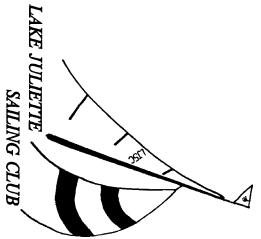
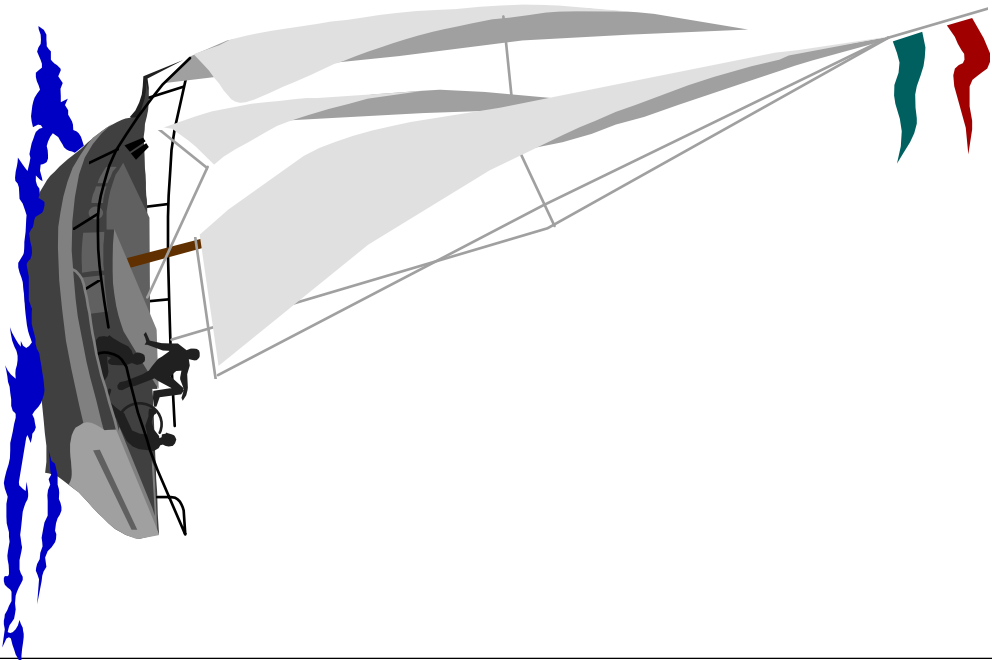


LAKE JULIETTE SAILING CLUB  
Please Return Undeliverable Items to:  
Editor, 220 Windsor Drive, Warner Robins, GA. 31088

# JULIETTE



# RUDDER

Volume 9 No. 10

Oct. 1999



# *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 |

1999  
LJSC Sailing and Event Calender

October Events

- 8-10 Halloween Regatta - Clark Hill Augusta
- 8-11 Cumberland Island Cruise
- 16 Buoy Racing -OSYC\*
- 17 Treasure Hunt at OSYC on Lake Sinclair
- 19 Meeting - King Buffet, Near Roses on PioNono

November

- 1 Exec Meeting
- 13 Final Season Race\*
- 16 Meeting - Location Undetermined

December

- 11 Christmas Party - Steve & Jan Dillard
- 31 End of Year Raftup - Location(s) ??? TBD

January 2000

- 22 After Christmas Party/ Membership Meeting

Additional Events with no date yet

- Lake Lanier Cruise
- Commodore's Cookout
- Apalachicola Cruise

\*Point Races - will be included in yearly totals

CHALLENGE OF  
MY SAILING LIFE

By Miriam Corbin

Garland had talked about getting his Coast Guard Captain's license for a long time, it was one of the things that you would like to do but never get around to it. [never entering my mind to do this].

In November, Garland ordered the study course for the Coast Guard Captain's license. With it came the 6000 questions to do in order to be ready for the test. He asked me to look it over and see what I thought about the way it was presented and if I thought it feasible. Never dreaming he would get me involved in this harebrained scheme. I looked it over and commented that I thought it would be good and at the end of the course I thought he could pass it. But then the question when would there be time to do all this reading and study.? No answer, so there it rested or so I thought, until he received the new issue of Soundings. Sea School had an ad that with 9 days school you would be ready for the Coast Guard Test

So on Monday he called the school and talked to CC the licensing agent. She sent him the information and schedule of the times for the school in the different locations. One starting in Panama City the end of the next week. He discussed the pros and cons for doing the study the school way. But with his heart history he was going to have to go through the school passing the exam and hoping for a wavier from the Coast Guard on his condition. He made an appointment with his Doctor to see what he thought and also one with the cardiologist to see his opinion on being able to get the waiver.

On Friday he had another talk with CC and she said that with let-

Picture of  
Miriam Corbin  
that I could not find

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 Oct. 19th.. Meeting will be held at King Buffet at 3200, PioNono just north of Roses, . Plan to eat at 7PM and the meeting will follow with topics to be discussed including the results of the Cumberland Island/Fernandina Beach cruise, the Treasure Hunt, the LJSC 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 one 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. There may be more info on this later.

### **For Sale:**

Mystere 5.5 - 1995 - Catamaran, great shape, roller jib, galvanized trailer w/toy box ( to put sails, jackets, etc. in ) Trax beach wheels ( for easy launching on beach ) boat cover, cradles. \$4300.00 Contact Bill Shaw (912) 784-2564 W or (912) 994-4030 H, or "[VXLV64A@prodigy.com](mailto:VXLV64A@prodigy.com)"

### **Area Events of interest:**

Nov 4-7 Sail Expo- St. Petersburg Fl. Vinoy Marina & Downtown

### **Treasure Hunt - 17 Oct 99**

This year the treasure will be held at Oconee Sailing and Yacht Club on Lake Sinclair. The Skippers meeting for this event will be held at 11:30 giving everyone time to get their boats ready and have lunch before going out for the 13:00 start. Each skipper will receive a treasure map, a set of rules and additional clues for some of the hidden items. As in the past, plan that you or your crew may get wet from getting in and out of boat either on the shore line or to swim to retrieve a treasure. This is a laid back event that is meant to be fun for all. See enclosed directions for OSYC location.

Monday was spent getting books and supplies that we needed to make the chart work go easier. Classes began again at 6 p.m. and went to 10p.m. each night. Then we would study till the wee hours.

On Tuesday night studying the rules of the road ( the youngest member of the class ,works on tour guide boats, turned to me and said he thought that I had a lot of grit and determination to have stayed in the class. And he really admired my efforts) . There were times that I really thought about bopping Garland on the head and coming home) the most important section of the C. G. test. I believe it's only two questions you could miss and pass. Twin engines and dual propulsion really got to me since our sail-boat has a small outboard motor. The Dive Instructor from Texas helped me to understand what the left or right engine would do by standing up bending over with his right hand on his right hip and pushing showing what happens when the right engine was pushing , the boat went to port and both hands pushing it went straight ahead, left one pushing it went to starboard.

International and Inland Rules of the Road - very important and you could not miss but two on the test.

Finally Test Day: I started at 8:45 and finished at 6 p.m. without lunch. The plotting took me to 2 p.m.. and then tests on each section. When I turned in my last test sheet-I was exhausted and was not confident that I would pass. But Believe it or not I PASSED. But this was for the six pack Captains license and it left the sail endorsement and the Masters schools to be attended. Then the long wait to see if the Coast Guard was going to accept my hours and approve my license. Had to wait until March and then one day the big envelope came and I be a Captain.

To continue at a later date on the others.

*Miriam Corbin*

