



View From the Top

From the desk of the Commodore:



Commodore, I would like to publicly thank my Vice Commodore (and lovely wife), Theresa - she did a remarkable job making it all work this year. To Bill and Annie, Bruce and Jan, Rob, Lee, David, Eric and Grimey, thanks again for everything - there is no doubt that you guys deserve so much credit for the time, hard work and effort that was devoted to TYC.

Well, most of the boats will be on the hard by the months end and another great season has come and gone, but I am already excited about the future of this fine yacht club. As 2007 approaches, the membership has already elected a great group of Officers that will be steering this club into our fourth year and plans for improvements have already been put in motion that will focus on providing more for the membership along with some upgrades to the marina facilities. Myself, I am truly looking forward to some exciting changes for 2007.

In closing, I ask everyone not to forget that we have achieved so much as a young club and with more boats entering the marina, we will have the opportunity to grow further, establish new bonds of friendship and share this great boating and sailing lifestyle that we have truly come to appreciate (in our old age). Could we ever ask for more?

Stephen M. Hollingsworth
Commodore
Tradewinds Yacht Club

There is no doubt that as we grow older, we often wonder where the time goes. Personally I like to contribute this feeling to the fact that as we grow older, we are more appreciative of the time we are given. Now if that is truly the case, I could not be more thankful for being blessed with the opportunity to spend these years with family and some of my closest friends. It has truly been a memorable (& short) three years at TYC and I look forward to the many years to come.

It also goes without saying how truly honored it has been to been able to represent Tradewinds Yacht Club as the 2006 Commodore. We undoubting have the finest membership and facilities on the lake but as one of my final acts as

Amendments Voted into our By-Laws on October 21, 2006:
Article VIII Nominations and Elections

Section B - Elections: (add)
d). Only club members in good standings and who have paid their dues 30 days prior

(Continued on page 2)

Inside this issue:

- Eric Shares his "Valiant Vacation"** 2
- Across the Board - TYC Invades the Islands** 3
- Race Deck** 4
- BoatUS & Elections** 5
- TYC Membership Form** 6
- Miss-B-Haven Sails** 8
- Milly's Grand Opening** 8

*Next Up -
Winter Gala
Date, Time &
Location TBD
Invitations
going out to
all marina
patrons
soonest...*

Sailing Definition:
Through-The-Hull-Fitting.
A leak...

(Continued from page 1)

to the voting date may participate in any TYC voting.

Section C: Commencement of Term of Office: Article IX Membership

C) The fiscal year of the Club shall be observed as March 1 of the current year through February 28 of the next year. Dues shall be due and payable on or before March 1st of each year. Failure to renew membership, including payment of dues by March 31st of each year, shall automatically result in suspension of membership until dues are paid in full.

Amendment to C: (add)

a. Failure to pay renew membership by March 1, shall incur a \$10.00 surcharge onto their membership fee.



b. Membership dues collected after October 1 shall be applied to the next fiscal year. (Reference Section B - *New paragraph for Article IX*)

Notification to Membership:

US Mail and Electronic Mail (e-Mail) shall be accepted as an accepted form of communication for all TYC functions including nominations, elections and general meeting announcements. The method of notification will be determined by each member and will be indicated on each yearly membership form and recorded by the Secretary/Treasurer.

These changes are in effect as of the date voted into the By-Laws and remain in effect until amended by a vote of the general membership.

A Valiant Vacation - by Eric Smith

We didn't take a sailing vacation this year. Ellen wanted to see her grandson and I didn't. So we compromised and went to see her grandson. However, I persuaded her to visit Lake Texoma on our "way" there (it's really 100+ miles out of the way). If I couldn't have a big boat, at least I could look at them. Jim Mowrey had been there a few years ago and told me that if you give the Valiant factory a few days notice, you can probably get a factory tour. So we set that up. It was a beautiful morning, the temperature hadn't quite hit 95 degrees yet, when we met Wally Wells of the Valiant Yachts Manufacturing at Cedar Mills Marina in Gordonville, Texas. That's right on Lake Texoma, a Corps lake much like our little mudhole only bigger, much bigger. Hell, there are places over 25 feet deep there--amazing. Valiant



A 50' hull, almost ready to come out of the mold

started producing "performance cruising yachts" in 1973 when "...Robert Perry accepted the challenge to design a new class of cruising sailboat, one with traditional styling that could be easily sailed by a couple, yet capable of offshore performance normally associated with racing sailboats." The result was the Valiant 40, a sailboat designed to cross oceans safely and with ease and speed. We asked Wally why build boats in-



Sanding the teak rub

The largest building was our first stop where a worker was laying up the hull and deck of a 50 footer. No fancy vacuum bagging here, the lay ups were done by hand with a long handled paint roller "in a solid matrix of alternating layers of woven roving and mat." Later in our tour, we were given a chunk of hull to hold that fit neatly in my palm looking like,



The skag and rudder just attached to the 42'

tended to bluewater cruising on an inland lake - he didn't really have an answer for us. Suffice it to say that, from what I saw, I believe these are bullet-proof boats. Expecting a huge building covering acres of land with hulls in various stages of construction scattered about, instead we found one large building (large meaning you could probably park three semi's in there--but not their tractors); another slightly smaller--two semi size; and a third, a nice sized four car garage. The whole "complex" covered less than an acre, I'd guess. Instead of a hundred workers scurrying about, there were maybe ten total - including the woman behind the counter of the souvenir shop.

and feeling like, petrified plywood--lord was it heavy and solid. If you're sailing one of these babies to the South Pacific, containers and whales better get out of your way. Above the waterline the hull is cored with foam. The deck is cored with balsa. The hull has a canoe stern so the mold tapers inwards at the

(Continued on page 3)

(Continued from page 2) stern. This necessitates unbolting the two halves to release the hull rather than just rotating it and popping the hull out. Unfortunately, this hull had another day or so to cure so we didn't see this process.



A 42' hull almost ready to be moved to the water for finishing

In the next building, two workers were putting the finishing touches on a 42'. The deck and hull had been joined, keel attached, skeg attached, and rudder hung. Openings were cut for ports and hatches and the ports and hatches installed. Pulpits, winches, cleats, etc. all go on at this stage. Then the hull is painted and splashed



A worker finishes the toe rail. The grey goop protects the deck. It rubs off like rubber cement.

after which the rest of the finishing is done.

The next building we visited was the steel shop. Valiant makes all of its own stainless steel fittings and I was looking forward to seeing a well-equipped shop. There were a couple of floor grinders, a belt sander and a hand acetylene torch. Nevertheless the work they produce is amazingly

precise and polished.

The overall impression I left with was of a boat abso-

lutely bullet-proof, constructed with an almost maniacal attention to detail, and ideally laid out for a cruising couple. For instance, when the hull and deck are laid up, no openings are left for hatches or ports. This gives Valiant the flexibility to cut them later and thus locate them based on the customer's desires. Also, cruisers with the 40 found that they had to trim the bottom of the keel-stepped mast periodically due to corrosion at the base. Now, Valiant constructs an "H" of 1/2" aluminum plate that sits on the keel; the mast sits on the crossbar of the "H." This has eliminated the problem of corrosion at the mast base. Another example: when the keel is attached, workers spread 5200 an inch deep over the entire top surface. As the keel bolts are tightened, it squeezes out to about 1/32" of an inch. That's a joint should never leak. These babies are relatively expensive. A fully-equipped 42' was offered for \$360,000.00. A hefty chunk of change, yet having seen the details of their construction, I wondered how they could be sold for so little. Wally sent me a note expressing his hope that we would be working together in the future. I hope so too, because it means I'll have won the lottery. And then, hell, I'll get me a 50'. - Eric Smith



Note the small cockpit. A boat made more for sailing than partying in the slip

TYC Members Invade the Islands! by Da' Grimey...



Conch Charters Lagoon 41 "Brio" sailed out of Road Town Tortola with a crazy crew of Captain Dan with Lisa Anderson, Marianne and Jim Moore, Lisa and Bob Howard and the old man Grimey. Grimey tried very successfully to avoid cameras most of the time. If you like clouds over small islands we had a lot of those. Many good meals were had on board with our own chef girl Marianne trying to out do the on land restaurants.

Weather pretty good for 10 days with a couple of days holed up in little harbor on Jost Van Dyke. Bad place to have to stay-at Sydney's, nothing to do but drink beer, rum, vodka and eat conch fritters and lobsters. As you can see by the photos, there's a well-worn TYC Burgee hanging in the Islands now! All in all a very good time was had by all!!!



Bob & Lisa Howard, Jim and Marianne Moore, Lisa Anderson and Danny Sargent at Foxy's (...where's Da' Grimey?!?) The happy crew under the TYC Burgee below...



Jim Moore and Danny Sargent hang a TYC burgee in Foxy's Great Harbor, Jost Van Dyke





This season several “old salts” returned to re-experience the fun and excitement of racing, as well as a number of newbie’s giving it a try for the first time. This is probably one of the best years for participation that I have seen, with a large number of members either being skipper or crew. The 2006 TYC Race Fleet was made up of 16 boats. To qualify as being in the race fleet, a boat must have participated in at least one race. As long as someone paid for the boat to race, they were considered to be a participant, even if they never made it to the starting line. Although I wasn’t able to attend the TYC Cup, I saw at least one boat that paid, but never made it to the starting line. There were several new boats participating this year, such as; Tandem, Windchime, Starlite, Jobsite, Neptune’s Fury, Wind Tuition, & La Via Bella. There were a couple of boats racing again, for the first time in a long time, such as; Miss-B-Havin, La Vie Da Loca, & Surveyor. We had a few solo skippers this year, and that’s not such an easy task to complete when the wind is blowing hard. My hat is off to you. I hope to see you all racing again next season.

This was the year for DNF, which stands for “Did Not Finish”. We had a few races, including the TYC Cup, where there was enough wind to get a race started, but hardly enough to complete the course. There were several boats that had to drop out due to lack of wind. This can make for rather

long races for those of us that were too stubborn to quit. So, I would like to extend a great big thank you to all who performed committee boat duty – especially on those long races. On the other hand, there were a number of great races, with plenty of fun, wind, and much excitement. And that’s what it’s all about!

The focus this year was on the fun aspect of racing, although the competition was very important too. We tried some new ideas this year, and one of them was having two new race series – spring and fall, in addition to our overall race series. There were 6 boats which focused on placing in the top three positions and their skipper & crew put a lot of effort into it. We also had a fund raiser race called that sail-a-thon and a reverse PHRF race, as well as hosting a lake wide race called the TYC Cup. All of which were very successful and fun. To qualify for the Spring or Fall series, a boat must have sailed a minimum of 3 races. The best 3 scores out of 5 spring races, and 4 fall races was used to determine the placing. To qualify for the Overall series, a boat must have sailed in a minimum of 5 races. The best 5 out of 9 scores were used to determine the placing.

I would like to say a big thank you to all participants who helped support the TYC race program this season. It was a great year for sailing and having fun racing with friends. Congratulations to the Spring, Fall, and Overall Season winners!! Trophies will be awarded at the TYC Winter Gala.

Thank you,
Bruce Cowin
 2006 TYC Sail Fleet Commander/Race Chair

2006 Race Results

2006 TYC Spring Series			
Boat	Skipper	Best 3	Place
Calypso	Dwain Springer	3	1
THOR	Thorsten Schaette	4	2
Second Wind	Bruce Cowin	8	3
Hog Wild	Lee Högman	9	4
Summer Wind	Stephen Hollingsworth	10	5
Annies Song	Bill McKenzie	13	6
Tandem	Don Deters	20	7

2006 TYC Fall Series			
Boat	Skipper	Best 3	Place
THOR	Thorsten Schaette	5	1
Summer Wind	Stephen Hollingsworth	6	2
Second Wind	Bruce Cowin	10	3
Hog Wild	Lee Högman	11	4
Starlite	Bill Gau	15	5
Annies Song	Bill McKenzie	19	6

2006 TYC Overall Series			
Boat	Skipper	Best 5	Place
THOR	Thorsten Schaette	6	1
Calypso	Dwain Springer	9	2
Summer Wind	Stephen Hollingsworth	13	3
Second Wind	Bruce Cowin	14	4
Hog Wild	Lee Högman	15	5
Annies Song	Bill McKenzie	24	6

Welcome to
BoatU.S. Celebrating **40** years
Savings • Service • Representation

We've Teamed Up with BoatU.S.!

Your club officers have worked out a special deal with BoatU.S. that will add to the membership benefits you already receive – introducing the Cooperating Group program!

BoatU.S. provides a vast range of services, information and savings to recreational boaters, including:

- Members-only discounts and Member Rewards with BoatU.S. and West Marine equipment purchases
- Discounts on fuel, overnight slips, and repairs at more than 825 marinas nationwide
- On-the-water towing, with your choice of service levels – from \$50 per incident (with Membership) up to Unlimited service – provided by the nation's largest towing network
- Access to high-value, low-cost group-rate boat insurance
- Full year subscription to the award-winning *BoatU.S. Magazine*, as well as the 1,000-page

BoatU.S. Annual Equipment Catalog
An effective lobby that fights unfair taxes, fees, and government regulations that single out boat owners

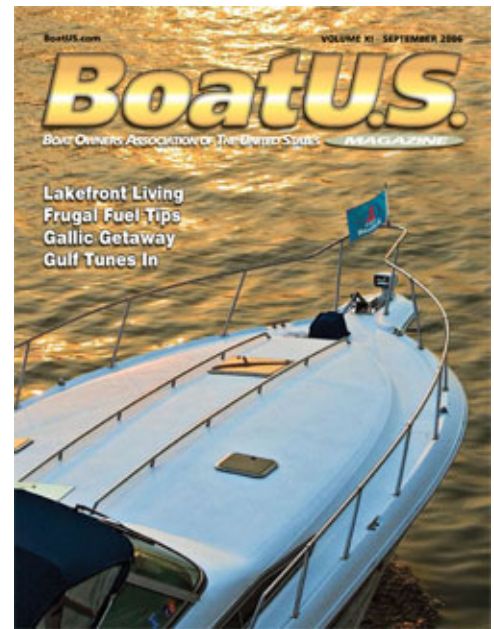
Now you can get 50% off of annual Membership dues when you join the nation's largest association of recreational boat owners. You pay one-half of the regular

BoatU.S. dues of \$25 – that's just \$12.50 a year! (\$15 for International Members – regularly \$30)

For more information, contact Stephen Hollingsworth or Lee Högman.

If you are renewing your BoatU.S. Membership, be sure to mention our Cooperating Group ID number **GA84951Y** to get the specially reduced rate.

Club officers encourage you to take advantage of this valuable new program that is available only to BoatU.S. Cooperating Groups like us.



2007 Officers Elected

by Lee Högman

Nominations and elections completed in the last couple months have resulted in a few changes to your Tradewinds Yacht Club Board of Directors and the Officer Corps.

Bonnie DiMercurio replaces the departing Dave Grimes on the board, Dave having served his 2-year term in which a LOT got done. Our collective THANKS!!! to Grimey...

Stephen Hollingsworth relinquishes his title as Commodore and moves to the BOD, replacing David Isom - another "Thanks" from us all to David for a great job! Bonnie and Stephen join Eric Smith on the BOD, to be serving his 2nd year of his term next season.

Jim Mowery is to be our fearless leader and Commodore for 2007. Jim is eager and looking forward to serving as our Commodore for 2007. His Vice Commodore is yours truly, replacing Theresa Hollingsworth, who worked so hard at making our 2006 events so spectacular - huge

"Thanks!" to Theresa!

Bill Mackenzie will fulfill his second year of his term as your Secretary/Treasurer next year.

After a full season of races and race events, Bruce Cowin steps down as Race Chair, replaced by a returning RC, Thorsten Schaette. All TYC skippers are reminded that, "ALL BOATS VILL RACE! THERE WILL BE NO EXCUSES!!!" (...sorry Thorsten, I couldn't resist...) Our very own Todd Miller will be our Power Squadron Commander, taking over the position from Rob Lippert. Todd barely qualifies for the position, owning an out-board-powered dingy, while on the other hand, Rob, having served as Power Squadron Commander since the inception of TYC, bought a sailboat and has stated that he will sell his Trojan Classic Cruiser in the near future - Rob, the job wasn't THAT hard, was it?!? Todd, you better watch out!

This season is winding down and our current BOD and Officer corps is finalizing plans for our Winter Gala event, tentatively scheduled for a night in January. That is the event where the BOD and Officer Corps "pass the torch" for the leadership of your club. Please make sure to thank them all for a job well done!

**Tradewinds Yacht Club
Membership Application Form**



Thank you for your interest in Tradewinds Yacht Club. Please take the time to complete and submit this application with your yearly dues to the address specified below. Once your application is accepted, you will be sent an acceptance email that will include your new username and password for the Tradewinds Yacht Club web site membership area.

If you have any questions, please email us info@tradewindsyachtclub.com.

This application is for (circle one) New Membership or Renewal

If renewal, please enter membership no, if known _____

Applicants:

Name _____
Spouse _____

Children's Names & Ages:

Child 1 _____
Child 2 _____
Child 3 _____
Child 4 _____
Child 5 _____

Residence:

Address _____
City _____
State _____
Zip _____

Contact Information:

Home Phone () _____ - _____
Work Phone () _____ - _____
Cell Phone () _____ - _____

Your Email Address _____
Spouse's Email Address _____

Emergency Contact Information:

Name _____
Phone Number () _____ - _____

Boat Information:

Type (circle one) Power or Sail
Make _____
Model _____
Length _____
Boat Name _____
Interested in Racing? Yes or No

Notification of TYC Events: Web or Mail

For Club use only:

Year: _____
Date Received _____
Check No: _____
Name On Check: _____
Treasurer's Signature: _____

Applicants Signature's

Date:

Send Application with Dues To:

Bill Mackenzie
12617 Big Bend
Kirkwood, MO 63122

eMail: info@tradewindsyachtclub.com
www.tradewindsyachtclub.com

Membership Dues:

Membership fees are \$40.00 per family per year. Applicants renewing must have their dues and renewal application in no later than March 1 of each year. Payment after March 1 shall incur a \$10.00 surcharge

Please make checks out to:

Tradewinds Yacht Club

Miss-B-Haven Sails Again! - by Lee Högman

One boat that just may qualify for capturing this year's Parking Lot Regatta Trophy (the decision still under double-secret consideration by the PLR Award Committee, checking the rules to see if La-Vida-Loca will qualify...) was Miss-B-Haven. But through hard work,



*The bare sole after everything was taken out
(photo by Tony DiMercurio)*

sweat and strain, many terse words and gallons of beer, Miss-B was refitted, refurbished, repainted, rebuffed and rewetted and now rests in her slip at the end of F Dock. Here's a few shots of the result of all the hard work... Well done Tony & Bonnie - and They pass along their THANKS to the many that helped!!!



The "new" V-Berth



*Launch Day—Finally!!!
(another photo by Bonnie...)*



*The beautiful interior - congratulations to Skipper & Mate!!!
(yet another photo by Bonnie...)*

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Sec./Treas.: Bill Mackenzie
Power Squadron: Robert Lippert
Sail Fleet: Bruce Cowin
Support Staff:
Media Representative: Eric Smith
Newsletter Editor: Lee Högman



*Interior above, the final result below...
(photos by Tony & Bonnie DiMercurio)*



The "New" Milly's by the Lake is open for business and will host their Grand Opening on Saturday, December 6, 2007

**!!! Free food, drink specials @ 6!!!
!!! Music from 8 pm 'till closing !!!**



"The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective." - Henry David Thoreau