



**The Leukemia & Lymphoma Society®**  
Fighting Blood Cancers

## The 2005 Leukemia Cup Regatta

By Bonnie DiMercurio

**KICK-OFF PARTY** - If you missed the LCR Kick-Off on April 21 at the Ritz-Carlton, then you missed one fabulous evening of food, drinks and entertainment. Of course, the biggest part of the evening was talking and listening to Russell Coutts. He is a winning America's Cup skipper - twice for New Zealand and most recently for Switzerland. He is, to say the least, a very interesting man. To start the day off, the Committee was able to take him to the Cardinals' game against the Cubs. And what a game it was! Not only did we win, but Russell got to sit right by the Cardinal dugout and watch every Cardinal come and go. He was extremely impressed with the seats. When Scott Rolen hit the homerun, the owner, John Walsh, gave Russell the homerun ball. Russell was also introduced to Tony Larussa. John had Russell's name and our Committee members' names put up on the big board at the game. What a sight! So the entire event was an absolutely fantastic time for Russell (and I'll have to say I enjoyed it an awful lot too.) After the game we returned Russell to his room to rest before the big night.

The cocktail/dinner party with Russell was terrific. The food was out of this world and everyone enjoyed chatting with Russell, asking him questions and having their picture taken with him. We then moved on to the presentation part of the evening. We had our honored patient, Geoff Hancock, speak to the audience about his fight with lymphoma. He is a videographer and took videos of his entire ordeal from the time he was diagnosed with lymphoma, through his chemo until the great news that he was in remission. It was heart wrenching to see what he went through when this happened to him at the age of 26. We had a video from Gary Jobson that was terrific as well. Then Buzz Sutherland, a well-known comedian, gave us 15 or 20 minutes of

See "LCR" next page...

**\$100 Incentive Gift** - This mini wood tool includes pliers, wire cutters, screwdrivers, Phillips screwdriver, straight blade, serrated blade, and bottle opener can opener and Nail file. Made of wood and stainless steel, comes in a metal gift box.



**LET'S JOIN TOGETHER & MAKE AN IMPACT!** Would you like to help TYC be a leader in the Leukemia Cup fundraising while enjoying a tax deduction? If so, please give a donation of \$25, \$50, \$100 or what you can afford to the Leukemia Society in the name of TYC. Due to time being short until the LCR, we are asking members for donations. The funds raised are used for research that has led to discoveries that include Chemotherapy, Radiation and Blood Cell Replacement. Please send your tax deductible check made payable to Leukemia Lymphoma Society to: Ellen Henneberry-Smith at 2338 Hidden Meadow Lane, Ballwin, Mo. 63021. Thank you very much! - **Ellen**



**\$500 Incentive Gift** - This Aspen picnic backpack gives you all that you need for a great picnic. Service for two, this backpack comes with corkscrew, cutting board, knife, wine stopper, and wine holder.

**\$1,000 Incentive Gift** - This Sherwood duffel comes complete with everything you will need for a family outing. Service for four, including napkins and tablecloth. Cutting board, and your cooler as well. One bag has all you need for a great afternoon!



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**News Flash!!** Lee Högman won the LCR T-shirt design contest!!! Add more bragging rights for TYC at the event! See page 2...

### Captain Curmudgeon

**Definition: "Crew"** - Stationary objects onboard that take up valuable space, anchor cushions and dampen sudden movements of the boom.

## V Across the Board

### Corned Beef & Cabbage Feast by the Leprechaun O'Grimey

It was my privilege to once again be host for the early boaters around St. Patrick's Day with what I hope to be an annual event. I cooked up corned beef & cabbage this year for those working in the club house and those hearty workers out

in the cold sanding the bottoms of their boats or working in the cold interiors. We had about 16 people consume the better part of 9 pounds of corned beef, 9 pounds of cabbage, two pounds of carrots, 24 Yukon gold potatoes and two loaves of bread. It is an easy one pot meal and I do enjoy cooking it for that like corned beef and cabbage. So until next year, the Leprechaun O'Grimey says stay healthy and have a good year until next March 17th, in 2006.



Secretary/Treasurer

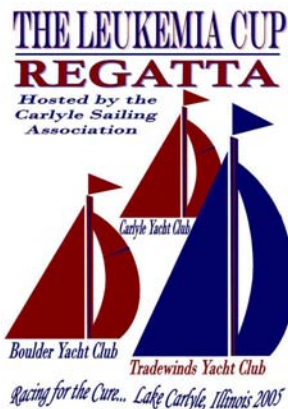


A warm hello to all members! I have a couple things that I need to tell you about. First, I would like to start off by saying it has been my pleasure to serve you as your Secretary/Treasurer for TYC. I have met some extremely wonderful people, who I look forward to seeing every weekend. You all are truly an

awesome group of people. Thank you for great friendships!!! TYC is growing and I'd like for everyone to extend a warm welcome to our **newest members: Felicia Bamer; Jeff & Cheri Lyne; Jerry & Marlene Mangold; and Doug McCance.** We are all looking forward to getting to know you and spending time with you this summer! And finally, here is where we stand with our 2005 membership listing:

We currently have a total of 43 registered members. As of April 1<sup>st</sup> -- 17 members have paid 2005 Membership Dues, 26 members have not paid for 2005 Membership Dues and 10 members have completed/mailed in their Membership Application Form. Please remember to complete your registration form (which you can download the web) and mail in your **2005 MEMBERSHIP DUES.** Sincerely, **Theresa Hollingsworth**

**LCR...** solid laughter. He was absolutely fabulous. There was a lot of speaking about raising money for the LCR and Buzz did a great job of concluding his routine with that message. After Buzz, we had Russell speak and he did a wonderful job. He was very entertaining, interesting and funny. He answered questions from the audience. He, too, concluded his talk with the message that this is all about the fundraising. One of the final things we did was reveal the winner of the T-shirt design contest. And I am very proud to announce that one of our very own members, Lee Högman, is that WINNER!!! Here is his winning design. Congratulations to Lee! This event was a great success and I'd like to thank everyone who supported it. Note - All those \$100 ticket holders from the Kick-Off will receive their photo, signed by Russell, and a DVD of Buzz Sutherland soon. We have sent the photos to Russell for his signature. There wasn't time for him to do them before he left. So he will sign them and get them back to us. As soon as we receive them, we will get them to each of you. Thanks for your patience.



**LEUKEMIA CUP REGATTA** - The LCR is quickly approaching. Please get those boats registered even if you don't intend to race. It's still a tax deduction and you will get some terrific stuff in your Skipper's bag. And please make reservations for the Saturday evening dinner before that weekend. It is very difficult to guess how many people may just show up Saturday evening

for dinner. So if you do not register for dinner ahead of time, it is possible we will not have any tickets available that evening. Pre-registering for the lunches would also make our volunteers' lives a lot easier. So help us out here if you would.

New for this year are incentive prizes for those raising over \$100, over \$500 and over \$1000 in donations for the LLS. Each participant can win a prize based upon his or her total amount raised. As you can see, we have some really terrific prizes. Please note we will not be able to allow personal fundraising at the event on Memorial Day weekend. Again, we encourage everyone to do his or her fundraising prior to the event.

Let's make a big showing of TYC by having a huge group participate in this event. Register your boats, whether you race or not, and then come down to CSA for a terrific, fun-filled weekend. We will have the silent auction, which concludes on Saturday evening. We will have the rum tent and live music for all registered racers, registered participants and dinner ticket holders. We will have long and short-sleeved T-shirts and other apparel with Lee's winning design and the names of all pre-registered boats on them for sale at the event. So plan on making a weekend of it and come down to CSA. If you have any questions you can email me at: [bdimercurio@sbcglobal.net](mailto:bdimercurio@sbcglobal.net) or call me at: (636) 296-1059. If you cannot reach me, please contact Allison Starling at: [starlinga@lls.org](mailto:starlinga@lls.org) or call her at: (314)878-0780.

**A VERY BIG "THANK YOU!" TO MARIANNE MOORE** - I would like to thank Marianne for the absolutely fantastic job she did lining up the Kick-Off event at the Ritz-Carlton. Without her, this event would not have been the success that it was. She went far beyond the call of duty to pull strings, ask for favors and get all kinds of extras for us. That's one of the reasons the event was so special. And all this was done just prior to her leaving the Ritz for her new job. So Marianne, I can't thank you enough for all you did. On behalf of the entire LCR committee thank you, thank you, and thank you!!! - **Bonnie DiMercurio**





# Race Deck



The racing season is finally here, so here we go!!!

We are looking forward for a great race season at Tradewinds. Please go to the TYC Race Deck website and sign up for the races. This year, **PLEASE** sign up on the web for all races in advance. This will make my and the committee boat's job so much easier if you do it in advance and not at the last second, like during the skippers meeting before the race. You will notice that the racing schedule has changed. This was due to the low water in the lake that kept some of the boats on land. Therefore, I made the 1st race the one in May and shortened the number to 6. Maybe we add another, later in the season.

To best prepare yourself for racing this year, try these quick exercises:

1. Buy a case of beer, sit with it in

a very warm place for a few hours, and then drink it.

2. Apply sunscreen to your face in streaks and sit in front of a sun lamp for 2 hours

3. Sit on a bench with large metal fixtures cutting into your legs, stare straight up into the sun for 2 hours - for a more robust workout, invite 4 friends to come over and yell at you the whole time

4. Go out and get very drunk, sleep 4 hours, then stand on a rocking chair for 6 hours

5. Go to bank and withdraw \$1,000 - then light it on fire

6. Sit in front of a commercial fan and have someone throw large buckets of salt water on you

7. Repeat number 6 in jeans and a sweatshirt AND/OR repeat number 6 with head turned sideways to ensure water lodging fully into ear

## Race Schedule Update

*Race schedule changed due to low water and many boats still in the yard.*

### Also...

*Voluntary Safety Inspection and seminar by the St. Louis Power Squadron also pushed back due to changes in the power squadron's*

drum

8. Cut limb off nearby tree, tie ropes to it, stand on rocking chair with tree limb and ropes - hold them over your head for 3 hours... At 5 minute intervals drop on your head - more robust version: have friends yell at you in 6 minute intervals

9. Set your wristwatch to 5-minute repeating counts... Let it go off all day long

10. Pour cold water in your lap and give yourself a wedgie, now alternate between sitting and running around bent over.

11. Tie ropes between 2 trees - push your body

## Updated 2005 Race Schedule

May 14<sup>th</sup> TYC Race # 1

CB: La Vida Loca

June 11<sup>th</sup> TYC Race # 2

CB: Annie's Song

June 25<sup>th</sup> Bikini Cup

CB: GeeWiz

July 16<sup>th</sup> Tradewinds Cup  
(TYC Race #3) CB: THOR

July 30<sup>th</sup> GPS Fun Race

CB: Brigadoon

Aug. 13<sup>th</sup> TYC Race # 4

CB: Miss B Haven

Aug. 27<sup>th</sup> TYC Race # 5

CB: Summer Wind

Sep. 10<sup>th</sup> Inverted PHRF Race

CB: TBD

Oct. 22<sup>nd</sup> TYC Race # 6

CB: Trouble Doll

against them as hard as you can for 6 consecutive hours - don't stop for pain or bruising

12. Place sandpaper on your stairs, crawl up and down on your knees for several hours

13. Tie ropes to rear bumper of friend's car, hold on tightly, but allow rope to slip through fingers as car drives away - TIP: works best with nylon fiber ropes, lengths in excess of 50'

14. Upon completion of previous 14 drills - sit down and drink 14 Mt Gay rum drinks, any flavor

See you at the races

**Thorsten**



**This is a bad start for both boats - note that no one in the foreground boat is paying attention to the other boat! This**

**is NOT the way we start our races! Below was the result as both boats try to maneuver back into the race. The collision at the line put both boats out of contention.**

(Photos borrowed from the Electronic Latitude site: <http://www.latitude38.com/index.html>)



## The Great Cell Phone Tour of Chicago

Imagine watching the back of a cab that you just got out of pull away from you just as you realize that your cell phone isn't clipped to your belt any more. "Kiss that phone goodbye" would immediately come to mind. Thoughts of some unscrupulous character finding and abusing your phone would probably be the next thought. Checking out every cabbie you see from then on would be a desperate, but logic step. But in Chicago?!?! How many thousands of cabs call Chicago home and how far do they range in their daily duties of ferrying passengers all over the place? What was that cab company's name? How do I call my phone company

to give them the bad news? Do I even bother to try and search for the cab? There were too many questions and not enough days.

The last minute of the last day, just before going down the steps into the train station provided all the answers. Was the cabbie that pulled up with others in our group the same one?!? By chance, did he have any cell phones that were left in his cab? Was that one he held up mine?!? Amazingly, the answers were all YES!!! A heartfelt, "THANK YOU" and some cash as a reward for the cabbie and the cell phone came back to its rightful owner. Now if only that cell phone could talk and tell where it has been – whatya' say Dan? How far did that phone roam?



Discover your own "New World" with Odyssey Sailing at the new Trade Winds Marina. The new world was discovered by sailors and you too will discover a new world of adventure and fun. Odyssey Sailing can introduce new sailors to the wonderful world of sailing at Trade Winds Marina, on Lake Carlyle in Illinois. Our students reap the benefits of learning to sail using the American Sailing Association program which has successfully produced over 150,000 safe and knowledgeable sailors worldwide. The emphasis of our school is on promoting the safety and enjoyment of this great sport. Smaller class sizes means more time practicing what you have learned.

*Introduction to Sailing* and the *Basic Keelboat Sailing* are the ASA courses taught at Odyssey Sailing - a modified *Basic Keelboat* course is available for folks that have a limited schedule. New for 2005, graduates of Basic Keel-

boat course will be able to rent the instruction vessel for a full or half day, based on availability. Odyssey Sailing students will have access to the only sailboat rental program in the St. Louis area.

**Introduction to Sailing:** The perfect way to test the water and see if sailing is really for you. You will learn sailing terminology, basic sailing theory, points of sail, and sailing maneuvers in a hands-on 3 hour sail. It is a fun-filled format with no test or textbook.

**Basic Keelboat Sailing:** The novice will gain the knowledge and skills to sail a boat in moderate winds/sea conditions in familiar waters. The 12 hours of classroom instruction covers the navigational "rules of the road," boat handling, boating safety and sailing theory. Then 6 hours of on-the-water instruction applies sailing principles, sailing maneuvers, sail trim, crew overboard recovery, and anchoring. You can earn a National Safe Boating Certificate approved by the National Association

of State Boating Law Administrators (NASBLA) and the U.S. Coast Guard as well as a certification recognized by A.S.A. facilities nationwide. Certification requires passing both a written exam and a skills demonstration. A maximum of 3 students per class on the water ensures each student will have the time needed to master all the skills required. This is an excellent beginner's sailing course.

**Basic Keelboat Sailing for Travelers:** The same material taught in a more condensed format for those people who come from out of town. Class begins at 6:00 Friday evening and concludes at 2:00 Sunday afternoon. All the same material will be covered however class sizes are very limited.

TYC Members get a 15% discount - This is a great way to get the whole family "aboard." Students will quickly learn in a week's time that many sailors only acquire after years of experience.

So, are you ready to discover your own "New World"? Then e-mail Bob Weber at: [BobWeber@OdysseySailing.com](mailto:BobWeber@OdysseySailing.com) or call him at (314) 960-3226. See the TYC web site for the Odyssey Sailing site link.



In the last edition of "Dock Lines" we started our little exploration of nautical terms and phrases. This edition we continue our journey of discovery (or rehashing common knowledge). One of the most commonly heard expressions is "*the whole nine yards*". Contrary to many different theories of origin, the whole nine yards does not refer to the game of football, how much cloth it takes to make a suit, or the length of the ammo belts loaded into WWII fighter, but to the rigging of a 16<sup>th</sup> to 18<sup>th</sup> century British ship. Those ships were designed with 3 masts and each mast had 3 "yard arms" or yards that the sails were attached to. When all the sails were hoisted aloft, the whole nine yards were used. When a ship of that design changed directions or "tacked" all nine yards had to be moved. Fighting ship captains often feigned a tack by moving only the first sev-

eral yards during a battle to try and get in a better position to defeat the enemy. The opposing captain would wait until *the whole nine yards* were moved to see if the maneuver was a bluff.

Yard arm also gave us "*halyard*" – the line that pulls a sail up. Way earlier than the British ships, the sailing boats in the 10<sup>th</sup> century were "lateen" rigged boats. The single mainsail was attached to a yard arm and the yard was hauled up the mast to raise the sail. Can you see where this leads to? Of course you do – the haul-yard line became the halyard (duh...)

The sails were made of "sheets" of material sewn together. So, the lines that held the bottom of each sail was the "sheet line" which of course was shortened to just, "*sheet*." Early boats had a mainsail sheet and a headsail sheet, the latter of which was actually 2 lines that were routed back to the sailor to control the headsail – one sheet on either side of the boat. Therefore, someone that is, "*three sheets to the wind*" or drunk, staggers around like a boat with no control of its sails, like last Friday night... More next edition...














## The TYC Start Sequence

The starting sequence can be confusing for new races and “veteran” racers that will not let go of those old habits. The “new” way TYC starts races is not really new, but an update to the generally accepted starting sequence used everywhere.

The sequence starts with the Committee Boat declaring itself on station and raising the courtesy “Q” (yellow) flag at approximately 10 minutes before the start. One minute before the race start, the Q flag is dropped (if raised). The actual race start sequence starts with the #1 flag raised, stopwatches started and a single sound of the horn. At 4 minutes, the “P” flag goes up and a single horn is sounded. With exactly 1 minute left to the start, the “P” flag is dropped and single horn is sounded. The race is started when the #1 flag is dropped and single horn or cannon shot is sounded. **SO GET GOING!!! THE RACE HAS STARTED!!!**

Clip the picture to the right and take it with you on board =====>>>>>

## TYC Racing Start Sequence

Time	Raise Flag	Lower Flag	Sound
10 min approx	"Q" 		None
6 min		"Q" 	None
5 min	One 		Start Stopwatches/Single Horn 
4 min	"P" 		Single Horn 
1 min		"P" 	Single Horn 
0 min <b>START</b>		1" 	Single Horn or Cannon  

## Boat Slip Tips: Routine Outboard Maintenance (excerpt from the MariSafe article: <http://www.marisafe.com/>)

If you're like most boaters, you ask a lot of your outboard motors. You want it to start and run reliably, never stranding you at the dock on a nice day or, even worse, out on the water. In return, outboard motors ask for so little. A bit of routine maintenance after each outing, a few extra hours during the season and some care during lay-up will reward you with a dream machine. Failure to spend these extra minutes often leads to frustration and big repair bills.



Your faithful out board motor will only remain that way with regular care!

**Cleaning Up** - Washing an outboard motor after each use takes only a few moments and does more than just keep it looking its best. Removing salt, silt and exhaust stains gives you a chance to inspect for other problems such as fuel or oil leaks.

**Grease!** - The typical outboard has only three or four spots that need an occasional grease job, but these areas are important. Small outboards that clamp onto

the transom of the boat should have a coat of grease applied to the clamping screws to prevent rusting and freezing up. Most outboards, small and large, have a few grease zerk (those little nipples that the grease goes into) on the steering tube and one or two more on the tilt tub. Use a marine-grade or white lithium grease available from all marine stores.

**Lower Unit Oil** - The gears in the “foot,” or lower unit, of an outboard are one of the most sensitive and expensive parts of the motor assembly to repair. Because they run in an oil bath

that is immersed in water, they're also a common failure point. There are seals at the numerous points of penetration of the oil cavity on most motors, including the propeller shaft, shifting mechanism and exhaust tube to keep the oil in and the water out. With all the turning, moving, heating and cooling going on, it should come as no surprise that a little water will seep into the oil over time and that the seals will eventually fail. The purpose of changing the oil often is to catch any problems before they require complete overhaul or replacement of the lower unit assembly. Most outboards have two screws on one side of the bulbous housing in front of the propeller. Remove the top screw first, and then remove the bottom screw while holding a jar or pan under the unit. The oil is fairly thick and viscous stuff, so let it drain for a few minutes, then inspect the old oil. It may be dark and dirty, and that's OK. But it should not have any metal flakes that warn of wear inside the case, nor should it have a frothy white “milkshake” look that warns of a water-oil mix. If you see any metal flakes or “milkshake,” have a professional look at the lower unit before using it again.

The next trick is to put the right oil in the gear case. Most outboards use a hypoid-type 90-weight gear oil, but others will fail on this, so it is imperative that you consult your owner's manual. Lower unit gear lube comes in soft tubes. Cut the tip off all the tubes you will need to fill the case before you start refilling. Insert the nozzle of the tube of oil into the lower screw hole and start squeezing the tube, filling the gear case from the bottom up. The method is important: filling from the top will leave air pockets that invite water. When oil begins to flow out the top hole, keep the tube in place, put the top screw in until completely tight, then remove the tube and quickly replace the bottom screw.

**Two-cycles Only** - Unless the engine is oil-injected, you need to mix special oil needs into the gasoline in a relatively close-tolerance ratio established by the engine manufacturer. The most common problem with many

See “Motor” next page...

**Motor...** two-cycle engines is forgetful owners not taking the oil requirements seriously. The right quantity and the right type of oil must be thoroughly mixed with the gasoline every time - forget to do it once and the engine is toast.

Likewise on oil-injected models, the oil needs to be inspected before each use - an empty tank due to a leak could ruin your whole summer. Because the gasoline-oil mix does not burn as cleanly as standard fuels, you need to change the spark plugs on a two-cycle outboard fairly often. Use the correct spark plug recommended by the engine manufacturer and carry some spares in the emergency kit - do not try to clean old plugs and re-use them. Every time a two-stroke engine becomes hard to start, gets balky or fails to come up to full RPM, suspect fouled spark plugs first before hauling the boat to the repair station.

The other quirk of two-cycle outboards is that when not used for even relatively short periods, the gasoline in the carburetor and fuel system evaporates, leaving a sludge of

*When an engine sits for long periods, all the oil that coats and protects the cylinders and pistons drains away, leaving bare metal parts that can corrode. This is true whether the lubricating oil is of the two-stroke or four-stroke variety*

oil coating on everything. Eventually, this goo hardens into "varnish," gumming up the delicate small workings of filters, chokes and carburetors. Once this occurs, a professional will have to dismantle, clean and rebuild the entire fuel system, costing you time and lots of dollars.

One partial solution is to run all the fuel out of the engine's system after each use. This will never eliminate the problem but make it much less severe over time. Disconnect the fuel hose from the engine while it is running and let the engine literally run out of gas to use up any gas-oil mix in the lines. If you do this while you're flushing the cooling system, you kill two birds with one stone.

**Four-Cycle Specials** - Four-cycle outboards, even though they have more parts, are generally more reliable and longer lasting than their two-cycle brethren and require none of the shenanigans above due to mixing of oil in the gasoline. But one thing that is different is that the oil in the engine gear case requires changing occasionally - just like your car. If you forget to check and change the oil and filter in your four-stroke outboard, the consequences are not as immediate as forgetting to mix oil in the two-stroke cousin, but the extra wear and tear will certainly shorten your four-stroke's life. Follow the manufacturer's guidelines on how often to change the oil, the weight of oil and the oil's rating to the letter. Also, use the manufacturer's recommended oil filter - these sometimes have special flow control mechanisms that cheap generic filters omit.

**Storage** - All of the procedures above need attention each time you use your outboard, or at least a few times during the season. When you take your outboard out of service

for more than a few weeks, you should complete all of the service above so that you store it clean, flushed, devoid of gasoline in the lines and filled with fresh gear oil. For longer-term storage, one more item should be added to the list.

When an engine sits for long periods, all the oil that coats and protects the cylinders and pistons drains away, leaving bare metal parts that can corrode. This is true whether the lubricating oil is of the two-stroke or four-stroke variety. Since outboards are often stored in humid areas, corrosion inside the engine (where you can't see it) can be a very real problem. To prevent this corrosion during a prolonged lay-up, coat the cylinders and pistons with special oil that will not evaporate or drain away. There are two ways to accomplish this: fogging and coating. Special "fogging oil" comes in a spray can and is available from any outboard motor parts retailer. Using it is simple. Remove the motor cover, rig up your flushing attachment and start the engine. Disconnect the fuel hose so that the engine will run out of fuel in a few moments and then begin spraying small amounts of fogging oil directly into the carburetor's mouth. (If your engine has an air filter, you will need to remove it first.) The trick is not to spray so much at one time that the excess oil stalls the engine, so a little extra throttle here doesn't hurt. By the time the engine runs out of gas, all the metal parts inside the motor have a nice protective coating of stabilized oil.

If for some reason fogging oil is not available or is impractical, purchase a can of Marvel's Mystery Oil, available at many marine, automotive and hardware stores in a distinctive red-and-black can. After cleaning, flushing, changing the gear case oil and running the engine out of fuel, remove the spark plugs. Squirt a small amount, perhaps an ounce, of Marvel's into each cylinder. Then turn the engine over (hand pull on small engines or electric start on larger units) for 15 seconds. The cylinders and pistons should be fairly well coated by now. Replace the spark plugs tightly and replace the wires to the correct plugs.

**The Get Away** - This little extra care lavished on your outboard helps give peace of mind that when you arrive at the dock for your next outing the engine will treat you with equal respect. After a day on the water, you can also rest assured that the motor will again respond by carrying you safely home. In the spring, while others are cursing their recalcitrant machines, you will reap the rewards of your labors by moving swiftly out onto the water. All this from a few minutes work each week.



Big or small, the proper engine maintenance and care will keep your boating trips fun and enjoyable!



## Smart Stuff

*provided by Jim Mowrey*

The next time you order checks, have only your initials put on them. If someone takes your checkbook, they will not know if you sign your checks with just your initials or your first name, but your bank will know how you sign your checks. Do not sign the back of your credit cards, but write, "PHOTO ID REQUIRED". When you are writing checks to pay on your credit card accounts, DO NOT put the complete account number on the "For" line. Instead, just put the last four numbers. The credit card company knows the rest of the number, and anyone who might be handling your check as it passes through all the check processing channels won't have access to it. Put your work phone # on your checks instead of your home phone. If you

have a PO Box, use that instead of your home address. If you do not have a PO Box, use your work address. Never have your Social Security number printed on your checks. (DUH!) You can add it if it is necessary. But if you have it printed, anyone can get it. Finally, copy the contents of your wallet on a photocopy machine. Do both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel. Keep the photocopy in a safe place. Also carry a photocopy of your passport when traveling.

If anything is lost or stolen:

1. Call your credit card companies immediately. But the key is having the toll free numbers and your card numbers handy so you know whom

to call. Keep those where you can find them.

2. File a police report immediately in the jurisdiction where your credit cards, etc., were stolen. This proves to credit providers you were diligent, and this is a first step toward an investigation (if there ever is one).

3. Here's what is perhaps most important of all! Call the 3 national credit reporting organizations immediately to place a fraud alert on your name and Social Security number. The alert means any company who checks your credit knows your information was stolen, and they have to contact you by phone to authorize new credit.

Equifax: 1-800-525-6285 Experian: 1-888-397-3742 Trans Union: 1-800-680-7289 Social Security Administration: 1-800-269-0271 (fraud Line)

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

Site Navigation



Something  
for  
Everyone!



**Carlyle Lake Project Office**  
801 Lake Road  
Carlyle, Illinois 62231

Phone: (618) 594-2484  
Fax: (618) 594-8569

Lake Level  
Fishing Information  
Weather

**Annual Passes:** The 2005 Annual Passes are now available at Carlyle Lake. Annual passes have undergone changes for 2005. Passes will no longer permanently affix on the back of a rear-view mirror; at the time

of purchase, customers will receive a hangar that will display the annual pass when hanged from a rear-view mirror. Also, the second vehicle passes for half-price are no longer available. All annual passes will be \$30.00. However, persons with more than one vehicle may move their annual pass hangar from vehicle to vehicle. In the past, annual passes have been good for one calendar year, January until December. Now, annual passes will be valid twelve months from the date of purchase. For example, if a person purchases an annual pass in April, 2005, it will not expire on December 31, 2005. The pass will be valid until the purchase date in April, 2006. Annual passes will be available for purchase at the Carlyle Lake Project Office, the Carlyle Lake Visitor Center, and fee booths at Dam West, Boulder, and Coles Creek Campgrounds. The Visitor Center will be open weekends-only during the month of April. For more information on 2005

*ACE News Continued on page 10...*

## Junior Sailing Program Comes to Tradewinds

We have some exciting plans for the inaugural Junior Sailing Program. As this goes to print we do have three dates approved by the Board for junior events so check the TYC website and sign up for these events. Our dates are June 4, July 9 and August 6. The program is open to all kids between the ages of 5 and 16. With this program we hope to teach fundamental sailing, stimulate an interest in sailing for the small sailor as well as provide fun for children and adults alike at the lake. Indirectly we have found that a Junior Program also has a side benefit of bolstering Yacht Club membership. Our present schedule calls for the initial session to be primarily land-based with simple instruction in names of boat parts, basic sailing theory and points of sail with demonstration sailing

on the small boats with the junior sailor. Ultimately, the junior sailor will experience the thrill of controlling his or her own boat in both cruising and racing environments.

We plan to conduct land based teaching sessions either at the covered pavilion or the building patio depending on conditions at the time. We will probably begin around 9 AM and continue until we've lost their attention! We will supply to each junior sailor some handout material illustrating and explaining basic theory and common names for boat parts and directions.

At present we have about 3 or 4 small boats to use in the program but experience has shown that this program tends to grow larger over time. So if you have access to a Laser, Sunfish, Force Five or similar craft please let us know if it can be used. - **Tony & Bonnie DiMercurio**



# 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 :

**The Leukemia &  
Lymphoma Society**

Please mail check to :

Thorsten Schaette  
4913 N Watergate Dr.  
Olney IL 62450



**RACE**

**I**

**CHAMPIONSHIP SERIES**

**Skippers meeting 9.30 am**

**Race Start 11.00 am**

**CB : La Vida Loca**

**Olympic short course**

**\$ 10.00 entry fee**

**Sign up on**

**[www.tradewindsyachtclub.com](http://www.tradewindsyachtclub.com)**

**Potluck dinner - bring your favorite grill food and something to share. Grills will be running at 6 pm**

**Karaoke Party afterwards**

**May 14, 2005**

**Tradewinds**  
**Yacht Club**



### ACE News

Annual Pass availability, please call the Carlyle Lake Project Office at (618) 594-2484.

**Boating Safety Tips:** With the 2005 recreation season upon us, many people are getting their boats ready for fun on the water. Remembering these tips will keep you safe on the water for a long summer of enjoyment.

**Learn to swim.** The best thing anyone can do to stay safe in and around the water is to learn to swim. This includes anyone participating in any boating activity. Local swimming pools and the American Red Cross often offer swimming courses; call these locations for details.

**Alcohol and boating don't mix.** Alcohol impairs judgment, balance, and coordination - over 50 percent of drownings result from boating incidents involving alcohol. For the same reasons it is dangerous to operate an automobile while under the influence of alcohol, people should not operate a boat while drinking alcohol.

**Wear your life jacket, and remember to look for the label** - use Coast Guard-approved life jackets for yourself and your passengers when boating and fishing.

**Develop a float plan.** Anytime you go out in a boat, give a responsible person details about where you will be and how long you will be gone. This is important because if the boat is delayed because of an emergency, becomes lost, or encounters other problems, you want help to be able to reach you.

**Watch the weather.** Know local weather conditions and prepare for electrical storms. Watch local news programs. Stop boating as soon as you see or hear a

**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**

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TYC E-Mail: [info@tradewindsyachtclub.com](mailto:info@tradewindsyachtclub.com)

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storm.

The Corps of Engineers urges you to follow these safety tips when visiting Carlyle Lake or any other body of water; this will make the recreation season fun and safe for everyone. For more information, contact the Carlyle Lake Project Office at (618) 594-2484 or email at

[carlylelake@mvs02.usace.army.mil](mailto:carlylelake@mvs02.usace.army.mil).

### 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. See: <http://www.csa-sailing.org/>



*Something about sailing a boat brings so many senses and sensations into play that it's very difficult to pinpoint what it is, specifically, that makes me like it so much: the sight of sails and sheets overhanging the water; the foam and spray flying as the bow cuts the water; the motion of the boat; the physical and mental ballet necessary to handle the boat correctly. A sailboat might just be the most beautiful, sensuous, and intelligent blend of man/machine/and elements that exist in the world today. The relationship between the three is the most harmonious I have experienced so far. Besides, you can have a beer while you do it. -- Anonymous...*