

Volume 1 Issue 7

Change of Command
by Lee Högman

The Tradewinds Yacht Club elections have been completed and the club will have some new, if not very familiar faces running our happy group. That said, some officials get to return to ranks of the regular membership with everyone's heartfelt and sincere thanks for a job well done!

Marianne Moore did a super job as our Vice Commodore and will undoubtedly continue to be a huge help and a "core member" of the club, leading the "party charge" for our really successful social events.

Bob Howard distinguished himself and TYC as one of our first Directors to help setup the club! Without Bob's leadership, TYC might not have come into existence. Please shake his hand the next time you see him (but not too hard).

Thorsten Schaette can finally breath easier and won't be so wound up on race days now since he will be passing the PHRF calculator and racing rules to the next Sail Fleet Commander/Race Chair for next season. Thorsten has guided us through two great seasons of racing and has helped make a name for TYC in the other clubs through the creation of the Tradewinds Cup and with the participation of so many TYC boats in the other club's races. Excellent job, well done Skipper!

David Isom, per the limitations set in the By-Laws, will relinquish the position of Commodore after holding the position for 2 years and assumes a Board of Director spot. As the club's very first (virgin) Commodore, David has helped make TYC the best club on Lake Carlyle. He now will help lead our club as a Director - Sorry David, you can't escape yet...

Stephen Hollingsworth, having completed his 2 years as a Director, has been elected to take David's place as Commodore - so do we cheer or groan? (Just kidding!) Stephen has also been a key person in making TYC the best. Now Stephen gets to be out front as we rush forward.

The last change on the BOD has Eric Smith becoming a Director for the club. You can thank Eric for all his hard work on the BBS and web site. Both of those resources are a huge benefit to the club and individual mem-

bers alike. Eric will continue to benefit the club as a director.

Theresa Hollingsworth will throw off the shackles attached to the ledgers, the records and the checkbook (not Steve's) to be our Vice Commodore. The question on everyone's mind is whether Steve will get to be Commodore at home or not... So next year, we'll have Commodore and Vice Commodore Hollingsworth - please don't confuse the titles with Mr. and Mrs. Commodore...

Bill Mackenzie gathered his courage to step up and be elected as the Secretary/Treasurer for the club to take Theresa's place next season. Running unopposed, he accepted the nomination only after getting a positive response from his asking, "Can Anne help me?" Way to go Bill! We'll all help you by getting our dues to you early and mailing in our RSVPs with payment, promptly - won't we everyone?

Somehow Bruce Cowin was coerced into accepting the nomination of Sail Fleet Commander/Race Chair for next season. Whether you are breathing a sigh of relief or worried about what will happen with your PHRF, please congratulate or offer your condolences to Bruce. The Race Chair job is not an easy one, just ask Thorsten. But Bruce is a guy that can handle adversity and knows sailing and will do a super job. Tony, Thorsten and even Dan have all volunteered to help Bruce, so he's not all alone, in that cold, damp, angry racing world (give us a hug Bruce!!!) Bruce will probably be happy when he doesn't "need" all the help... (...wink...)

Rob Lippert was once again elected as our Power Squadron Commander and will be notified of his nomination and subsequent election and will be congratulated once he is found.

This election also made a change to the club's By-Law's in regards to the duties of a social chairperson. The change places the responsibilities of a social chairperson on the Vice Commodore, who appoints members to organize and manage our various social gatherings and wild parties. In short, we all step up to help the Vice Commodore so she (next year) isn't stuck with it all, but she will make sure everything gets done. Finally, Tony DiMercurio was either selected, elected, appointed or bribed his way into becoming the club's Chaplin. Whereas this position is not defined within the By-Laws, I'm afraid that

(See "Command" on page 2)

Inside this issue:

View From the Top	2
Marina News	2
Race Deck	3
Across the Board	4
TYC Membership	4
Halloween Party	4
Winterizing Your Boat	5
TYC Ladies Luncheon	10
Winter Party Flyer	11
Redneck Sailor	12

*HEY! I need some volunteers the 1st couple Saturdays in December to complete a few small projects for the clubhouse. I'll ask the Keyesport Ritz to make some rooms available...
JD Moore*

*Next Up -
The TYC Winter Regatta Gala will be held January 21st! See the flyer in this issue and sign up!
Happy Holidays!!!*

Sailing Definition:

ABOARD:

A piece of lumber you can use to repair your vessel

("Command")
we are stuck with him. I believe that it is probably best that we give Tony a position that provides the illusion of responsibility (even though he's not responsible for anything) so that he stays busy and keeps out of mischief....

The changes to the TYC officer corps takes effect as of the our club's winter party, this year named, "Anegadavida" for some reason. Please take a moment to congratulate all of our "new" officers and be willing to step up and help when asked - thank you very much!



Chaplin Tony prepares his sermon...
(photo by Da' Grimey)



View From the Top



Another successful season has come to an end and it is finally time for me to relinquish the chain of command. I am looking forward to our new and already seasoned officers to take charge. If they get the support that all of you have given me in the last two years this should be yet another record setter in our growing club. There are many fresh ideas bouncing around already so hang on to your hats. Halloween, our last social event of the 05 season was very well planned and a huge success. The costumes were all very good and a good time was had by all. Thanks Tony and Bonnie for all your efforts. It might be the end of another year but it should go by quickly as the winter formal has already been planned and invitations mailed. Please be prompt with the reservations. This will help Ellen and Linda with the final preparations.

The last view from the top...
Sincerely, **David Isom**

Marina News

As we wind down another boating season at the marina, no one is sitting back and relaxing yet. All year long there have been upgrades and projects accomplished. The travel-lift was painted and looks as good as it works. The new gin pole has been installed and is already being used to take sailboat masts down at season end. The clubhouse now sports a full kitchen and washer and dryer and lacks only the finishing details to be complete. Sidewalks and trash cans were installed where needed, a new storage shed that patrons can use added and the landscaping finished giving the marina a warm, welcome look.

In preparation for winter, boat owners that are hauling-out need to schedule theirs in advance, if that hasn't been done yet. There are many boats that are coming out and scheduling each haul-out helps avoid confusion and keeps the process going. Sailboats coming out that



Eric Smith shows how its done - hauling "Wind Riff" for the season with Stephen Hollingsworth and Jim Mowery assisting...
(photo by Trish Mowery)

are also having the mast dropped at the gin pole while the boat is in the lift need to have the rigging prepared before leaving the slip. Experience has shown that preparing the rigging in the slip is easier than on the lift and greatly reduces the time each sailboat is in the lift, making the lift available sooner for the



THOR's mast is easy to get down thanks to the new gin pole!
(photo by Stephen Hollingsworth)

next boat. Payment for haul-out is requested no later than the haul-out day – payment when scheduling is best.

The water to the slips and the pump-out will be shutoff about mid-November, depending on the weather.

Diligence is the

word this year when the water lines are all drained so the water service won't be delayed next Spring. Also at mid-month, marina operations switch to winter mode, which means that the marina is "closed" Mondays and Tuesdays – all boats will be checked on a daily basis and any problems will be promptly reported to boat owners. This is also a reminder to all boat owners to ensure your contact information is up to date with the marina and to consider providing a spare boat key if you haven't yet, in case your boat must be accessed in an emergency.

...boat owners that are hauling-out need to schedule theirs in advance, if that hasn't been done yet.

This has been a great season, hopefully meeting everyone's expectations. The boating season may be winding down, but we look forward to seeing many of you throughout the winter. Before we know it, we'll be getting ready for yet another season at Trade Winds Marina. ~ **Jason Eveland**



Race Deck



Race 6 Tradewinds Yacht Club Championship

Beautiful weather late in October saw 4 boats challenging for the last TYC race of the season and the finals to the 2005 Championships.

To make a long story short, THOR finally got his first bullet in a regular race. (Thor won the PHRF fun event, but got a lot of seconds over the last season). Calypso made one slight mistake in the very shifty winds and that gave THOR the breathing room he needed to pull this one off. But folks again, the racing was close... a mere 9 seconds separated the two boats at the end.

THOR saw one shift a little earlier and built a nice lead around the first mark, from that moment on Calypso was chiseling away the advantage all the way to the end... THOR was caught in a hole and the seconds ticked away, while Calypso was moving closer and closer ... At the end THOR won the battle, but not the war, as I am proud to say that Calypso is the new 2005 TYC Race Champion. That was way cool racing all year long and it will continue next season.

Annie's Song and Courte Joupe both raced solo and made a cool showing. It is quite remarkable that these two boats pulling it off all by themselves, and

despite shifting winds come to the finish mere minutes after the crewed boats... Maybe a solo trophy would be a cool idea for next year. Annie's song was third and Courte Joupe 4th.

Thanks for the Isoms for doing CB duties - great job! Thanks for all the close racing and especially thanks for all the help I got from all members, even members who did not race. Without all of you and your help, this season again would have not been possible.



Race Events of the Year - TYC boats ready to race in the 2005 Leukemia Cup, Memorial Day weekend

Overall TYC Racing Program Year - End Standings

1st - Dwain Springer - **Calypso**

2nd - Thorsten Schaette - **THOR**

3rd - Bill Mackenzie - **Annie's Song**

4th - Lee Högman - **Cool Change**

5th - Bob Trutmann - **Courte Joupe**

6th - Bruce Cowin - **Brigadoon**



Race Events of the Year - Start of the inaugural Tradewinds Cup, July 16th

Overall TYC Racing Program Year - End Standings

1. Dwain Springer - **Calypso**

2. Thorsten Schaette - **THOR**

3. Bill Mackenzie - **Annie's Song**

4. Lee Högman - **Cool Change**

5. Bob Trutmann - **Courte Joupe**

6. Bruce Cowin - **Brigadoon**

These are all the folks who

have at least raced 3 events (not counting the fun events) and have qualified for the championships. All together we had 13 different boats participating (average of 5 boats per race) Thanks again for a great racing season!

p.s. Trophies will be presented at the Gala in January

TYC Racing 2006

Bruce Cowin is the new Race Chair for 2006. I am certain that Bruce will do a super job organizing races and fun events next year and I am just as sure that Jan will help Bruce do that super job. Sure enough I will be more than happy to help, if or whenever help is needed. But the main idea is that you the members come out and race so we can have full race courses. It's

much more fun for everyone to race in a fleet of 15 boats versus 5.

We are a small club and I really appreciated all the effort from so many members the last two years to make the program work. We will have a profit of about 200 dollars in the race piggy bank for 2006. Thanks and all the best to Bruce and Jan

~Thorsten



Race Events of the Year - Blue Dolphin & Wind Riff in the TYC GPS Hunt, July 30th

Across the Board

The summer of 2005 is now just a memory, but what a year it was! If you look past our share of mishaps and injuries, the club and marina is starting to thrive. Many of the slips will be filled for 06, the clubhouse is 99% completed, many great parties and laughs were had, we hosted a very successful lake wide race and most important, we were all here for one another. All around, another great year for Tradewinds Yacht Club and Marina.

Before I relinquish my post as Chairman for the

Time to Update Your TYC Membership Information

Now that the season is drawing to a close, after you've put your boat away would be a good time to take a few minutes to ensure that your TYC membership info is current and complete.

Go to: <http://www.tradewindsyachtclub.com/> and click on Members on the menu bar just below the picture of the sail boat (the likes of which we've never seen on Carlyle). You'll be presented with a log in screen. If you can't remember your username and pass-

word, or if you can't login, please contact me at eric@ericandellen.com and I'll get it to you. If you can log in, you will be presented with a screen that has in the middle under "Crew Listing" the names of all the members associated with your membership. Next to each name is a link that says "Edit Record." Click this and you can edit the name, address, telephone number and email address for each member. You can also change your pass-

Board of Directors, I would like first thank our Commodore and officers who have been so tremendously giving of their time to the benefit of Tradewinds Yacht Club. You all deserve our gratitude and thanks. I would also like to thank my fellow Board Members. It has been an honor and pleasure working with you over the past two years and I look forward to serving the BEST yacht club next year as your new Commodore.

Stephen M. Hollingsworth
Chairman, Board of Directors
Tradewinds Yacht Club

word here. While you're at it, you'll notice on the right side of the page under the heading "Boat listing" the name of your boat. If you don't, you haven't entered the info on your boat so please do so now. If you do see your boat, you'll notice that next to it is the link "Edit record"--you know the drill. (Sorry, Todd, only one boat per customer.) Having this information up-to-date and complete will help us immensely so please do it now. Thank you! ~ **Eric Smith**

Halloween Party Wrap-up

by Tony DiMercurio

Once again the goblins and ghouls of all ages were out in full for the second annual Tradewinds Yacht Club



Super JIM?!?!?
 (photo by Da' Grimey)

success. Games for both adults and kids were available and all who partook in the party



Sometimes its just best not to ask...
 (photo by Anne Mackenzie)

atmosphere had fun.

The kids enjoyed making a giant spider web as well as a game called "Rob Your Neighbor" in which all the kids were winners. The adults were treated to a horror story in which they had a chance to "feel"



"Extreme Captain Mike-Make-Over"
 (photo by Da' Grimey)

the parts of the main characters. The clubroom was decorated in true

Halloween fashion with skeletons, orange lighting, witches and pumpkins hung literally, from everywhere. As a true wrap-up party for the



The spider web game in the clubhouse
 (photo by Da' Grimey)

sailing season this event grows in popularity and attendance each year with about 45 creatures in attendance this year. We look forward to many more scary parties this time of the year in the future. ~**Tony** (...that's **Chaplin Tony** to you...)



His Eminence even showed up...
 (photo by Anne Mackenzie)

Halloween Party and Pot Luck Dinner.

In attendance were pirates, Superman, Raggedy Ann, an altar boy, a cheerleader, the Pope, a drowned sea captain and a myriad of other characters making the night a



...long way from the Alps folks...
 (photo by Da' Grimey)

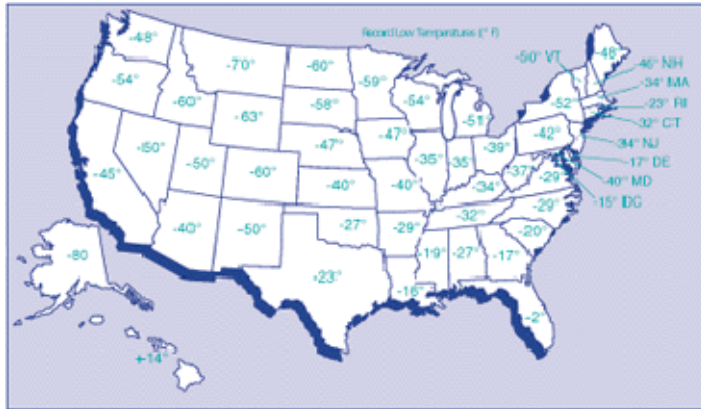


Winterizing

Seaworthy Magazine: Who Needs to Winterize?

(Acquired in part and added to from the BoatUS Seaworthy Magazine web site: <http://www.boatus.com/seaworthy/>)

Of all 50 states, which would you guess had the most freeze-related claims? New York? Maine? Michigan? Guess again.



An examination of the BoatUS Marine Insurance claim files found that balmy California had more winterizing claims than any other state, including any of the “deep freeze” states. While winters may be much colder in the deep-freeze states, the bitter temperatures are a fact of life and preparations for winter are taken very seriously. But in the more temperate states, like California, Florida, Texas, Louisiana, Alabama, and Georgia, winter tends to be relatively comfortable in most areas with only an occasional cold spell. And if the forecasts aren’t taken seriously, they can do a lot of damage.



Storage Ashore

In some parts of the country, where winter means several months of bitterly cold weather, storing boats ashore is the norm. In warmer climates, however, ice and snow may occur infrequently, and the choice between storage ashore and storage in the water is open to discussion. Storage in the water means you might get a jump on the boating season next spring. On the other hand, boats stored ashore (on high ground) won’t sink. If you have a choice, storage ashore is a safer bet. Storage ashore may also be less expensive over the life of a boat, since a hull surrounded by air for several months each winter is less likely to develop blisters than a hull that remains in the water. These blisters, the fiberglass equivalent of rot, occur on many boats when water soaks into

the laminate below the waterline.

One note of caution: The vast majority of the claims in temperate states involved boats that were being stored ashore. Since water retains heat longer than air, boats surrounded by air are more vulnerable to a sudden freeze than boats surrounded by water. Even a brief cold spell that lasts only a night or two can do considerable damage. In temperate states, boat owners must winterize engines and freshwater systems, especially when boats are stored ashore. In deep freeze states, boats stored ashore must be winterized earlier than boats stored in the water.

Supporting Hulls

To say that a boat is better off stored on land is to assume it will be resting on something that provides adequate support. According to one industry expert, three times as many boat hulls are damaged by mishandling ashore than are damaged in the water. Some of the boats on shore are damaged suddenly when they are blown over by windstorms. Many others, however, are damaged slowly because hulls were distorted in storage, creating problems ranging from poor engine alignment to broken stringers and bulkheads.



The most reliable support is provided by custom-made cradles, which are designed specifically to support critical areas of a boat--its engines, bulkheads, and keel. (Don’t store your boat on a cradle that was built for a different model boat.) Steel cradles are best, but

According to one industry expert, three times as many boat hulls are damaged by mishandling ashore than are damaged in the water.

wood cradles will also do the job if they have been inspected for deteriorated wood and corroded fastenings. Shipping cradles are probably OK, but most will require some modification to improve lateral support before they can be used for winter storage.

Despite the advantages, storing cradles in the off-season is often a problem at many crowded boatyards, which instead rely on a combination of screw-type jack stands, blocks, and timbers to support hulls. Most boatyards do a competent job of positioning the supports, but it never hurts to discuss technique with the yard manager before the boat is hauled. You could also take a cue from commercial vessels, which have their own blocking plans indicating where blocks and jack stands should be placed to provide the best support for your boat. Manufacturers may be able to supply you with a plan, or you can work with the yard manager to devise one yourself using a diagram of your boat. Save the plan and give

(Continued on page 6)

(Continued from page 5)

a copy to anyone who hauls the boat in the future.

With jack stands, the stand should be perpendicular to the hull so it directs the boat's weight toward the ground. Misalignment of the stand will force it out as the load is applied. Even if the stand is aligned perfectly, safety chains must be



used to prevent stands from slipping out from under the hull.

Jack stands should be placed as far out from the boat as practical to support the boat in high winds, with at least three per side for boats over 26' and additional supports at

overhangs. Plywood must be placed under each base to prevent its sinking into mud, sand or asphalt. Even when stands rest on clay that seems brick hard, they can be loosened by heavy spring rains, shift, and spill the boat. While jack stands must be placed properly to prevent the boat from falling over, most of the boat's weight usually rests on its keel. Some boats have specific requirements for support of the keel, but at least one manufacturer warns against putting weight on the keel. If the marina manager isn't familiar with your boat, check your manual or contact the manufacturer.

Keels must be supported by wide timbers or blocks--the wider the better to distribute the load. On powerboats, additional support is usually recommended for inboard engines, fuel tanks, and heavy machinery.

With outboard and outdrive boats, weight should be taken off the transom by lowering the drive units onto a block.

After the boat is blocked, sight along the hull and keel to make sure the jack stands aren't depressing the hull. (You should also check in about two weeks, after it has settled.)

The boat must also be level, or water could pool and cause stains, mildew, and/or gelcoat crazing. Finally, never secure the boat's winter cover to the jack stands or support blocks. There are many accounts in the claim files of boats that fell over after stiff winds filled the covers and yanked the supports from under the boats.

Storage in the Water

If the boat must be left in the water, the thru-hulls have to be protected by closing all seacocks and gate valves. Leaving a thru-hull unprotected over the winter is like going on an extended vacation and leaving your home's front door open.

Failure to close thru-hulls is a major cause of loss in the BoatUS insurance program. In a recent study of 40 winter-related claims, seacocks or gate valves left open caused or contributed to the sinking of seven of the boats in the sample group. It should be noted that raising and refurbishing a boat that sinks, even at a dock, is a daunting job that can keep the boat in the repair yard for many weeks over the spring and summer. Whenever a boat is stored in the water over the winter, all thru-hulls, with the exception of the ones for cockpit drains, must be closed or it could be on the bottom next spring. And all thru-hulls, especially the ones for the cockpit



drains, must be double-clamped with stainless steel hose clamps at each end. This is critical. When water freezes it expands and will lift a poorly secured hose off of a fitting. The hose itself is also important. Light-

weight hose and PVC tubing can rupture or crack. Use only a heavily reinforced hose, especially at cockpit drains.

If your boat has thru-hulls below the waterline that can't be closed, either because they are mechanically frozen open or have broken (typical with gate valves, which is why they are not recommended), it should be stored ashore for the winter. Seacocks are closed by moving the handle down so that the handle is parallel to the hull. Gate valves are closed by turning the wheel clockwise. After the seacock or gate valve has been closed, remove the hose so that it drains and then use an absorbent cloth or turkey baster to eliminate any residual water, which can freeze and crack the nipple. (Taking off the hose also assures you that the valve has closed properly.) Reinstall the hose immediately and secure the two clamps.

It should be noted that thru-hulls above the waterline are not required to have seacocks and most don't. That doesn't mean that these thru-hulls aren't vulnerable. Ordinary plastic thru-hulls deteriorate in sunlight and have been broken when they were shoved underwater by the weight of snow and ice in the cockpit, which then sinks the boat. Plastic thru-hulls near the waterline are especially vulnerable and should be replaced with bronze or Marelon (the latter is the only type of plastic approved for marine use by U.L.).



This boat in Maryland sank when its plastic thru-hull was shoved underwater by the weight of the snow. the intake was broken by ice (the surveyor who inspected the damage suspected that it was already cracked) and water flowed into the boat.

Winterizing Contracts

With a winterizing contract, make sure that everything is spelled out. Does the contract specify covering the boat or winterizing the head? How about closing the seacocks? "I Thought the Yard Would Take Care of That!"

A casual agreement to take care of the boat, or worse, an assumption that a marina or boatyard automatically protects boats from an unexpected freeze can have chilling results: Claim #920726 - The skipper was seriously ill, so he called the boatyard and casually asked if they could winterize his houseboat. No problem! The boat was hauled and blocked. The

(Continued on page 7)

(Continued from page 6)

engine's cooling system was drained and non-toxic anti-freeze flushed throughout the freshwater system. Unfortunately, an expensive winter cover that had been stored below was left untouched in a locker and the boat was left to endure the harsh Minnesota winter au natural.

Winterizing Engines

Engines don't like to be idle, even for three or four months over the winter. BoatUS Marine Insurance claim files contain many stories of engines that froze and failed after skippers

failed to winterize their engine properly. Generally, engine blocks that freeze and crack are not covered by a boat's insurance policy. But even if the engine makes it through the winter, a half-hearted winterizing effort will come back to haunt you as the engine gets older and wears out prematurely. Unless it is winterized properly, moisture, acids and corrosion will continue unabated.

If possible, take smaller outboards home for safekeeping. Like outdrives, outboards tend to be an easy target for thieves, especially in winter when fewer people are about. To winterize, follow the instructions below and consult your manual for specifics.

Gasoline Engines

Cooling System. Start the engine and flush the cooling system with fresh water until it reaches normal operating temperatures. (Various devices are available to adapt a garden hose to the engine intake.) Make sure all gear housing drain holes are open. An alternative to draining the system is to add anti-freeze using a gadget that connects the engine intake to a jug of antifreeze.

Fuel System & Powerhead. Disconnect the fuel line from the tank, start the motor, and inject fogging fluid (a light lubricating oil) into the carburetor just before the motor stops. This procedure prevents corrosion of the powerhead parts. (Fogging fluid has rust inhibitors that are lacking in regular two-cycle motor oil.) Next, remove the spark plugs; clean and replace any that look worn. Clean the fuel pump filter. Lubricate carburetor and choke linkage, cam follower, starter spindle, throttle shaft bearings, and gears. Consult the manufacturer's lubricating chart for specifics.

Lower Unit. This should be drained and new gear oil added. When you loosen the drain plug, watch to see if water or oil

comes out first. Water or metallic shavings indicate that you need to replace the seal. If you're not sure, have the unit pressure tested by a mechanic.

Diesel Engines

In one way, diesel engines winter over better than gasoline engines--no carburetor or ignition system. At the same time, there is more at risk to the ravages of rust and corrosion. Beside being a very expensive piece of machinery to rebuild or replace, a diesel has components that require professional, factory-trained service people to work on such as the high pressure fuel pump, fuel injectors, and on many modern engines, a turbo charger. The fuel system on a diesel is also very critical and demands an extra degree of attention.

Small Sailboat Diesels: change oil, transmission fluid, and filters. Drain and clean all fuel filters. Replace fuel elements and gaskets. Bleed all air from the fuel system. On engines equipped with a hand crank, "fogging" can be done by slowly pouring about two ounces of engine oil into the intake pipe or manifold while hand cranking the engine. **DO NOT** use the starter to turn the engine while pouring the oil or serious engine damage could result. Tape the openings of the intake and exhaust manifolds to keep moisture out of the cylinders. For large diesels, fogging the engine or squirting oil in the cylinders should **NOT** be attempted unless specifically recommended by the manufacturer. It is usually preferred to drain the raw-water system rather than filling with anti-freeze. Be sure to drain from all low points. Remove the water pump cover and impeller. The blade of the impeller bent against the pump housing may take a set during storage.

Down Below

Most marinas are like floating ghost towns over the winter, with little to deter prowlers. Electronics and other valuables that can be dismantled should be taken home for safekeeping. If you have an EPIRB, make sure it won't be activated accidentally.

Besides electronics, all flammables--spare cooking fuels, charcoal, paints, thinners, and varnish--should be stored ashore, preferably in a tool shed away from the house. All are fire hazards. Portable propane canisters should never be stored

below on a boat, even during the season, as the canisters can rust and leak. Leave at least one fully charged fire extinguisher in clear sight. Take home all food stuffs, including canned and bottled goods. Bunk cushions should be

propped up, or better yet, taken home. Open various locker



The engine is a critical component for winterizing actions! With any luck, you have plenty of room to access everything you need to.



Don't leave the cabin a mess either! A clean cabin ensures that you don't forget something before winter sets in and will arrive to a cabin ready for Spring.

(Continued on page 8)

(Continued from page 7)

doors, hatches, ice box lids, etc., to circulate air and inhibit mildew. Metal zippers on cushions will benefit from a few squirts of a light lubricating oil.

Marine Heads

Heads Without Holding Tanks: Pour disinfectant into the bowl, and pump throughout the system. Close the intake seacock, disconnect the hose, and put it in a bucket of non-toxic antifreeze. Pump the antifreeze through the head, reconnect the hose, and close the remaining seacock. Note: Manufacturers of some heads, such as the Raritan PH II, advise against using non-toxic antifreeze, at it may soften the gaskets. If you use toxic antifreeze, it should not be pumped overboard.

Heads With Holding Tanks: Empty the holding tank and pump disinfectant and then antifreeze through the bowl and into the tank (and through the "Y" valve if you have one).

On Deck

If your boat could talk, it would ask--perhaps plead--for a winter storage cover. Winter covers, typically canvas or synthetic, are a terrific benefit to your boat's gelcoat and general well-being. Canvas covers tend to last longer but are also more expensive than their synthetic counterparts.

With any cover, a frame, either wood or aluminum, should be used to circulate air and prevent pooling on the cover. Merely draping an old tarp over a cabin may do more harm than good. Shrink wrapping, a technique borrowed from grocery and department store packagers, is being used by some boatyards to keep boats dry over the winter. With shrink wrapping, heat is applied to a thin plastic so fits snugly over a plastic frame. At the end of the season the entire cover, including the frame, is disposed of. While shrink wrapping is very effective at keeping moisture out, it will also trap moisture inside and create horrendous mildew problems if vents aren't used along the entire length of the cover. Another problem: Cabins and decks painted with two-part polyurethane paints may peel or bubble. Vents should be used along the entire length of the cover. Inserting a series of foam pads between the hull and cover also allows condensation to escape.

Tarpping effectively with the mast up is not easy. If you are using the ubiquitous blue or silver (stronger) plastic tarps, you will need at least two--one forward of the mast and one (or more) aft. Overlap them to make the joint weather tight. Where the rigging is in the way you will have to cut the tarp from an edge, then tape it back together. Use good quality duct tape--applied top and bottom--and this seam should survive any winter the tarp survives. Be sure to reinforce the tarp with duct tape at the end of each cut to prevent tearing. No matter what you do, unless the mast is down you should not expect the tarp to keep all moisture off the boat. That means keep an eye out for the potential for water to accumulate somewhere under or on top of the tarp and freeze with damaging results.

Some skippers mistakenly believe that biminis, which shield the crew from glaring sun will also protect the boat from freezing rain and snow. *Wrong!* Expensive biminis tend to get ripped apart or aged prematurely while doing absolutely nothing to protect the boat. Biminis should be stowed below or best - taken home and cleaned over the winter.

Masts, Rigging and Sails

Unstepping the mast reduces windage, which is especially helpful when the boat is stored on land. Unstepping also eliminates rig vibration, which is one source of cracked fittings, especially lower fittings, as vibration tends to travel downward. Cracked fittings are often the culprit when boats are dismasted. If you unstep the mast while its down, be sure to check the fittings for tiny cracks and signs of corrosion that could spell trouble next season.

If the mast must be left up, relax the entire rig by loosening shrouds and stays, which should have some (but not too much) give when pressed with the palm of your hand. By keeping a record of the exact number of turns you've taken on each turnbuckle, you can quickly re-tune the rig next spring. Finally, tie off the halyards. Besides driving your neighbors crazy, slapping halyards scar the mast and cause greater wear on the running rigging.

Sails should be stowed below or taken home. Fold or roll them neatly so they'll last longer. You can also add to a sail's longevity by taking them to a sail maker for a bath. Smaller sails can be cleaned in your own bathtub using one of the sail cleaners available.

Finally, even if your boat is stored ashore, secure the wheel or tiller to keep the rudder from swinging all winter.

See the following page for a winterizing checklist - also available here: <http://www.boatus.com/seaworthy/winter/winterworksheet.pdf>. You can order the free BoatUS "Winterizing Your Boat" brochure here: <http://www.boatus.com/seaworthy/winter/brochure.asp>

Ideally, a sailboat's mast should be unstepped and stored in a shed over the winter with plenty of support along its entire length. But that is not always possible or practical.



Snow, ice and water will quickly fill an uncovered cockpit and if the drains are clogged, will spell disaster in no time flat.

Maybe this boat won't survive the winter...

Winterizing Worksheet

Winterizing your boat requires planning and some effort on your part. Plan ahead. The page below has two purposes: It will jog your memory when you're gathering everything together—fogging fluid, antifreeze, etc.—before winterizing. And it can also be used long after the job is completed, should doubts arise, to reassure yourself that everything that should have been done was done.
Tip: Give yourself enough time to do the job properly.

Boat's Name: _____

Your Name: _____

Marina Telephone: _____

List All Equipment Needed to Lay-up Boat

Product	Quantity
Non-toxic Antifreeze	_____
Engine Antifreeze	_____
Crankcase Oil	_____
Fogging Fluid	_____
Plugs for Exhaust Ports	_____
Fuel Additives	_____
Extra Lines	_____
Chafe Guards	_____
Storage Cover/Supports	_____
Tools (Including an Oil Drain Pump and a Container)	_____
Have Fuel Tanks Been Topped Off? <input type="checkbox"/>	

Boats Stored Ashore

Is boat level to prevent damage from pooling water?

Is the boat adequately supported at bulkheads, engines, and keel?

If boat is on jack stands, are the stands chained together beneath with plywood beneath the base?

Equipment Stored Ashore

Equipment	Storage Location	Equipment	Storage Location
Electronics	_____	Bimini	_____
Dinghy	_____	Battery	_____
Outboard/Fuel	_____	Other	_____
Sails	_____	Other	_____
Galley Fuel	_____	Other	_____
Ship's Papers	_____	Other	_____

Boats Stored in the Water

Indicate Location and Whether Thru-Hull Is Closed and Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Thru-Hull _____ Location Closed Double-Clamped

Knotmeter Impeller Dummy Plug Inserted

Thru-Hull _____ Location Closed Double-Clamped

Rudder and Stuffing Box Tightened

TYC Ladies Luncheon

**WHEN: SATURDAY,
DECEMBER 3
WHERE: TRAILHEAD
BREWERY
921 S. RIVERSIDE
DRIVE
ST. CHARLES, MO
63302
TIME: 11:30 A.M.**



We will be ordering from the menu. Sign up on the TYC website.

Interested males or your significant others (your choice!) can join us at the Trailhead Brewery at 1:00p.m. The guys may set up their own “guys lunch”--look on the TYC website for details!

Meet at the Trailhead Brewing Company in St. Charles for an early start on your drinking and shopping.





**Mark your
calendars now!**

TYC Winter Party – January 21, 2006

**Place: Orlando Gardens Banquet Center
8352 Watson Road
St. Louis, MO 63119**

Time: 7:00 – 11:00 P.M.

Dinner at 8:00

*** Open Bar Included**

Cost: \$35 a person

**Entrée: Top Round of Beef in au jus. / Italian Chicken Spedini
Fresh Italian Garden Salad**

**Accompaniments: Pasta Marinara, Roasted Garlic Mashers, Green Bean
Amandine
Dinner Rolls
Dessert
Coffee & Tea**

**Music provide by the band "The John Bourgeois Group"
so wear your dancing shoes!**

Formal Dress required, please...

***Invitations have been sent in the mail - Please RSVP with payment to Linda Immer as
soon as humanly possible and not later than December 9th! Thank you!***





Are you a "redneck Sailor"? Judge for yourself and see how many of the following apply. *...you might be a redneck if:* You have returned to the slip for the sole purpose of restocking the cooler with beer.. Any of your yachting clothes are made from camouflage material. Any part of the boat is camouflage. Any of your yachting footwear wear have steel toes. You've ever contemplated using your flare gun as a weapon. You wear a parrot (real or stuffed).

Everyone on board is required to

yell "Arrrggghhhhh!" whenever water is taken over the bow. Your boat is equipped with a "whatchamacallit" AND a "Thig-a-jig" and your crew knows what parts you're talking about. Your bird dogs have every thrown up in the cockpit. You've ever painted signs or messages below the waterline in different color anti-fouling paint. Securing the boat in the parking lot means tossing out an anchor. Your boat's bumpers are swim noodles or beach balls. You've ever managed to pump your holding tank into the bilge. You've somehow managed to connect the bilge pump outlet to the engine cooling system. A particularly good day of sailing includes flashing and mooning fellow boaters - you give extra points given for the lake patrol. You have trot-lines tied in your slip. You've worn a plastic 6-pack can holder as a set of WWI goggles. You have more than 1 "project" boat in the marina's boat yard.

Tradewinds Dock Lines is the official newsletter for Tradewinds Yacht Club, Tradewinds Marina, Keyesport, Illinois.

Tradewinds Yacht Club is a registered Illinois "not-for-profit" Organization, Est. 2004

Marina Phone: 618.749.5649

E-Mail: tradewinds@frontiernet.net

TYC Web Site: <http://www.tradewindsyachtclub.com/>

TYC E-Mail: info@tradewindsyachtclub.com

Directors:

Stephen Hollingsworth, Robert Howard, Dave Grimes

Officers:

Commodore:	David Isom
Vice Commodore:	Marianne Moore
Sec./Treas.:	Theresa Hollingsworth
Power Squadron:	Robert Lippert
Sail Fleet:	Thorsten Schaette

Support Staff:

Media Representative:	Eric Smith
Newsletter Editor:	Lee Högman

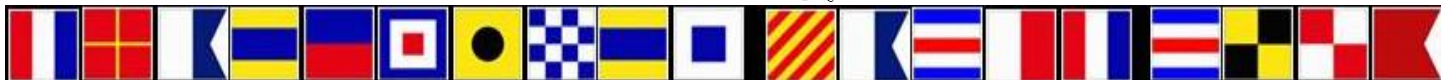
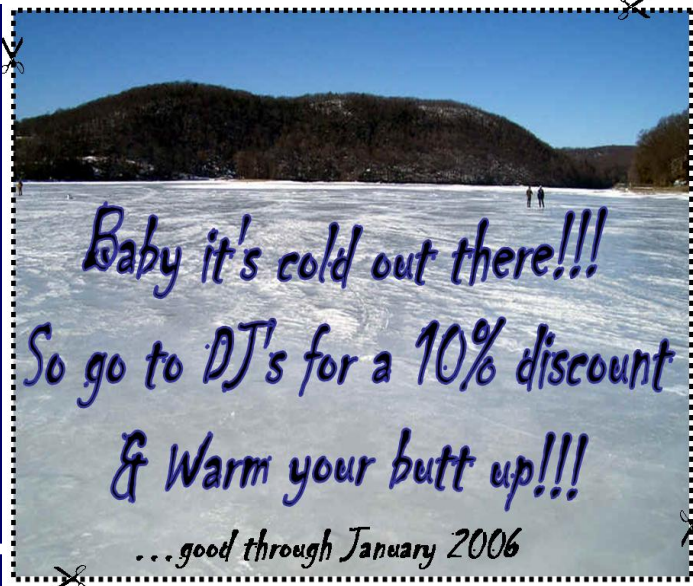
Preparations for a day of sailing include buying bait. Any of your winches have a Magic Marker arrow on it indicating the proper direction to wrap the sheet. You think your wife's bikini top is the perfect burgee. You go to wash your hands after using the toilet and realize you still have your sailing gloves on. You think that saying "fixin' to tack" is the equivalent of the hail "Tacking to starboard" under the Racing Rules. You judge how good a sailor someone is by how well they maneuver a boat trailer in the parking lot. You've ever got caught in 50+ thunderstorm winds and rain and called below for a dry cigar and a beer.

TYC Coming Attractions

**TYC Ladies Luncheon -
December 3rd**

**Volunteer Clubhouse Projects -
December 3rd & 10th**

**TYC Winter Holiday Party -
January 21, 2006**



"The effect of sailing is produced by a judicious arrangement of the sails to the direction of the wind." William Falconer