikis, He lives in Forsyth and has joined our club. He comes with to us with the hope of making new sailing friends & possibly cruising to southern waters.(not during hurricane season I hope) He has a 25' American ("Foolish Pleasure") on a trailer at home and a 42' Lindsey motorsailor ("Maggie") located at Shellman's Bluff on the Atlantic Coast. I'm sure we will see "Foolish Pleasure" on Lake Juliette sometime soon.

A few days after the meeting I received a short note from him, in which he wrote about getting "Maggie" together by spring and putting together a cruise on her. To get to Shellmans Bluff from I-95 exit on #12 then south on US#17 about 3 mi. Look for blue a sign showing Shellmans Bluff marina. Approx. 7mi. from exit #12. He is planning to build soon. All club members would be most welcome to stay, cruise, fish and enjoy sailing. Wouldn't it be great if we could put together a fleet to sail in that area.

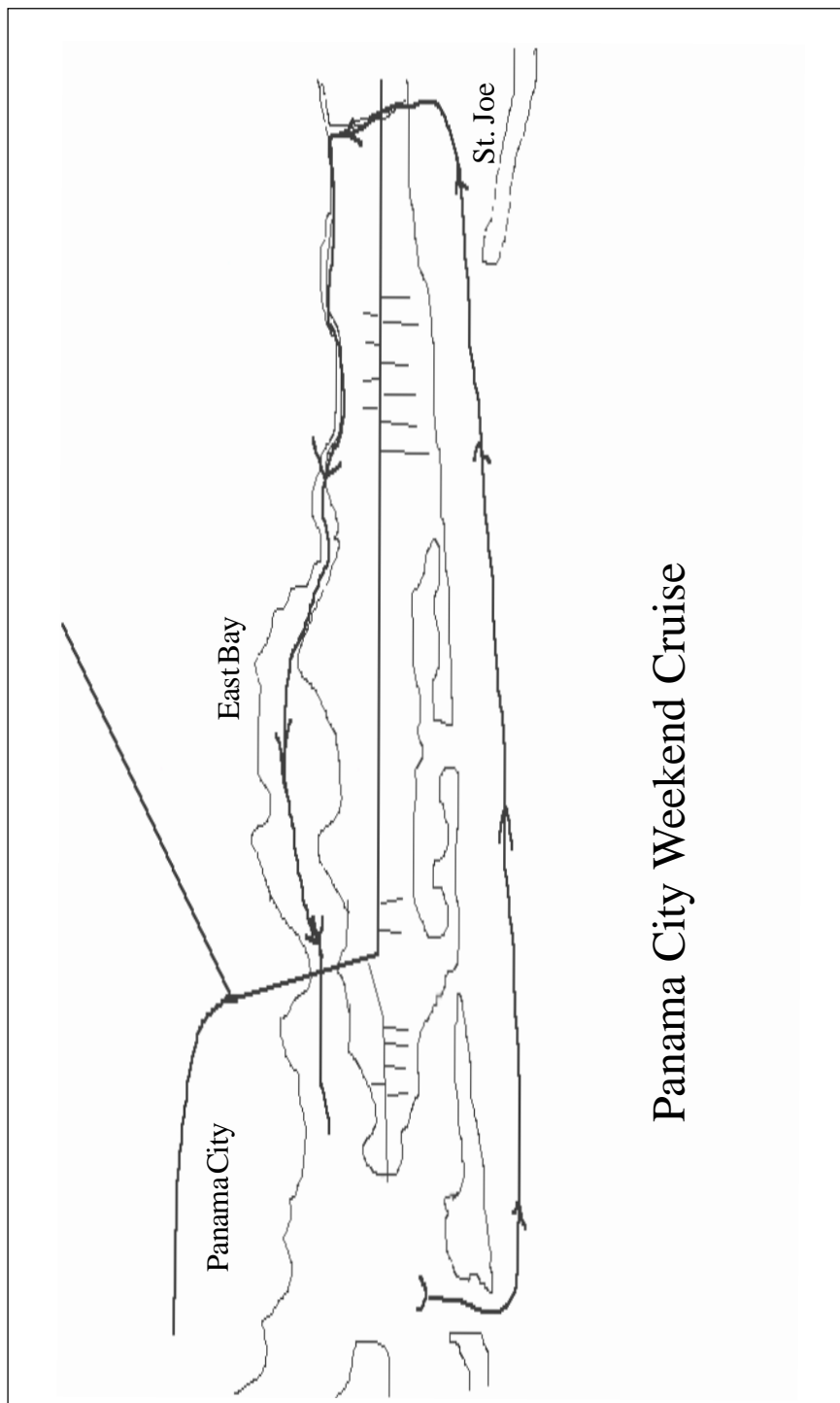
The U.S. Coast Guard is once again offering their now famous **Basic Coastal Navigation** Course. This course is designed to teach basic piloting and navigation skills. The course is entirely a classroom setting. Completion of either the Coast Guard Auxiliary's Sailing and Seamanship or Boating Skills and Seamanship or a similar course is mandatory for admission., Please call Eddie Bray at 742-1208 with any questions. For a supply list, call 471-2770

Thursdays 6:30-9:30 pm.

October 3 - November 21

Room H-107 Fee \$30

Early Reservations are very helpful in getting a seat.



Panama City Weekend Cruise

Notices

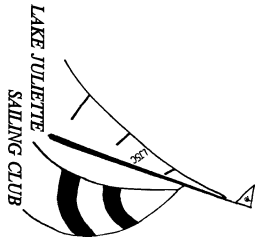
The meeting for this month is to be held on the 20th. and will be located at the Golden Corral on Russell Parkway in Warner Robins. Come to eat at about 7PM. and the meeting will follow. Some of the items to be discussed will be the, Memorial Weekend Cruise, the Sinclair Regatta (OSYC), and the Father's Day Regatta

The Spring race, scheduled for Saturday the 26th. of April was not held. We had rain almost all day and no rain day was scheduled. For you racers there will be a race on Saturday the 17th of May. It is the Sinclair Regatta, sponsored by the Oconee Sail and Yacht Club, on Lake Sinclair. It is open to all who want to attend and being an expert is not a requirement because there will be a class for new sailors. Check out the page of the newsletter devoted to this regatta.

One last note here is about one of our past Commodores. Garland Corbin was admitted to the hospital for angina pains recently. His condition did not require surgery but he will have to be careful and take precautionary medicine to prevent further trouble. Many of our members have medical problems from time to time. Joe Kennedy was absent last year from the club but joined again this year because he too had heart trouble and had to have heart surgery. He hopes to be able to spend more time sailing this year although his catamaran sailing time may be limited for some time.

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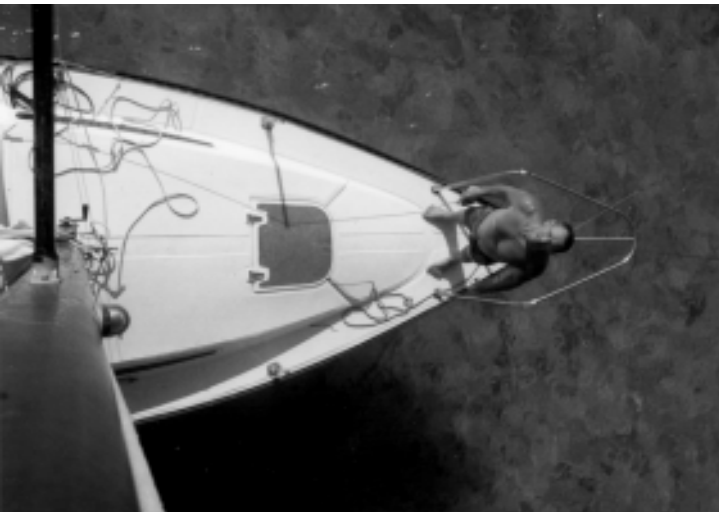
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RUDDER

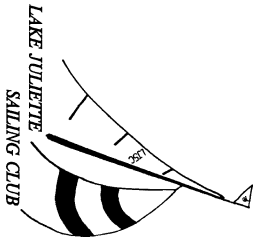
Volume 7 No. 7

Jul. 1997



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JULIETTE



RUDDER

Volume 8 No. 1

Jan. 1998

Notices:

The Aug 18th. meeting will be held at the Olive Garden in Macon. It will be at 7PM and the topics to be discussed before and after dinner will be the Treasure Hunt & the Oconee Springs Cruise This is a monthly Club meeting and is open to members, guests and anyone interested sailing.

The Club Patches are in and available. Only \$3 each. Jan Diillard have them available at the Moonlight Sail and the next meeting.

The Moonlight Sail & Race this year will be held at Oconee Sailing and Yacht Club, on Lake Sinclair. Saturday starts with skippers meeting 12:00 and a 13:00 start for a Sailing Rodeo organized by Ron and Linda Katz. After this all members will meet at the Paradise Restaurant located next to the Sinclair Marina. Following dinner the boats will sail back to the Yacht Club. The following day there will be racing organized by Steve and Jan Dillard. Skippers meeting 12:00, Race Start 13:00

More information will be available for the Labor Day cruise (Sept 3-5) and the Halloween Regatta (Oct?), held each year at the Augusta Sailing Club.

For Sale:

“The Lone Ranger”

1978 Ranger 22' Racer/ Cruiser Sailboat. Fully equipped. Just add water to win races or cruise quickly around the lake! Includes four berths, custom trailer, 4 hp Yamaha outboard with low hours and too many extras to list. Bottom has been WEST epoxy coated.

Instructions available if desired

Price \$4500.00

John Drawe 912 935 8208

Sinclair Regatta IV was a X!!

The day started with very light wind and the majority of the boats had to motor up the lake to Sinclair Marine for registration. Unfortunately, one of the boats never made it. It looked like another mid summer event that was not to be smiled upon by the wind. I was fortunate in that Mike Bragg towed my boat up to the Marina while I laid backed and observed his seamanship as a tug captain.

The Paradise restaurant put out a nice lunch spread for us and Debbie, the owner, contributed three door prizes to our already lucrative list of awards and gifts to be given out. Tommy and Regina from the Marina donated cool lookin' hats, golf shirts and long sleeve wind shirts for the race prizes. All the right stuff was there for a good event. Now if we just had some wind!

After lunch was over, Rene Ducheneau from the Juliette Club set up a starting mark while the fleet cruised around in about 5 kts of wind and Kenny in the Lone Ranger played hide and seek with the Lake Rangers. I tried to come to his rescue but soon realized that the Raider was not equipped with all the proper safety stuff. Some quick negotiating with the Peery's for a preserver got me in legal good standing so I could then bail Kenny out. After giving the Rangers some insight in the Georgia boating laws, we then proceeded with the starting sequence. With the sound of the ten-minute warning signal the appropriately equipped boats hoisted their spinnakers as we prepared for a down wind start. We were using a reverse start sequence with the highest handicapped boats going first and the Lone Ranger starting last. With this type of start, the finishing position is the final position. About two minutes before the start the wind shifted and all but died. The spinnakers came down and the first boat started in very light wind. It looked like it was going to be a very long race. By the time the last boat started (10 min 28sec after the first) the wind started coming back and put a smile on all the skippers faces.

There was some close racing in the Cruising Spinnaker fleet until Al Hauck decided to check out the water depth with his keel. And where was he? “Hauck Point” of course. Yep Al, it's still shallow there! Al quickly got off but not in time to hold off Mike Braggs' Precision 23 with the new “see through” sails.

Joe LaBeause in the Merit 22 crossed first in the non spin

Notices:

The **September 15th.** (Erroneously reported in August RUDDER issue) meeting will be held at the Player's Grill on Hartley Bridge Rd (Exit 47) just south of Macon. It will be at 7PM and the topics to be discussed before and after dinner will be the Treasure Hunt & the Oconee Springs Cruise, the Cumberland Island Cruise, and Planning for the Golden Open. This is a monthly Club meeting and is open to members, guests and anyone interested sailing.

The Club Patches are in and available. Only \$3 each. Jan Dillard should have them available at and the next meeting. John Drawe indicated at the last meeting that there might be Club Burgee's still available. Maybe he will have them at the Sept meeting also.

Boat Show's

17-20 Sep - Newport Boat Show - Newport, RI.

9-12 Oct - United States Sailboat Show - Annapolis, MD.

5-8 Nov - Sail Expo St. Pete, St Petersburg, FL.

For Sale:

"The Lone Ranger"

1978 Ranger 22' Racer/ Cruiser Sailboat. Fully equipped. Just add water to win races or cruise quickly around the lake! Includes four berths, custom trailer, 4 hp Yamaha outboard with low hours and too many extras to list. Bottom has been WEST epoxy coated. Instructions available if desired. Price \$4500.00

John Drawe 912 935 8208

Also available from John, Ranger 23, 5Hp Outboard motor, \$3500, World's greatest pocket cruiser/racer. Same model that was used in the movie 'The Dove'

Treasure Hunt 98

Presented by Lake Juliette Sailing Club

Location: Ocone Sailing & Yacht Club - Lake Sinclair

Open to: Members of OSYC & LJSC

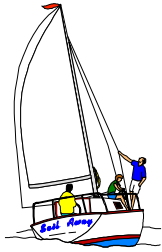
Date: 13 September 1998

Time: Hunt will start at 13:00

The hunt will be coordinated by Bob Horan and will be set up to start at 13:00. A skippers meeting is scheduled for Noon and at that time maps and instructions will be made available for the treasure hunters. All participants will look for small peanut butter jars around the lake using the maps & clues supplied. Each jar will have a number in or on it which will correspond to a treasure.

Don't forget to bring the children on this sailing event. They especially enjoy this because they always like surprises, and like to be in the water. Some of the prizes will require getting in the water to retrieve either from shallow water or from on shore. So bring your swim suit, mask and snorkel, small digging tool, towel, telescope and sunblock and be prepared to just have fun.

This hunt is an annual event on the LJSC calendar and since Lake Juliette continues to run out of water each year in the fall, we are once again invited to hold it at OSYC. Lake Juliette is way down again this year and because of this many of our members would not be able to launch their boats if it were held at Lake Juliette. This event is open to all members of LJSC and OSYC.



O.S.Y.C

October 17 & 18, 1998

THE GOLDEN OPEN REGATTA

The fall winds are blowin', and it's time again for the O.S.Y.C. "GOLDEN OPEN" Regatta. The Oconee Sail and Yacht Club is presenting the Ninth Annual GOLDEN OPEN for all sailors and sailboats. This is a fun weekend regatta, open to all classes of sail boatscruisers, daysailors, one designs and catamarans. If four or more Boats of any type register there will be a class for them.

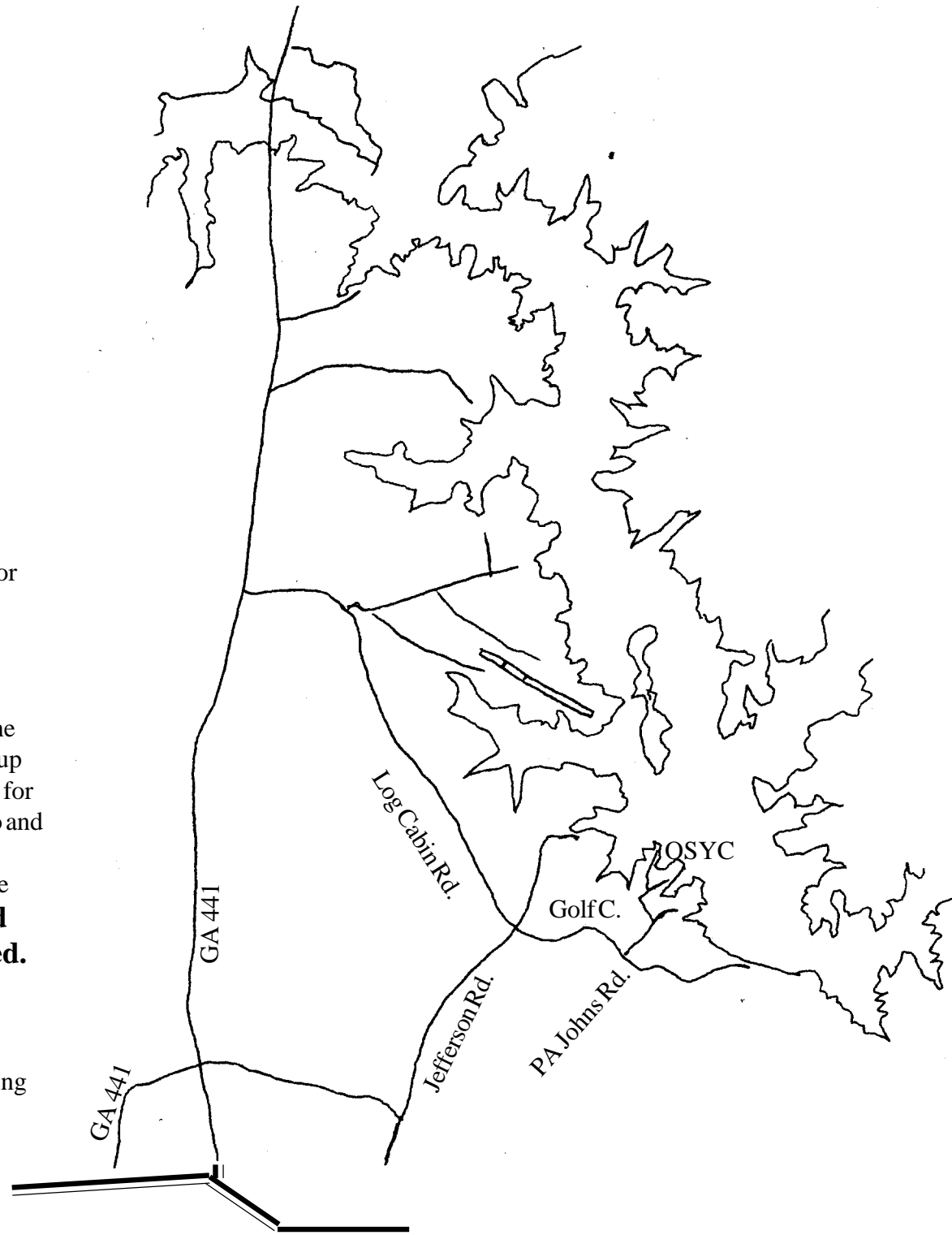
SATURDAY OCT 17

Skippers meeting at 12 noon at the Oconee Club House dock. The regatta will be a point to point race, starting near the Dam, sailing up and around a turnaround mark and sailing back to the Yacht Club for two races (Depending on the wind). Followed by a Sailing Rodeo and a balloon chase, Saturday evening Cook Out on the grill at the Oconee Club House provided by the members of the Lake Juliette Sailing Club. **Please bring covered dish coordinated thru Bob Horan 929-1377, drinks will be provided.**

SUNDAY OCT 18

Race around the buoys at the dam end of the lake. Skippers meeting will be early with racing starting by 11AM if possible.

GA 22
From Gray



Treating Hypothermia:

Be gentle with the victim.

Check for breathing, and heartbeat. Us CPR if necessary.

Place victim in most protected area out or wind and weather.

Remove victims clothing gently, cover with dry clothing/blankets

Apply warmth by direct body to body contact under blanket.

Do not warm with fire, heater, heatlamps etc.

Do not rub or massage as this may cause cardiac arrest.

There is no harm in reheating too slowly but there is in reheating too quickly.

Some things you can do to protect yourself.

Wear a hat that does not come off too easily.

Wear a whistle to alert help.

Wear a small floating marker light.

Wear visible clothing when you fall in. (Yellow or reflective tape on life jacket)

Wear insulating clothing that delays heat loss, Wool & Polyester are the best.

Pork up for the winter so you will have plenty of body fat to keep you warm when you fall in.

Racing Corner

With all the racing behind us, the time has come to tally up and see who placed where. John Drawe, race committee this year has all the information and intends to have it ready for awards time at the Christmas Party. I expect he will have some interesting comments about the results of some of the events we have held through out the year. Since the Moonlight Sail Race we have not held any other races although the results of the Golden Open will count in our race results.

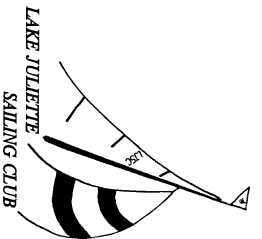


As I was looking over the basement of the OSYC Club house on cleanup day the 7th of November, I came across a number of our racing marks and anchors that were used in our last race. I packed them up but am still missing some of the equipment that was used: One of the new large orange marks, two 12V air pumps, (one orange in a brown plastic butter tub and one gray newer pump) and the starting pin poles and flag. (I have the foam float that goes with the starting flag). If anyone knows where these might be, let me know, they were not at OSYC Club house.

Steve Rummage and John Draw took 2nd. place in the 1998 Catalina 22 Nationals.
Congradulations!!!

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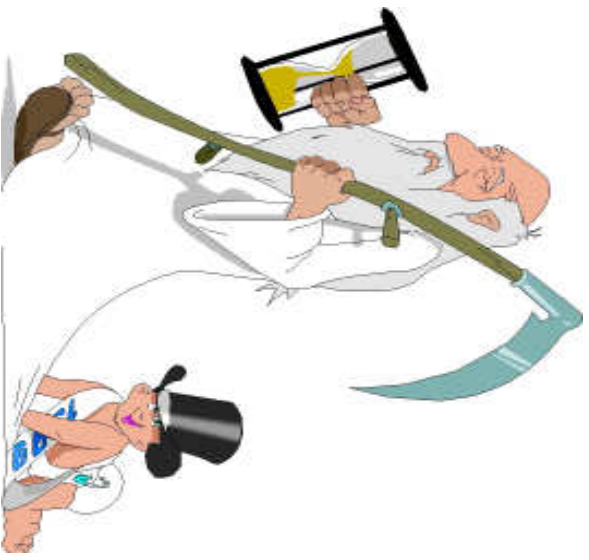
JULIETTE



RUDDER

Volume 9 No. 1

Jan. 1999



Notices

The February 16th. Meeting will be held at the Chinese Buffet, located at 2010 Riverside, (Corner of Riverside and Engleside, site of the former Shoney's Restaurant) Plan to eat at 7PM and the meeting will follow with topics to be discussed including the Cherry Blossom events, and the 1999 Club Calendar.

During December the level of Lake Juliette had dropped to record lows. The water level was below the curb at the end of the end of the ramp. No one was able to launch their boat unless they backed their trailer across the rocks which protect the ramp's end. Even fishermen with john boats were unable to launch because they could not float their boats. In the last two weeks because of the long rain we had, the pumps have been able to bring the lake level up more than two feet. If we continue to get spring rains and the level of the river stays up, more pumping will be possible and we should have enough water in the lake to sail again. If any of you know of a special dance or spell that would help this situation, please present it at the next meeting.

For the Cherry Blossom events, LJSC intends to participate in two ways. The first is to have a booth at Central City Park which promotes the Club and sailing. The dates for this is approximately 25-27 Feb. which is Thursday thru Saturday. This will require volunteers to man the booth and distribute information about our club and sailing in general. Last year we did this and we had a lot of interest from people coming by. We had a sailboat on display and quite a number of pamphlets and brochures to give out. Everyone that volunteered for this last year said they had a great time talking about sailing with interested visitors. We hope to have a sign up sheet for this at the February 16th. meeting.

The second event scheduled is the Seventh Annual Cherry Blossom Regatta. This event is scheduled to take place on the 28th. of March at Dames Ferry Landing on Lake Juliette. Last year we had a record number of boats come for this event. With the proper planning this year can be even better. Please put this event on your planning calendar and plan to come out with your boat to race and have fun.

with sail boats everywhere. Kind off a long dinghy ride to town but had to make a trip today. Water tank under sink developed lead and had much water under floor and though boat had developed leak. Was glad to find only leaky tank. Will stay in Key West for a while, Don't know about Dry Tortugas, winter winds and storms might makes us take perry.

Capt Fred Veator & Crew

BOAT/U.S.

LJSC is again being offered a Cooperating Group Plan for members who want to belong to BOAT/U.S. at a reduced price. In ordering to be eligible for this We need to have at least 10 members in our club and at least 5 have membership in BOAT/U.S. The officers would have to fill out the necessary paperwork and submit it to BOAT/U.S.

So what do you gain when you join BOAT/U.S.? You save on boating equipment, boat insurance, marine fuel, boat repairs, slip fees, emergency towing and the list goes on. You receive a yearly subscription to BOAT/U.S. Magazine. You also belong to the largest organization related to boating that lobbies in Washington on your behalf. BOAT/U.S. guarantees you will save at least double the cost of your membership if you use your boat and apply your membership benefits.

If 5 or more LJSC members join up with BOAT/U.S. using the cooperating Group Plan the price for yearly membership drops from \$17.00 to \$8.50. If you are now a member Please send me your member number and if you are not but are interested give me a call and I will try to additional information for you about BOAT/U.S. We will have more information about this at the February 16th. Meeting.

If you plan to have guest crew be sure to submit their names to Teresa (929-8418) by the 19th of Mar. so she can send the list to the gate guard. In general any vehicle towing a sailboat should be able to get thru. If you intend to be crew and somehow can't be in the same car with the skipper you could have a little trouble if not on her list. There is lots of parking for truck and trailers, a steep paved ramp, a dock close by, restrooms, and picnic shelter. Georgia Power is very strict about having ****NO ALCOHOL**** so be aware that anyone that brings some with them in the car or on the boat will be turned away if discovered by any of the LJSC members, even if on the water. It will be strickly inforced. The ramp at Dames Ferry Landing will be very busy because there is a bass tournament scheduled for that day also. Last year we had a record number of boats come for this event. If you plan to launch at Dames Ferry, you may find limited parking and a lot of traffic. If you want to launch the day before and stay the night on your boat, you will probably have company because a number of members have expressed an interest in doing that. Please put this event on your planning calendar and plan to come out with your boat to race and have fun.

We are still looking for a powerboat with a maximum of 25HP to use for committee boat. If any one knows of one we could borrow, call Ron Katz (472-3556). There will be 3 classes for the Cherry Blossom Regatta, depending on how many of each turn out. There must be at least 3 boats to have a class. All boats will be required to have all the required safety equipment. Remember, for all boats 16ft and longer, a throwable floatation device is required plus a personal floatation device for each person on board. For all the multihuller members, there will be a multihull class. We will have a Special Olympic sailor, Phil Martin joining us this year on a Hobie 16. If you want some competition and are undecided on what to race, bring your cat and let's put together a fleet. If your boat is not going to be ready, come anyway and help with the race-committee. The Campgrounds will be open from 8:30AM until after the racing is finished for those who want to come out to watch.

Racing Corner

by Bob Horan

Ron Katz, the LJSC Race Committee Chairman is setting up the racing schedule for 1999. In this issue of the RUDDER is the final draft for the schedule for events for the 1999 racing schedule. Some of events will be ones we have had before but this year, Ron intends to add more events that would involve the whole weekend rather than just one day. With the launching and the un-launching of our boats a little farther apart there is more time to really enjoy the pleasures of sailing and being on the water, before the work of un-launching comes around. If you would like something you do not see on the calendar, contact Ron to talk about adding it or come to the next meeting.

This year under the direction of Ron, the LJSC will again build a series score sheet. Marked on the 1999 Calendar with an *, are the items that are proposed for the series events. Some of the events will be held on Lake Juliette and others will be on Lake Sinclair. This year the events will include, Middle Georgia open events, Night racing, Sailing Rodeo, and of course the normal Sunday afternoon round the buoys. To be qualified, in the series results, each skipper must have participated in at least 50% of the events. The fee for the series will be \$10 for the season per class or \$3 per race day, however you want to pay.

Finding members to man the committee boat continues to provide a challenge for the Race Committee Chairman. Volunteer early, avoid the rush and avoid the draft. Seriously, a sign up sheet will be available for signing up at the next meeting for your convenience so you can plan for racing when you want race, because you will already have had your turn or signed up for your turn. Check it out at the next meeting by asking Ron when you can sign up.

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.

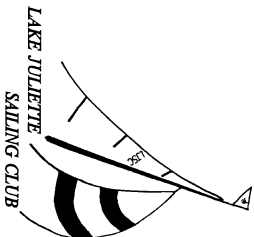
On day while at Navy Yacht Club, we took Little Red and went under bridge to bay side to do some snorkeling, probably the furthest we had been from the mother ship. As we pulled up on an

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

LAKE JULIETTE SAILING CLUB
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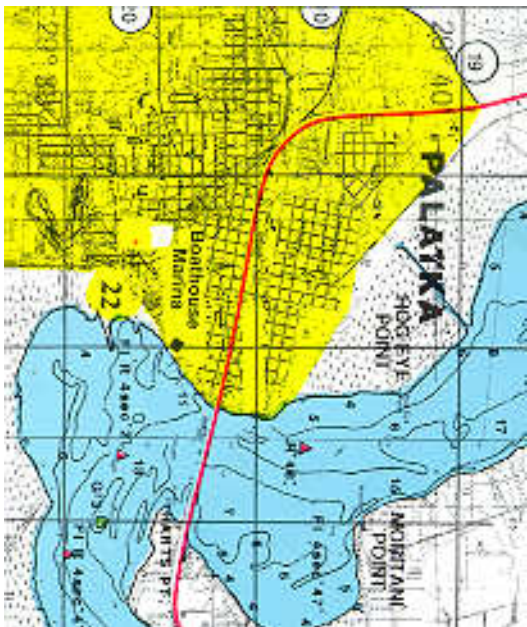


RUDDER

Volume 9 No. 6

Jun. 1999

JULIETTE



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-Logan's Roadhouse, Arkwright Rd. Macon
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



1999
LJSC Sailing and Event Calender

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 - China King Buffet on PioNono Ave. near Roses

September Events

- 3-6 Cumberland Island & Fernandina Beach Cruise
3-6 Labor Day Regatta - Clark Hill in Augusta
11-12 OSYC Golden Open - Two days of racing on Lake Sinclair
19 Treasure Hunt
21 Meeting

October Events

- 8-10 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

From the Editor

Well it is another month into the year with the heat way to high for any comfortable sailing. Last month I was on vacation in Michigan and was unable to publish the RUDDER. I invited Carl Saylor to publish the newsletter for me and after some problems with providing him a template to work from, he was able to put something together. I think he did a great job on it, since almost everything I was able to give him was almost 2 years old and required nearly a complete rebuild to make it current with this year. On top of all the work, he was delayed in finishing it because of surgery, so the actual printing and mailing was delayed by a number of days. Thanks again Carl for helping, you did a great job.



With the heat so intense the stories of sailing in the past month have diminished to none. In the past we have had some really great stories of adventures told by Fred Veator, Greg Milani, Melise Raley, Walton Stewart, George Jester, Steve Dillard and many others. The Juliette RUDDER has been the forum for a lot our members to put their adventures into words for all to enjoy, and without these stories, the RUDDER would be just a bulletin board for scheduled events and boats for sale. Those stories presented to me for publishing are what make the RUDDER a newsletter that begs to be read when it is found on the coffee table or mailbox. It brings all our members together in that thru the stories each of us learn about and appreciate each other as friends and as sailors. Each of us as members need to realize that without the sharing of experiences through this newsletter not many would read it and therefore would not learn of future events and functions. Don't wait for next month to send in something because

Next Month Never seems to Arrive!!!!!!!!!!!!

Bob Horan.....



JULIETTE **RUDDER**

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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 |

ters from fellow sailors that had seen Garland on the boats and what he was able to do that she felt they would give him the waiver. So over the weekend he was telling me all the good points of my helping him with the school. So on Monday he signed up for the school, to be in class on Saturday- through the next Sunday with the test on Monday. We began the preparations for the trip and getting the boat ready to trail to get in some sailing. Then the big news he had registered me also. If he didn't receive the waiver from the Coast Guard we could still go on with the plans for the sailing classes and other things that required license. Garland assured me that I would do fine in class that it was nothing to it (remember the 6000 questions).

So to Panama City we went and on Saturday morning at nine a.m. we were sitting in class. The other class members were all male and working on boats every day, fishing, tour boats, scuba diving and tugs. The first session was on plotting and charting courses. (True virgins make dull companions. Fall down drunk add whiskey.) We had to learn a lot of these sayings to be able to plot a course changing from compass to true. Knowing what the symbols and all markings on the chart meant, buoys and what shape and colors meant (red right returning) This lets you know where the safe channels are. The light list and how to do D R (dead reckoning.) how to do a Fix and on and on and on and on, How to find speed time and distance. (Don't forget to correct for tidal drift and windage.),

Then the biggie. Plot a course using the Chesapeake Bay Chart. Using latitude, longitude to find where to begin and where to go. The course had to be correct in every phase or erase and do it again. This went on all day, with a lunch break, until 6 p.m. Then we all discussed what we were studying and how to do the things we did not understand. Before we could go to dinner we had to go to E& B and get our new issue of Chapman Piloting (the '72 and '78 issue were outdated that we had been using on our boat). All day Sunday was the same intensive lessons then more chart work.

From the Editor

This year we have a number of topics that have been discussed in the last couple of meetings. I thought I would go thru them so all of you would be aware of them and could come to the October meeting prepared.



First we have a number of Cherry Blossom Shirts that were not sold this spring. They will be sold at \$5.00 each and the sizes are S, XL XXL. For those that joined this year and did not get theirs this spring, now is the time. Along that same line, we still have quite a few of the LJSC Patches available and they are \$3.00 each.

During the January meeting/party we will be electing new officers. If you would be willing to be one of the nominees or willing to work on the nominating committee, please let Steve know. He will be selecting a Nominating Committee very soon and from past experience, this can go very smooth or be quite difficult depending on who steps up and say's they can help.

For the Cherry Blossom week, we will again be hosting a booth at Central City park on the first weekend. We plan to have a boat parked on display and will need volunteers to help. We will also need help to run the race the following Saturday. Last year we really needed a lot more help on shore to help with sale of T-shirts, handing out literature and answering questions. This year we need to put together a team that can provide all the person power needed to run the race, sell T-shirts and maybe even sell drinks for the spectators. There will be sign-up sheets made up for this and will be available at the next couple of meetings. Want to help? Get your name on the list and I promise your efforts will get recognition by this publication.

Bob Horan

Notices

The Nov. 16th.. Meeting will be held at O'Charley's Restaurant on Bloomfield at Mercer University Blvd, northwest of the Macon Mall. Plan to eat at 7PM and the meeting will follow with topics to be discussed including 1999 Race series results with awards for the winners, the budget for Yr 2000, Christmas Party in December, and plans for the Yr 2000 Cherry Blossom Regatta.

The Christmas Party this year will be at Steve and Jan Dillard's. The Club will be buying the meat and everyone will be asked to bring a covered dish which will be coordinated a week or so before the party. This year there will be gift exchanging. It will be done in a party type attitude which will add a lot of fun to the party. Cost for the gift will be no more than \$10 and should be wrapped to conceal the contents.

The After Christmas party/ membership meeting will be held next year on January the 22nd. This is our most important non-sailing function. This is the meeting that we start our spring membership kick off and when we elect the new year's slate of officers. Please put this on your calendar for a must go to event. Garland and Miriam have agreed to host this event again at their home in Russelville. It will again be a covered dish event and the coordination of the dishes will be done in mid January.

Boat Event schedule:

Dec 4 Christmas lighted boat parade, Guntersville Lake, AL.
Dec 7 Bermuda Gold Cup, ESPN2 5 am EST
Jan 5-9 Atlanta Boat Show- World Congress Center.
Jan 12-16 Nashville Boat and Sports show, Convention Center
Jan 20-23 Sail Expo, New Atlantic City (NJ) Convention Center
Jan 26-30 Chicago Boat Show, McCormick Place
Apr 26-30 Oakland, CA.

ing we had decided to sail back to Jacksonville on the outside. After a 2 hour motor against the tide out of St Marys inlet. The wind came up right from the South, just the direction we had to go. Not wanting to motor 25 miles into a head sea, we turned around and in less than 15 minutes were back inside headed down the ICWW. I realized how much I missed my wind vane on top of the mast, (a tree had ripped it off in the canal) I had tied a couple of ribbons on the baggywrinkles on the shrouds, but a good wind vane would have saved me a trip out the St Marys pass. An afternoon sea breeze & friendly tide had us in the St Johns in 5 hours.

Motoring against the tide near the mouth of the St. Johns is just about a NO-NO. With only 4 miles to an anchorage it took us 2 hours, and a vow from the Capt. that he would not go against a St. Johns River tide again. Next morning with a friendly tide, we were at the Jax landing in time for lunch, and with a good afternoon sea breeze, we had a good sail the 20 miles back to Helen's house on the canal.

Fred Veator

