

## Welcome Back & Customer Appreciation Party Another Huge Success!!!

by - Lee Högman, Commodore

For those that missed the party, it was one of the very best ones yet! Mother Nature was not overly cooperative with chilly, windy, and cloudy weather all day, but

that didn't dampen anyone's spirits at the party. This 2nd-Annual event grew out of a brilliant idea from Lynda Chaney to hold a Mast-Raising Ceremony to kick-off the new season. Just like last year, Ken Baker played his bagpipes, while the mast went up followed by the flag-raising ceremony conducted by the Commodore and fellow officers while the National Anthem played. Short (thankfully - wink!) speeches by Terry & Greg and introductions of the season's newly-elected TYC Board Of Directors and Flag Officers rounded out the ceremony so the feast could begin. Huge thank-yous go to the folks that helped make the event another huge success: Lynda Chaney for all her hard work to host and decorate for the party; Greg & Terry for providing all the food, fixin's and drinks; Craig Swann for overseeing the event management as our VC; our own "piper" Ken Baker for playing for the ceremony; our TYC BOD and Officers that participated in the event and also to Jeff and Cheri Lynd for the use of their boat.

The night's entertainment was again provided by the John Bourgeois Group. They played a wide variety of music that was awesome and the perfect way to complete the best ever TYC Welcome Back/ Customer Appreciation Day Party!!! Lots more to come this season, so make sure to come out and have a blast!

~ Lee



Terry addresses the crowd (photo by Da' Grimey)



Mast-Raising Crew in action! (photo by Da' Grimey)



Your Commodore Raises the flags (photo by Karen Morris)



Grillmeister Terry at work (photo by Karen Morris)



The John Bourgeois Group (photo by Da' Grimey)

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**Special Note from Bruce & Jan Cowin: TYC now has 41 paid members!!!**

### Next Up -

\*Spring Race #2 - May 17th

\*Leukemia Cup Regatta

Carlyle Sailing Association Eldon Hazlet State Park May 23<sup>rd</sup>, 24<sup>th</sup> & 25<sup>th</sup>!

### Sailing Definition:

#### Bare Boat:

A clothing-optional boat skippered by a clothing-mandatory skipper



## LEUKEMIA CUP REGATTA

**MAY 23-25, 2008**

This year's LCR is approaching quickly. I want to mention a few things to keep you informed. First, your fundraising total can be increased rapidly by selling ads in our program book. A whole page is \$300, ½ page is \$200 and a business card ad is \$50. When you sell an ad you need to send the money and card/information to the LLS at 77 West Port Plaza, Suite 101 St. Louis, MO 63146. Mark it attention: Vikki. There will be fundraising awards for at least the top ten fundraisers. So see what you can do. You will be surprised at how much you can raise by just asking!

Our Club is again providing the lunch bags and lunches. We will make 275 lunches and use 100 specially made bags. So we will need macaroni salad or potato salad, slaw, American cheese, swiss cheese, buns, condiments/napkins/utensils, chips, small containers for slaw & salad, baggies and cookies or brownies for 275. Heavenly Ham provides the meat. So if you can help procure any of these items that would be terrific. Let me know as soon as possible. I am counting on our members again

baking cookies or brownies. We have done a wonderful job for the past several years. Everyone helps and does a terrific job. And we always get nothing but kudos regarding the quality of the lunches. So let's do it again Gang!!!

Our Club is also doing a fundraiser as a Club on May 3<sup>rd</sup>, see enclosed flyer for information. Let's all pitch in and make this a great success.

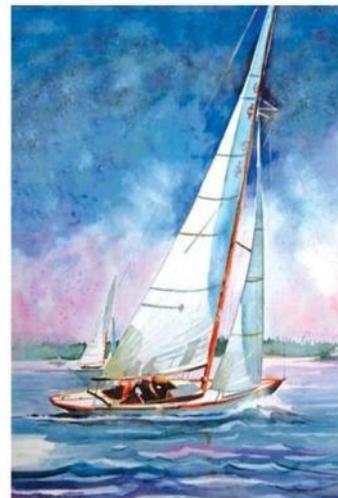
Please register your boat for the LCR. It only costs \$50 and you don't have to race to register and get the Skipper's bag. So

let's support this event by registering your boats and showing a solid support from TYC. We are having the traditional racing and also the laid back long-distance race. So you can pick either racing venue or neither. Just come and enjoy the weekend; good food, good friends and "The John Bourgeois Group" playing music for Saturday evening. I am looking forward to another great season of sailing, friends and fun.

**Bonnie DiMercurio**

LCR Executive Committee

[bdimercurio@sbcglobal.net](mailto:bdimercurio@sbcglobal.net) Phone: 636.296.1059



*2008 LCR T-Shirt Design*

## TYC LCR

### Fundraising Event

by *Craig Swann*

(contributions from *Bruce & Jan Cowin*)

This year's LCR fund-raising event was a very different one from years past. Another excellent idea from Lynda Chaney, teamed with Bonnie DiMercurio in hosting the event, TYC had guests visiting our marina to sail on member's sailboats, enjoy some excellent cooking and have a great time while supporting our worthy cause. Most of our guests that day said that they had a wonderful time and would like to come back and go sailing again! Well done folks!

That cause gained a total of \$632.00 towards the TYC's support and donations for the Leukemia Cup Regatta. Of that, \$350 came from those guests that went sailing, \$180 from the poker run game and \$102 from the 50/50 drawing. Congratulations to Dave Grimes for winning the 50/50 drawing and to Dan Sar-



gent for winning the poker run. HUGE THANK YOU TO BOTH for not accepting the wings, returning it all back for the LCR!!! TYC is paying for the lunch bags and lunches again this year, so that money will be used. What isn't spent for the lunch items will be turned in as an added donation from TYC to the LCR.

### Secure Those Boats!

With all the wind and rain and storms and goofy weather we've had lately, everyone is reminded to check their dock lines securing their boats. I've found several loose lines and even LOOSE BOATS! Lines that pass through chocks and the places where they wrap around cleats can wear unexpectedly fast. Check your lines each and every time to ensure that your dock lines aren't chaffing through. Bumpers need to be checked as well as when the wind comes up, the boats can "ride" at the slip and push the bumpers up on the dock or slide them down the side if the bumpers aren't secured. Don't let your boat get hurt, folks!

~ *Craig*

# Marina News

This year's heavy rains have brought Carlyle Lake up to abnormal levels, but thankfully it hasn't



*The view of Trade Winds Marina from the Keyesport Boat Ramp*  
(photo by Da' Grimey)

been a repeat of 2005 or worse, the high water of 2002. From the shore at the marina, the water was high, but did not



*Eye-level view of the clubhouse from G Dock gives a very different perspective*  
(photo by Karen Morris)

come into the parking lot. These pictures show



*It was very unusual to look straight at the boats on shore when standing on the docks!*  
(photo by Karen Morris)

the water level almost to the edge of the rip-rap and give an interesting perspective of the docks at the same level as the parking lot. West Access Marina did not fair as well,



*West Access Marina didn't fair as well with the high water*  
(photo by Karen Morris)



*What was left above the water at the Keyesport Boat Ramp*  
(photo by Da' Grimey)

*A very short drop for Eric Smith and Bill Immer launching Wind Riff*  
(photo by Karen Morris)



with several of their walking ramps under water for several days and CSA was basically closed well past their scheduled opening. The good news is that the ACE has been letting water out of the lake like crazy and even with the additional rain that we didn't need, the lake level rose back up a bit, but is not expected to go above 450 feet above sea level. That's 5 feet above Summer Pool of 445, that went into effect May 1st. More good news is that the Leukemia Cup Regatta will go on as planned, as the folks down at CSA have worked their butts off and got the harbor cleaned up and open.

## Boat Slip Tips: Five Rules for Avoiding Docking Injuries

**Rule # 1. Before each docking maneuver, make sure everyone understands what he or she will be doing.** The corollary to Rule 1 is that you should be aware of where your crew is and what each is doing. A woman in California was securing a spring line to a cleat when the skipper suddenly backed down hard with his two 200 HP engines and she got her fingers crushed. Another man was standing on the dock holding onto a trawler's bow pulpit when the skipper gunned the engine and yanked him into the water. In both instances (and many others) the skipper and crew were acting independently.

**Rule #2. Don't encourage your crew to make Olympian leaps onto the dock.** This is one of the most common types of accidents. A California man, to cite one example, broke both his heels when he landed on the dock after jumping from the bow of a large sailboat. Whenever possible, hand dock lines to someone on the

dock. If that isn't possible, wait until the boat is safely alongside the pier before instructing someone to step ashore. Your crew shouldn't have to make daring leaps across open water to make up for your sloppy boat handling.

**Rule #3. Keep fingers and limbs inboard!** As a boat gets close to a dock, passengers tend to gravitate toward the rail and drape fingers, legs and arms over the side of the boat. If the boat suddenly swings into a dock or piling, the consequences can be painful. A woman in Solomons, Maryland lost a finger when a passing boat's wake slammed her boat into a piling.

**Rule #4. Make sure everyone is seated or has something to hold onto.** The owner of a 20' runabout asked his inexperienced nephew to jump onto the dock with a bowline. The young man eagerly climbed out of his

*"...wait until the boat is safely alongside the pier before instructing someone to step*

seat and stood precariously on the bow as the boat was approaching the dock. A few seconds later the boat glanced off of a piling, only slightly, but without a handhold the nephew lost his balance and fractured his elbow.

**Rule #5. Don't use bodies to stop the boat.** 200 pounds of person cannot stop a thousand pounds or more of boat. A Florida man suffered a separated shoulder when he tried to keep a 38' Sportfisherman from backing into a piling. Slow down and use fenders.



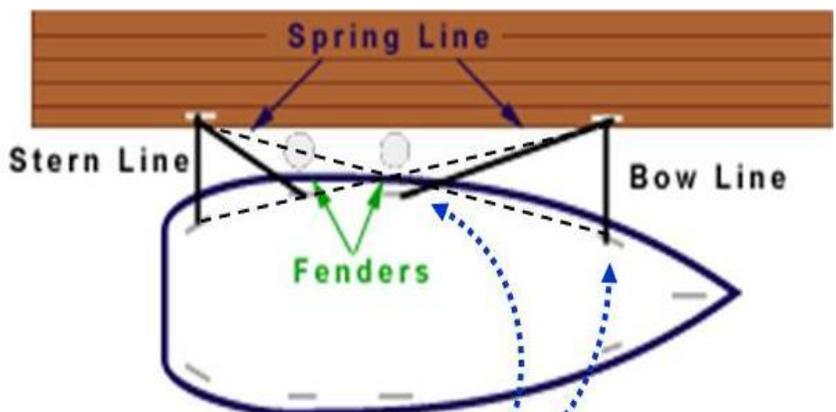
### Boat Slip Tips: Using Spring Lines

Boats should be secured with spring lines when left at the dock. The bow and stern lines will keep the boat attached to the dock but these will not prevent the boat from surging back and forth. Spring lines generally pull from the dock toward the middle of the boat. They can be set to pull the boat forward or back, or both ways at once. With the boat pulled as far as it can move, it will remain secure even when the current changes or another boat comes by leaving a wake.

Usually only one spring line is necessary. The fenders should be checked after the spring line is set to make sure the fenders are protecting the boat. The fenders should hang just above (not in) the water at a height to stay between the edge of the boat and the dock. When boats are rafted together fenders should be placed high enough to protect the edges of both boats.

Spring lines can also be used to help ma-

neuver the boat at crowded docks. Use either the bow line or stern line to pivot the opposite end of the boat away or toward the dock. Use this technique when space at the dock is limited or when there is a current running along the dock that would otherwise cause the boat to drift where you don't want it to go. Engine power can be applied gently when springing on bow or stern lines if necessary to pivot the boat. Usually all you need is a nudge by hand to get the boat moving.



Spring lines can be secured near the center or ends of the boat... Either here or here...

## Safety is No Accident!!!

As you ready your boat for this coming season of sailing on Carlyle Lake, keep in mind that safety will play a key role in enjoying the entire season. A variety of skippering styles exist from the "elements-be-damned" to those who won't sail in anything over 10 knots of breeze. Equally disparate attitudes toward safety follow. Extremes of any kind should be avoided though. If we take too many risks, we won't be returning, and if we don't leave the slip, we won't be sailing. The Coast Guard has established a minimum list of safety requirements which serve as a legal guideline to follow.

These items are by no means inclusive. Oars are a good idea in the event the wind quits, as is a VHF radio or cell-phone in the case of gear failure or other situations requiring assistance. Anchors, anchor line, and dock lines are also essentials. Common sense and forethought are perhaps the most important elements in any nautical outing.

**Personal Flotation Devices** There are five classes of PFDs, or Personal Flotation Devices, life vests designed to keep one floating in the water, but the vests don't work if they aren't worn or worn correctly.

**Type I** offshore life jackets provide at least 22 pounds of buoyancy and are designed to turn an unconscious person face up. **Type II** is a near shore life vest providing at least 15.5 pounds of fixed buoyancy, but may not turn an unconscious person face-up.

A **Type III** Inflatable Vest has 23-25 pounds of inflated buoyancy. Typically, inflated by an automatic or manually activated CO2 cartridge, these can also be inflated by mouth in the event of a cartridge failure.



A **Type III** Float Coat is a combination jacket with a built-in 15.5 pounds of buoyancy. This model is appealing for sailors in colder regions, although the buoyancy is small.

**Type IV** are throwable devices, in the form of a cushion with handles, a ring buoy, Lifesling, or horseshoe buoy. Coast Guard regulations stipulate that any boat over 16 feet must have these on board and within reach when underway. Keeping life jackets in a designated and easily accessible space on the boat will keep them in good condition, making them more likely to be worn. A jacket that has been crammed into a dirty lazarette or has been sopping in bilge water is not an appealing item likely to be used. Type III vests equipped with the automatic inflation feature will most likely inflate when they get wet.



**Fire Extinguishers** preventing a fire in the first place is the best course of action. Store flammable materials away from flame sources and insure that shifting cargo doesn't accidentally activate aerosol spray cans. There are three types of fire extinguishers designed to put out different types of fires. Class A extinguishes ordinary combustible materials including wood, paper, cloth, rubber, and some plastics. Class B extinguishers are designed for flammable liquids including gasoline, oil, kerosene, diesel fuel, alcohol, tar, paint, and lacquers.

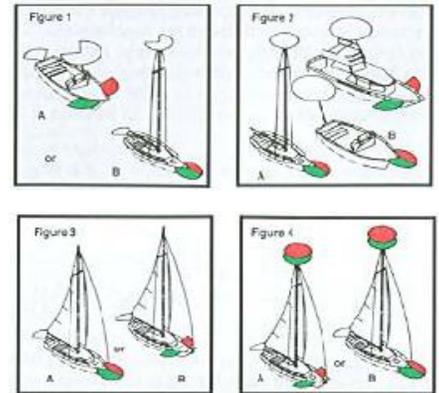


Class C extinguishers are for live electrical fires where the heat source is a circuit which is arcing or hot due to overloading.

Type B extinguishers are most commonly found on boats. Some extinguishers are rated only AB for the first two types, while others are rated ABC. The Coast Guard requires one to three extinguishers on pleasure boats, depending on whether the boats have an engine and whether there is a permanently mounted fixed extinguisher system in the engine room. A permanently mounted fixed extinguishing system counts as one type of fire extinguisher. Fire extinguishers are additionally classified according to the volume of propellant. A number after the letter refers to the weight of the extinguishing agent. Model B-II type fire extinguishers have twice the extinguishing capacity of B-I.



**Lights** When underway between sunset and sunrise, or when visibility is poor, all vessels are required to display lights in a distinct pattern recognized by all mariners. Knowing these lights instantly in the disorienting absence of depth perception is crucial. Anchor lights are mandatory for boats lying on a hook.



Lights under power (top) and sail (bottom) - see the IL DNR Boating web site: <http://dnr.state.il.us/Watercraft/pg2.pdf>

**Distress Signals** Visual distress signals alert other people to the fact that you are in trouble and provide a location for rescuers to find you. There are day signals and night signals. Day Signals: Any kind of smoke on the water is considered a sign of distress. Smoke flares throw off bright orange smoke that is highly visible in daylight hours.

Night Signals: Handheld flares which are low altitude; long duration flares; meteor flares are short duration signals that last up to eight seconds at an altitude of 250 to 400 feet; parachute flares are medium-duration high-altitude signals that reach 1,000 feet in altitude. The farther offshore, or the larger the body of water, the larger your visual distress arsenal should be.

The Coast Guard recommends three day and night or combination day/night signals for recreational craft over 16 feet. Again this is the minimum requirement; a level wise to exceed considering flares can become outdated, wet, or non-functional when most needed.

**Sound Signals:** Depending on their size, vessels are required to carry a bell, a whistle, horn, or other device to make an "efficient" sound signal.



Please make sure you inspect, test if applicable or replace/install the required safety equipment as you ready your boat for this season. The rest of us will not have any fun on the lake with out you being there, healthy and ready to share in the fun!



# BOAT SHOW

**SATURDAY, JULY 12, 2008**



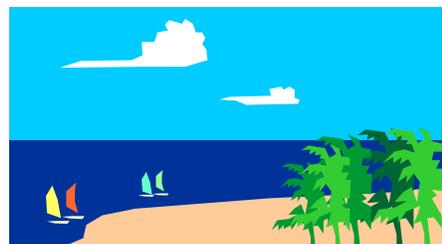
TIME: 4:30 – 6 PM

WE WILL MARK THE BOATS THAT ARE OPEN FOR VIEWING WITH PIRATE FLAGS. IF YOU DON'T HAVE ONE, JUST LET US KNOW. WALK THE DOCKS AND TAKE A LOOK.

TIME: 6 – 8 PM or????

ALL PARTICIPATING BOATS MAY OFFER THEIR FAVORITE HORS D'OEUVRE AND/OR DRINK THIS WILL TAKE PLACE AT THE MARINA BUILDING. LET US KNOW IF YOU ARE PARTICIPATING SO WE CAN HAVE YOUR BOAT NAME PLACARD READY.

AT 8 PM WE WILL VOTE FOR 3 SEPARATE CATEGORIES; YOUR FAVORITE BOAT, YOUR FAVORITE DRINK AND YOUR FAVORITE HORS D'OEUVRE. WE WILL HAVE A FIRST PRIZE IN EACH OF THE 3 CATEGORIES. TO LET US KNOW YOU WILL PARTICIPATE, CALL BONNIE OR TONY DiMERCURIO AT (636) 296-1059 or email Bonnie at [bdimercurio@sbcglobal.net](mailto:bdimercurio@sbcglobal.net)





2008 Tradewinds Yacht Club Schedule

May 17<sup>th</sup> - TYC Spring Series Race #2

*May 23<sup>rd</sup>/24<sup>th</sup>/25<sup>th</sup> - Memorial Day Weekend – Leukemia Cup Regatta, CSA*

May 31<sup>st</sup> - Spring Race #3

June 7<sup>th</sup> - TYC Spring Race #4

June 14<sup>th</sup> - TYC Cup & Regatta Party

*June 21<sup>st</sup> – Lake wide CYC Commodore's Cup*

June 21<sup>st</sup> – TYC Spring Race #5

*June 28<sup>th</sup> - Lake wide Cove #1 Fireworks Raft-up – Need one of our “big” boats to be “anchor boat” for the TYC Raft*

July 12<sup>th</sup> – TYC Boat Show – Hosts: Tony & Bonnie DiMercurio

July 26<sup>th</sup> – CYC to TYC Party - Hosts: Mike & Bobbi Strode

August 16<sup>h</sup> – TYC Party Hosts: Jim & Marianne Moore

August 30<sup>th</sup> – TYC Fall Race #1

*September 13-14<sup>h</sup> – Lake wide CSA Whale of the Sail*

September 13<sup>th</sup> – TYC Fall Race #2 & Party Hosts: Todd & Kathryn Miller

September 14<sup>th</sup> – TYC Nominations Meeting

September 27<sup>th</sup> – TYC Fall Race #3

*October 4<sup>th</sup> – Lake wide BYC Commodore's Cup & Chili Supper*

October 4<sup>th</sup> – TYC Fall Race #4

October 5<sup>th</sup> – TYC Election Meeting

October 18<sup>th</sup> – TYC Fall Race #5

*October 25<sup>th</sup> – Lake wide CYC Great Race*

October 25<sup>th</sup> – Halloween Party Host(s): Bill Gau & Ellie Luetkemeyer

January ?? 2009 – Winter Gala (Date TBD)



*NOT a photo of a boat sailing on Carlyle Lake  
(photo by Lee Hogman)*

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*The boats at the Key Lime Sailing Club  
Key Largo, Florida  
(photo by Lee Hogman)*

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**NEW! Kountry Korner Kafe**

**Across from Dean's, now open for breakfast & lunch. Presenting a very generous menu of local favorites for very reasonable prices! Come in and visit, enjoy our food and beverages and then come back!!!**

**Dean & Joani (new owners)**

**TYC Coming Attractions**

**Spring Race #3 - May 31st**

**Spring Race #4 - June 7th**

**TYC Cup & Party - June 14th**

*"A special thanks from Doug & his crew at..."*

**D.J.'S COVE  
RESTAURANT & LOUNGE**

**712 Main St - Keyesport, IL**

**(618) 749-9006**



"Ships are the nearest things to dreams that hands have ever made, for somewhere deep in their oaken hearts the soul of a song is laid." - **Robert N. Rose**