

Rain, Rain & More Rain

By Lee Högman

Mother Nature gave us a lot of rain to start the New Year. Warm temperatures and a series of storms provided enough rain in just the first 2 weeks of January to set records across the entire state of Illinois, Indiana and Ohio. Approximately 8 inches of rain and snow combined to push the water levels of Carlyle Lake, Shelbyville Lake and every other body of water in central Illinois above flood stage in a time of year where the opposite is the norm. Carlyle Lake crested at 455.95' on January 17th, the third highest level ever recorded since the lake was initially filled.

Quick action by Tradewinds Marina to add 3' of rock to Harbor #2's levy kept the harbor protected as the water rose above the original levy. Greg and Terry also had Jason attach safety cables to all of the docks to ensure that the docks stayed put if the water continued to rise. Several TYC boat owners also pitched in to move boats wintering in Harbor #2 to reduce the likelihood of damage to the docks. Moving most of the boats around to Harbor #1 and shifting the remaining boats inward as far as possible greatly reduced the windage of boats and the forces acting on the floating docks. All of the trail-

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View From the Top

Welcome to the winter wrap up and spring thaw announcements! With the Gala under our belts and projects in our minds it is truly a good time of year. I would like to extend a thank you to all for such a huge success with the first annual Winter Gala. First and for most to my lovely wife Amanda Kay for organizing the event. The facilities were excellent as well as the service and food, what more could you ask for? Thanks to Rob Lippert for the music and David Grimes for the photos. All the presentations were top notch whether we were expecting them or not. The Tony awards were the highlight of the evening as always but this year Tony got his "proper" boot right where it belongs. I bet Mom got a kick out of that one when she saw it. There is more to the saying "The boy just aint right ma" and I want to know who keeps telling her this and

why. It is crunch time for snoozing boat owners to get with the program. Shake that ugly tarp off and get her done. We launch the season in March, if you dare. With any luck at all we should be doing what we do best in a couple of weeks, messing with boats, visiting old friends and just being away from it all. Thanks for a great year!

David & Amanda Kay + Our Girls



**TYC Group Photo at the 2005 Regatta Gala
(photo courtesy of Dave Grimes)**

Don't Miss This!!!

**Welcome Back
Pot-Luck & Party**

April 23rd!

**Fun practice race
starts that morning!**



Your Vice Commodore

Captain Curmudgeon

Out of everything that is dropped on the dock, only the most expensive items fall into the water...

The ease of docking is inversely proportional to the number of witnesses...

Strictly Sail Boat Show in Chicago – Wow! TYC was very well represented with a couple dozen members making the trip. Combined with another dozen from BYC, Carlyle Lake sailors were all over the show! Even the weather was fantastic, with no rain and temps in the 50's! You'll be able to tell who went to the show – just look for all the new hats being worn around the marina.

Coming events – you won't want to miss the first big blow-out of the season on Saturday, April

23rd. The club burgees are in and will be available at this 1st event! We'll have a pot-luck dinner after the fun practice race starts up on the patio or under the Tiki Hut, so bring a dish to share and something to toss on the grill. Then in May, we've got our 1st Karaoke Night party where anyone can take the mike and pretend to be an American Idol – We will have judges and some neat prizes but you won't have to worry about being sent home or off to Hollywood.

Marianne Moore—Vice Commodore

Rain... ered boats, picnic tables, BBQ grills, boat trailers and equipment were also moved to higher ground while an eye was kept on the water level as it crept into the parking lot. Fortunately, Mother Nature turned off the rain long enough so that only a portion of the parking lot got wet. Help also came from the Army Corps of Engineers who increased the outflow of water at the dam to 10,000 CFS as soon as they could, a rate 20 times the normal winter flow. The ACE stayed busy with 4-a-day inspections of the dam, levies and all of the facilities surrounding the lake as soon as water came up and maintained that schedule until it receded. The lake continues to recede... Thanks to the ACE, Tradewinds Marina people - Greg, Terry, Jason, Mike and the St. Louis Yacht Club team, the guys from Pollman Electric, along with TYC members Stephen Hollingsworth, Tony DiMecurio, Jim Moore, Bob Howard, Dave Grimes, Bill McKinsey, and Jim Mowery, for who's assistance resulted in the impact of the high water being reduced to a minimum at the marina.



High water in Harbor #2 just as the lake crests in January, 2004. The water just spilled over into the parking lot. (photo courtesy of Jim Mowrey)

Marina News

Notes from Greg & Terry... For the start of the 2005 season, I thought it might be a good idea to recap the progress Tradewinds Marina has made since Greg and I signed the lease with the US Army Corps of Engineers in June of 2003. Once the lease was signed and we took possession of the basic marina assets, the first items added were the trash dumpster and enclosure fence and a temporary trailer to serve as an office.

By Fall, the docks had been ordered, contracts signed for installation and the

Power boaters interested in learning more about joining TYC should contact Robert Lippert, TYC Power Squadron Commander!



More Power

I know its still early in the season for us power boaters, but warm weather will be here soon! Ask me about the Power Squadron! All TYC activities are open to both power and sail fleets alike, with special and combined events scheduled throughout the season. Support for the Power Squadron is growing and 2005 will be an excellent year for TYC! Contact me for details...
...Rob Lippert

plumbing for the water service had started. The dock installation started by December.

The pace rapidly increased as the New Year began with the convenience store dock joining the new docks in Harbor #2 and the installation of water and electricity to the docks started. By March, the ground was broken and construction began for the main marina building/clubhouse. By the start of summer, the restrooms and showers in the clubhouse were operational, as was the marina store and dock utilities. The gas storage tank and fuel delivery system, marina head pump-out and porta-pottie dump station, entry security gate, picnic shelter, walkways around the building and parking lot lighting were added through the summer.

By only our 2nd Fall in business,

the 25-ton travel lift is acquired and the haul-out pit is operational. The start of 2005 provided a huge challenge for the marina as the rains came and the lake rose, necessitating moving many boats and equipment in the marina to higher ground and adding several tons of rock to raise the levy to protect Harbor #2.

As winter's end draws near, we are already moving forward with projects throughout the marina. Both restrooms are now painted in the clubhouse and major landscaping has started within the marina. As the weather warms, the pace of progress within the marina will once again increase to provide all our patrons what will be the best facilities on Carlyle Lake. I ask that you please spread the word about our progress. The old Keyesport marina is nothing but a

memory now as this is the brand new Tradewinds Marina at Keyesport, Illinois - better than ever!! Tell your friends and fellow boaters to come grow with us and grow we will! We sincerely thank all of our present tenants and friends for their

See Marina next page...



Tradewinds Marina staff race to add height to the levy of Harbor #2—crest of 459.95' made the added rock necessary! (photo courtesy of Jim Mowrey)

 **Race Deck** 

*Fun Race:
Practice your race starts on
Saturday, April 23rd!*

TYC 2004 Racing Awards
by Thorsten Schaette

5th Place: Annie's song. Here it was blowing up to 30 knots and sometimes even more. The America Cup boats would have stayed in the harbor and would have waited for lesser wind, but Annie's Song was out there ALONE at the helm and plowing along to a very respectable 5th place.

4th Place: La Vie Da Loca skippered by Marianne and the "Rock Star Crew", who did a good job scaring the front runners. With one or two more races in the season most certainly a force to recon with in 2005.

3rd Place: Brigadoon probably the most improved boat in this years championship, they were like the battery commercial and

kept going and going to a well deserved 3rd place !

2nd Place: Trouble Doll, true to her name she gave me trouble all year long. Bad luck in the last race probably decided this years standings.

1st. Place: THOR. Team Thor put the hammer down and captured the lead in the very last race of the season.

Tradewinds PHRF Trophy

New in 2005 is the Tradewinds Overall PHRF –Trophy, in addition to the regular championship.

Background: The national PHRF figures given out by US Sailing are based on a well-prepared fully crewed boat in racing trim. Our Boats are NOT. Despite that, we race our races with these numbers, as it is the only fair way to measure one boat against the other. To make the whole series of 7 races

even more attractive, especially to our "Newbies" we will run the PHRF Trophy in combination with the regular run Tradewinds Championship. You have no extra race to enter no extra starting fee or do anything besides the regular races. After every race I will take the regular results and will deduct 15-10-5 points from the 1st, 2nd, and 3rd place and I will add 5-10-15 points to the last 3 FINISHED boats in the race. These NEW individual PHRF ratings will get applied to the following race for the PHRF trophy only. What that means: the fast boats will get "slower" and the slow boats "faster" with every race they enter, to the point where the slow boats will "overtake" the faster boats. It's a handicap that is highly fluctuating. At the end of the season the standings of the PHRF –Trophy will reflect not the best boat, but hopefully the most improved skipper.

<u>2005 Race Dates:</u>		Skipper's Meetings held ~ 9:00 a.m. each race day for rules & race course explanation... Get there in time to play!
April 30th TYC Race # 1	Committee Boat: Brigadoon	
May 14th TYC Race # 2	Committee Boat: La Vida Loca	
June 11th TYC Race # 3	Committee Boat: Annie's Song	
July 16th TYC Race # 4	Committee Boat: Thor	
Aug. 13th TYC Race # 5	Committee Boat: Miss Behavin	
Aug. 27th TYC Race # 6	Committee Boat: Summer Wind	

Marina cont. patronage and help in 2003 and 2004 and look forward to sharing the fun and excitement of the 2005 boating season with everyone that visits or makes Tradewinds their "home." We could not have made this much progress without each one of you. Sincerely,
Greg and Terry

P.S. As many of you might know, Greg and I have a good friend who is in the sailing instruction and sail-boat club business in Clearwater Florida. In fact, that is where Greg and I have our 36' Catalina based. If you have any plans to be in the Clearwater area send our friend, Gardner Lloyd an email and see what he can offer you in the way of a sailing experience in the gulf coast area. His email is gllloyd@flagshipsailing.com. Thank you!



Bruce & Jan working on a 3rd Place Trophy in "Brigadoon" during a Tradewinds Yacht Club race, July 17, 2004 (Photo courtesy of Thorsten Schaette)

The 2005 Tony Awards! *By Tony DiMecurio*

The Tony Award Committee meeting was held this year at the Red Goat Waste Disposal Company and Free Clinic. At the meeting it was decided to incorporate the waters of Keyesport bay and Tradewinds Marina into those areas regulated and controlled by the committee making all activities taking place therein subject to the rules of the Tony Award committee.

My first award goes to an individual who needs no introduction mostly because he isn't here tonight. His contribution to Tony award history includes; That while navigating the waters of lake Carlyle did carelessly and with little regard for human or fish life let alone the lives of lower species known as water bikers did consistently and with prior knowledge run out of gas repeatedly with an outboard motor capable of running for an entire year on less gas than would take to fill the bra of a flat-chested woman. For this feat this individual, save the fact that he consistently provides hard working and more decent members of the yacht club with free beer would

be damned to powerboathood for the rest of his life and his boat would be permanently exiled to the other end of the harbor. So the ***"Just Thumbing My Way to West Access"*** award goes to **Mr. Bob Weber**.

Our second award also goes to someone who needs no introduction. The police blotter on this one states that while negotiating the waters between Boulder and Keyesport one dark and stormy night with a boatload of totally innocent and inebriated people he did knowingly and with great malice for empty beer and liquor bottles cause his vessel to become attached to the planet in such a way as to cause distress to those seeking to maintain their particular state of intoxication. Additionally, a previous warrant issued against said un-introduced person charges him with conspiracy to steal sympathy as the first skipper in Keyesport bay to tear both sails at the same time finally rendering him harmless and beatable by a random J/30. The winner of the ***"I'm Their Leader, Which Way Did They Go?"*** award is your Commodore **Mr. Dave Isom**.



**Tony awarding the Tony Awards
(photo courtesy of Dave Grimes)**

My third award of the night goes to another rookie. Again by your word, this individual demonstrated the ability to throw their sandals into their boat with great accuracy and agility. But for some strange reason this individual was incapable of loading herself into her own boat during periods of self induced alcohol causing internal stress. As such, the ***"Where'sh My Shooz, Beertender"*** award goes to **Linda Immer**. Linda joins a long list of lady award winners, the sum total of whom is Kay Isom.

My fourth award goes to a person who has been somewhat of an inspiration to us all, which is a good reason to avoid him. The last time I was inspired, I got kicked out of a target store. During construction of the new building, according to the story received at our Beaver Gap, Pennsylvania office, excavation for the foundation for the covered patio was completed but the spring rains, which apparently still haven't ceased, filled the hole up with water. Thinking this was an expansion of the lake and wishing to test the depth of this expansion, the coroner's report states that: The individual in question lying upon the autopsy table at this time admitted to casting himself into the depths of the hole and becoming something similar to the bog monster in a bad remake of the movie "gorillas in the mist" which was bad to begin with. At the time of his confession he jumped off the autopsy table and ran from the lab screaming something about starting a new job and having to have his suit cleaned. So the ***"Professional Advancement***

"Through Mud" award goes to **Mr. Bob Howard**.

My fifth award of the night is presented to an individual who is new to this award and probably every other award in the world. It is comforting to see new individuals get involved in the wonderful world of sailboat racing. It is important if you are going to race to insure two things.

1. The crew knows where it's going
2. The captain knows where he's going
3. The crew and captain are going to the same place.

In this particular instance, the captain and crew finished the race in half the time of the rest of the fleet as they only raced half the course. Apparently, charts aren't included on the equipment manifest on Steve Hollingsworth's boat. So the ***"We're Over Here, Dave. But Where Are We?"*** award goes to **Mr. Steve Hollingsworth**.

The sixth award, strangely enough, (...See ***"Tonys"*** next page)

2005 Tony Awards

"Just Thumbing My Way to West Access"

"I'm Their Leader, Which Way Did They Go?"

"Where'sh My Shooz, Beertender"

"Professional Advancement Through Mud"

"We're Over Here, Dave, But Where Are We?"

"Please Buy My 'Know Your Lines' Book"

"I'm Just One of the Boys, Whaddayaexpect?"

"Tonys" continued from page 4... goes to another sailboat racer. Go figure. However, this is a dyed in the wool experienced racer which proves that the Tonys do not discriminate based on anything. As was reported to our home office in Buffalo Chips, Iowa, by the Illinois division of absurd activities and general store, the suspect, while attempting to cause the movement of his vessel from his slip, a pink number with spaghetti straps which the individual purchased with money he obtained from auctions, did without any discernible knowledge or intelligence neglect the presence of devices known as "spring lines" resulting in danger to all present causing random alcohol abuse and life threatening laughter. The suspect in question reacted by pouring on the power until a brave innocent bystander, not knowing any better but knowing more than the suspect, cast off said offending spring line returning the vessel, one "THOR" to a state of movement-which is a problem of its own. So we present the "**Please Buy My 'Know Your Lines' Book**" award to **Thorsten Schaette**.

The seventh award goes to an individual nobody wants to be introduced to. This is one of the strangest stories on record for Tony awards. I actually felt it was too weird to present a fact but fact it is. Briefly, how can you steer a 30 ft. Sailboat with a dead engine pushed by two or three people on the dock for 250 yards and land it dead perfect into a slip but be incapable of steering the same boat under power out of the same slip without destroying half the boats in the marina in plain view of one of the owners? I don't know. Apparently neither does our winner of the "**Captain Evel Kneivel**" award, **Mr. Jim Moore**. My final award, thank god this is over, goes to another rookie. Most of us know that when you venture out on the lake, you take your life (and sometimes others) into your hands, so leave prepared. Which means the proper equipment, used the proper way, which means you can't use your boat hook for a paddle, Lee. So the "**I'm just one of the boys, Whaddayaexpect?**" Award goes to **Mr. Lee Högman**.

This concludes the awards for the year. If you did something stupid and feel you deserve an award, please don't compound your stupidity by telling me. Remember the Tony motto, "if you can't laugh at yourself at least have the decency to laugh at everyone else."



The many terms and phrases we use today are hundreds of years old, some with origins before the twelfth century, heralding a time when wind was king in the golden age of sail. While there are thousands of terms in the nautical lexicon—breathe easy, we won't delve into all of them here.

We'll start with the most basic of terms, **boat** - a vessel for travel on water, a word derived from the Middle English **boot**, the Old English **ba**, and of course the Old Norse **beit**. What the Vikings and other seafarers using this term probably didn't anticipate was that we'd be using it 800 years later in our language to mean not only the same things, but in other contexts such as "a boatful," and "in the same boat," meaning in the same situation or predicament. Despite the advances in sail handling and navigation technology, sailors remain in their boats much in the same way their Viking ancestors did - frail, vulnerable, and largely in awe of the natural elements.

Bow, or the front of the boat, comes from the Old English **bog**, or **bough**, which conjures up the time when shipwrights sized up the limbs of old-growth trees and the way they grew to fit the parts of the ship under construction. **Stern**, or the rear of the ship, has fourteenth-century Scandinavian origins and the Old Norse **stjörn**, or a steering oar in the back of the ship that controlled steering. Then too, there is the strict, grim, and authoritative context of the word, which conjures up unhappy captains barking orders at the crew from the back of the boat - something which can still be found on the buoy race-courses of today.

In the days before the rudder was invented, the building of commercial vessels in England was heavily influenced by the dragon ships of the Vikings. These were **lapstrake** vessels (built with overlapping strakes, or planks), steered by an oar. The (...See "**Terms**" next page)

US Army Corps of Engineers
ST. LOUIS DISTRICT
Water Control

Carlyle Lake
Maps | Wildlife | Recreation | Events | Reservations
Education | Volunteering | Attractions
Site Navigation

Something for Everyone!

Carlyle Lake Project Office
893 Lake Road
Carlyle, Illinois 62231
Phone: (618) 594-2484
Fax: (618) 594-8569
Lake Level
Fishing Information
Weather

Carlyle Lake 2005 Flood Event—Carlyle Lake's pool elevation reached 455.95 feet on January 17, 2005, the third highest elevation in Carlyle Lake history. This pool elevation (referenced to the National Geodetic Vertical

Datum) was fueled by a record precipitation total of 7.33 inches in January 2005, more than 300 percent of the traditional January average. Due to the unusually large amount of rain, the average inflow into Carlyle Lake during the month of January 2005 was 11,700 cubic feet per second (CFS), almost forty percent more inflow than any previous inflow on record. As of 10:00 a.m. on Tuesday, March 1, 2005, the pool elevation had dropped 9.25 feet from the January crest to 446.7 feet NGVD. Releases will continue in an attempt to draw the pool elevation down to the winter rule curve of 443.0 feet NGVD. As a result of the high water, numerous recreation facilities, infrastructure items, habitat and trees sustained damages. Corps of Engineers employees are working to complete repairs and re-open facilities as quickly as possible as the pool elevation recedes. All of the Carlyle Lake recreation areas will open for the summer recreation season according to schedule. The Corps of Engineers is working closely with their partners, including the Carlyle Lake Association, the Mid-Kaskaskia River Association and the Okaw River Basin Coalition. For more information on Carlyle Lake, contact the Carlyle Lake Project Office at (618) 594-2484 or via email at carlylelake@mvs02.usace.army.mil.



The Leukemia Cup Regatta Report – by Bonnie DeMercurio

Hopefully, everyone has made his or her reservations for the Kick-Off Party, which will be held on April 21, 2005 at the Ritz-Carlton. This will be a very huge and exciting event. If you have not made your reservations, there are still some tickets available. Please visit the website: www.samiam00.com/regatta/. You will find all the information there. You can call the Leukemia Society at (314) 878-0780 or (800) 264-2873 to make your reservation. We are doing some new things this year with this fundraiser. We are going to have incentive rewards for reaching certain fundraising goals. The reward-winning goals will be \$100, \$500 and \$1,000. I will let you know what these rewards will be as soon as it is decided. Right now some very nice items are being considered. I think you will be quite amazed at what you can win by doing just a little fundraising.

(Terms...) builder would fasten two pegs into the top strake of the boat, near the back. The oar would then be placed between the two pegs and secured with leather. The pegs were placed on the right side of the vessel since most sailors were right-handed. Sailors would brace themselves against the top strake on the left side of the boat when working the steering oar. The builders referred to the top strake on the right and left sides of the boat as the steering board ("**starboard**" in the language of the time) and leaning board ("**larboard**"), respectively. Sailors extended those terms to reference the right and left sides of the boat.

To take on or discharge cargo, each piece had to be picked up and carried, or "ported" some distance to or from the warehouse area. The sides of the boats were higher than the deck to help keep sailors aboard in rough weather. To avoid lifting each piece of cargo up and over the side of the boat, builders constructed an

The T-shirt design contest is again being held. So get your creative juices flowing!!! The prize for the selected design is also going to be quite an awesome item. When designing, please limit your colors to two. We've had to do this because of the cost involved when using many colors. I will let you know how to submit your designs in the near future. As for now, start those designs!! And keep them coming!!

We will not be able to allow any fundraising at the event on Memorial Day weekend. We encourage everyone to do his or her fundraising prior to the event. And any money you raise can be sent to the LLS with your name, address and mention it is for the LCR.

We need to plan a fundraiser for this event for TYC. The other clubs all raise money as we did last year with the Poker Run and Pig Roast. We need to get something going as soon as possible. We may incorporate it into

opening in the left side of the hull, with its bottom being about level with the deck. This made it easier and faster for the sailors to port the individual pieces of cargo on and off the vessel. This opening (and, by extension, any opening in the hull of a boat) was known as a "**port**". Since "port" activities took place on the left side of the boat, it was natural to begin referring to the left side of the boat as the **port** side. By the middle of the 18th century, this was the common practice. It took much longer for official practices to follow suit (1844 for the British Navy and 1846 for the U.S. Navy). By the way, "**coming in to port**" originally meant coming in to open the port to discharge and take on cargo, and "being in port" meant that you were tied up ashore and in the process of porting cargo.

Aside from the parts of sailing ships that we still use in the modern-day versions of these craft, there are a number of nautically derived phrases that are still in use. Consider **loose**

an event we already have scheduled. Please start a thread on the BB and let's get some ideas. Time is getting away from us. So let's hear from all of you on the BB.

If anyone would like to volunteer to help with this event, please let me know. There is always plenty to do that weekend. You can contact me at (636) 296-1059 or email at: bdimercurio@sbcglobal.net. Thank you!!!

The Leukemia Cup Regatta is scheduled for May 27-29, 2005 at the Carlyle Sailing Association, Eldon Hazlet State Park. See the TYC web site for more information about how to register and participate in this annual event. This is one of the premier racing events on the lake! Both sailors and power boaters alike are highly encouraged to get involved in this extremely worthy cause!

cannon. Describing people as loose cannons means they are out of control and capable of doing damage to themselves and others. A loose cannon in heavy seas could be thrown around, damaging ship and crew. If you're **taking the wrong tack**, you're obviously going in the wrong direction, just as ships have for centuries. But if you **stay the course**, you'll get to your destination. **Down the hatch** has its origins in loading cargo onto ships as you might expect. As the cargo is put into the hold, it travels down the hatch, and appears to be consumed by the ship. **Searching from stem to stern**, means searching in a thorough manner throughout the entire ship. There are more terms and phrases that we'll get back to in future editions of "**Dock Lines**"...

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 boats 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 ashore.”

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.

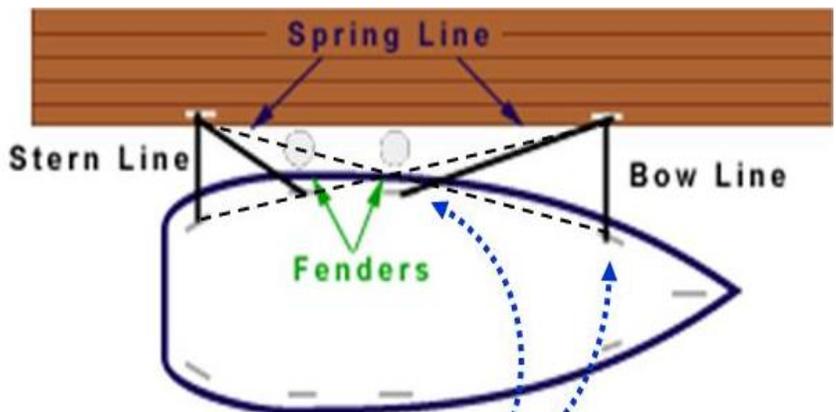
Boat Slip Tips: Using Spring Lines

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...

**THE
LEUKEMIA
CUP
REGATTA**



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Lymphoma Society®**
Fighting Blood Cancers



*The Leukemia &
Lymphoma Society®*

WIN NEW DAHON HELIOS all Alloy 8 speed folding Bike and help to find the cure for Leukemia

For every dollar you will be entered into the drawing for the bike, helmet, and lock !

The drawing for the bike with helmet and lock and FREE shipping (48 states) will be May 15th 2005. The winner will be notified and the bike will be sent to him/her the following week. The collected money will be presented to the Leukemia Society the following week after.

Every donated dollar represents one chance to win the bike, helmet, and lock.

You do NOT have to be present to win. The bike, helmet, and lock are brand-new and carry full factory warranty.



Sug. retail for
the whole
package :
Bike + Helmet
+ Lock is well
over \$ 750.00 !

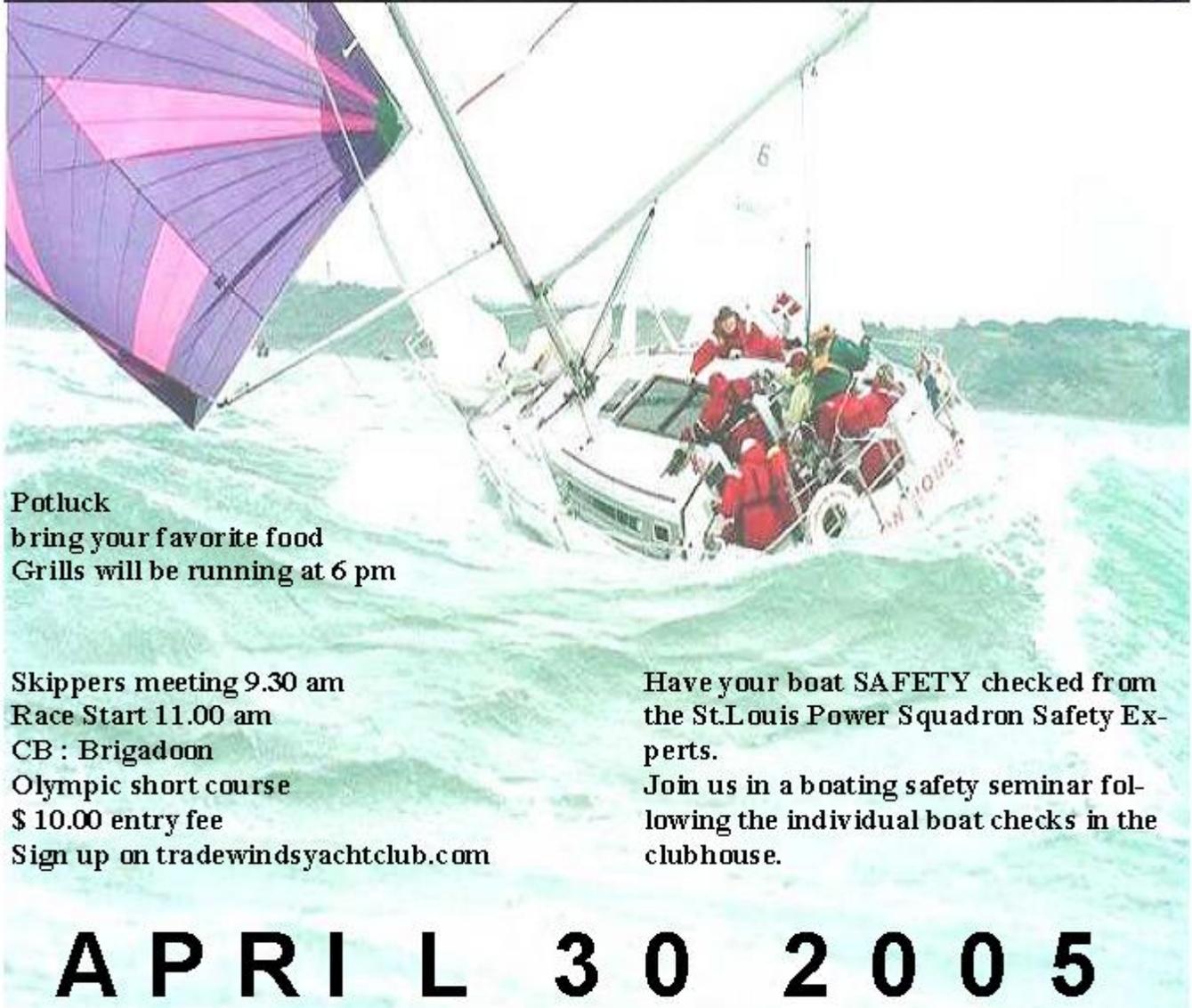


Please make check payable to :

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Lymphoma Society®**

Please mail check to :

Thorsten Schaette
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Olney Il 62450



Potluck
bring your favorite food
Grills will be running at 6 pm

Skippers meeting 9.30 am
Race Start 11.00 am
CB : Brigadoon
Olympic short course
\$ 10.00 entry fee
Sign up on tradewindsyachtclub.com

Have your boat SAFETY checked from the St.Louis Power Squadron Safety Experts.
Join us in a boating safety seminar following the individual boat checks in the clubhouse.

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**Tradewinds
Yacht Club**



Shore News

5th Annual Kaskaskia Watershed Association, Inc. (KWA) Summit - On February 28, 2005, the Fifth Annual Kaskaskia Watershed Summit was held at Mariner's Village Convention Center in Carlyle, Illinois. U.S. Army Corps of Engineers, Mississippi Valley Division Commander, Brigadier General Robert Crear, was the guest speaker at the summit luncheon. General Crear's presentation included topics such as the Corps 5-Year Strategic Plan, the Corps budget, and USACE 2012. General Crear also spoke about the Corps' role in the global war on terrorism and presented a tribute to the military.

The summit also featured presentations by representatives from federal and state agencies and other watershed organizations. Ed Weilbacher, Coordinator of Southwestern IL RC&D and Norma Hall, Corps of Engineers Park Ranger opened the summit with a presentation called "A View From the Ridgetop." Mr. Joel Brunsvold, Director of the Illinois Department of Natural Resources (IDNR), spoke about the Conservation Reserve Program, Water Resource

Development Act, IDNR Eco-system C2000 Program, and the economic value of the World Shooting and Recreation Complex in Sparta. IDNR Wildlife Ecologist Jeff Walk presented the state's new Comprehensive Wildlife Plan. A priority area for the plan is the Kaskaskia Corridor from Carlyle Dam to Fayetteville.

Ingrid Schneider and Jessica Leahy from the University of Minnesota outlined their current results of an ongoing three-year survey for the Corps Recreation Based Program. George Andres, Manager of the Kaskaskia and Tri City Port District gave a presentation focusing on Kaskaskia Watershed Performance Measures, a new approach for funding. John Harryman of the Natural Resource Conservation Service spoke about a new Conservation Security Program for which the lower Kaskaskia was selected. Ruth Hambleton of the University of Illinois Extension highlighted agricultural value in the watershed. Amish Country Tours representative Stella Eades spoke on the Amish Contribution to the Kaskaskia Area.

The 5th Annual Kaskaskia Watershed Showcasing will be held July 15, 2005, in the lower reach on the Evansville waterfront. The Sixth Annual Kaskaskia Watershed Summit is scheduled for February 27, 2006.

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Coming Attractions at Carlyle Lake:

June 11 – Summer Beach Blast - West Access

A fun filled event for the whole family. The day's events include safety demonstrations, exhibits, games, clowns, volleyball, a sandcastle building contest, music and much more.

June 11 – Visitor's Day - CSA

The Carlyle Sailing Association offers a free day of sailing, a tour of the facility, and individual help and instruction to those wishing to get into the sport of sailing.



Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover. (Mark Twain)