

Potential At Carlyle and What We Saw When Opening the Marina

By: Greg Kintz

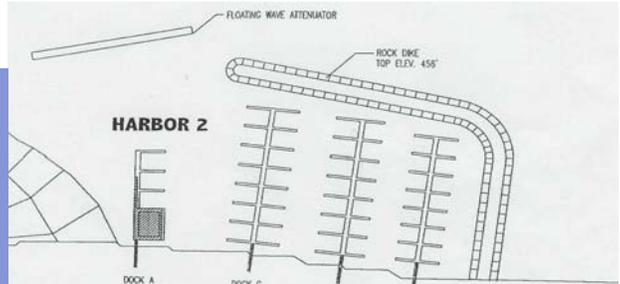
The following is a presentation that was given to approximately 200 stakeholders of the Kaskaskia

Water Association on February 27, 2006...

I and my partner, Terry Alexander, were approached in September 2002, about operating a marina in Keyesport, Illinois, since my partner was in the marina business in St. Charles, Missouri. In December of 2002, after several meetings with the Army Corp. of Engineers, Terry and I decided that we did not want to make a two and a half million dollar investment. We evidently were not the only ones, as there were six or seven other investment groups that also decided they did not want to put a marina in Keyesport. In March of 2003, the Corp. asked us if we would like to make a lesser investment of which we agreed upon that over a five year period we would invest up to 1.5 million dollars and build up to a 150 slip marina instead of a 250 slip marina. Our first thoughts were that we would take it slow and see what happened.

For those of you that are aware of our marina at Keyesport, there are now two harbors. One was the original harbor that at one time held up to 150 boats when boats were a lot smaller. The other harbor we have made into a sailboat harbor holding up to 100 boats. The

original harbor had 35 slips in it when we were awarded the lease in July of 2003. Terry and I sat out at the harbor the first 2 or 3 weekends waiting for



Original plans for Harbor #2

potential customers and by the end of that season we had signed up approximately 25 customers.

That fall we were approached by a group that wanted to know what we were going to do with the other harbor. Our original thought was that we would put in 25 sailboat slips and see what would happen. A group of thirty asked if we would put in 50 slips which naturally we said that we would. Little did we know this would lead us to building a clubhouse with showers and a kitchen and putting in a 50 thousand pound travel lift and launch & recovery



pit. Within those thirty have been perhaps the best customers on the lake as some were architects, contractors,

and engineers, who all helped to build the marina as it stands today. More are coming.

We now have two picnic areas, a clubhouse, slips that will accommodate 45 ft. boats, a 50 thousand lb. travel lift, gas dock, pump out, 125 slips, and that 1.5 million dollar investment, and we are now looking to expand to 250 slips. What do you think we think, the potential of the lake is?



Clubhouse Fall 2005

Inside this issue:

Leukemia Cup Regatta	2
Race Deck	3
Understanding Cordage	4
ACE News	4
Across the Board	4
Boat US Insurance	5
Dock Lines Highlight	6
Safety is No Accident	7
LCR Flyer	8
TYC Race Declaration	9
Nautical Terms	10

Next Up -
Race Clinic &
TYC Sail for
Leukemia, May
13th
TYC Race #2
May 20th
Leukemia Cup
Regatta
May 26th -
29th!

Sailing Definition:

Yawl:

A sailboat from the deep South, with good bourbon whiskey stored down yonder in the cabin.





The Leukemia & Lymphoma Society
Fighting Blood Cancers



Leukemia Cup Regatta Update

By: *Bonnie DiMercurio*

The Regatta is fast approaching. It is Memorial Day weekend, May 26 –28. Please continue to fundraise for this event. We want TYC to, again, make a great showing.

You can help in other ways. We will need a lot of volunteer help prior to the event and at the event. Here's how we could use your help:

Volunteers to make large cookies or brownies for the lunches that TYC is donating. We need 300. We'd like the cookies to be about 3" in diameter or the brownies to be about 3" square. Put each cookie or brownie in a baggie and deliver them to CSA's kitchen either some time Friday, May 26th, or Saturday by 7 AM. If we can get 10 volunteers, each would only have to make 30.

We need help assembling the lunches Saturday morning. We will have meat that is already pre-measured. So we will have to dish up potato salad and slaw into individual containers, put meat and cheese on the rolls, wrap in baggies and put sandwich, chips, potato salad, slaw, cookie or brownie, condiments and prepackaged utensils and napkin in lunch bags. We have to have the lunches ready to go by 9 AM. So I am guessing we should start about 7 AM, depending on how much help we have. Also, if anyone can get the small containers to put the potato salad and slaw in, please let me know. We need 600 containers. We will need volunteers to help set up the silent auction items as well as staff the booth when the racers come in. Volunteers to help put the auction tents up on Friday

afternoon and take them down on Sunday, put up the banner and take down.

Volunteers to be available Saturday throughout the day and evening just for miscellaneous tasks that will come up such as icing soda, bringing ice to the pavilion, serving the rum drinks etc.

Please be generous with your time. It will help tremendously to make this event a huge success. Please call me at (636) 296-1059 and let me know how you can help.

If you have not made your lunch or dinner reservations yet, please call LLS and do so as soon as possible. The first 150 reservations for Saturday lunch will get the special TYC cooler lunch bag. Dinner Saturday is \$15; lunch for Saturday and Sunday is \$7 each. Making reservations ahead of time helps us tremendously when ordering the food. And remember this is a fundraiser so we do make money on the meals. Please call Vikki at the LLS office, (314) 878-0780 or toll-free at (800) 264-CURE.

And if you have not registered your boat for this event, you can still do so and possibly get your boat name on the LCR t-shirts. The deadline to get your boat name on the shirt was May 1st. But if you hurry, you still may be able to get in under the wire. **YOU DO NOT HAVE TO RACE YOUR BOAT TO REGISTER.** The \$50 registration fee is a tax-deductible donation and counts towards your fundraising total.

CALL BONNIE DIMERCURIO WITH QUESTIONS OR TO HELP (636) 296-1059

As always, your continued support is appreciated.

Thanks,

Bonnie

Fundraising for the LCR

By: *Bonnie DiMercurio*

The Leukemia Cup Regatta is a fundraising event

as well as racing event. We encourage everyone to fundraise to help this cause. It's not hard. You just have to ASK!! You will be surprised how many people are willing to donate to the Leukemia &

Lymphoma society. Everyone knows someone that has been touched by these diseases.

Here are some ways to raise money:

- Ask everyone you know to support you with a \$10 or \$20 donation.
- Send out email requests.
- Send out letters requesting donations.

- Use the personal fundraising web page provided by LLS through Active.com. Call the LLS for details (314) 878-0780.
- Hold raffles
- Sell candy bars.
- Solicit donations in your favorite pub.
- Sell program ads. All ads must be received by May 1st.

We have some awesome incentive prizes for those raising money.

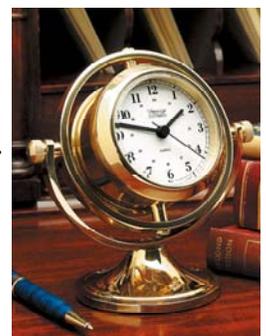
For raising just \$100 you will receive a National LCR t-shirt. The \$500 incentive is a Compass paper-weight The \$1000 incentive prize is a clock/ barometer.

Good Luck!

- Bonnie



\$500 Incentive prize - Compass Paperweight



\$1,000 Incentive prize - Clock/Barometer



TYC Racing Start Sequence

Race Clinic, Saturday May 13th, ~9:30 AM? - Discussions about the racing rules, starting sequence, race course, compass use and Performance Handicap Race Formula (PHRF) (...and probably some very good stories about last years racing...).

If you are thinking about racing in the TYC club program or even just think you might, or even if your boat is not wet yet, please join us for some interesting and informative discussion.

There is no cost for this clinic, except for some well-spent time among friends and friendly competitors. Come on and join us!

Thank you! - **Bruce Cowin**

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 START		1" 	Single Horn or Cannon  

2006 Race Schedule

<i>April 29th - Race Clinic</i>	<i>June 3rd - TYC Race #3</i>	<i>September 9th - TYC Race #7</i>
<i>May 13th - Sail-A-Thon</i>	<i>June 17th - TYC Race #4</i>	<i>September 23rd - TYC Race #8</i>
<i>May 20th - TYC Race #2</i>	<i>July 15th - TYC Cup</i>	<i>October 7th - TYC Race #9</i>
<i>May 27/28 - LCR</i>	<i>August 12th - TYC Race # 6</i>	<i>October 21st - TYC Race #10</i>

It's time to get your boat in the water and enjoy sailing it!! We are getting very close to the first TYC race of the Spring Series.

These races are all scheduled for Saturdays, and are coordinated with TYC parties. If the weather is not suitable on a race day and/or if the race is cancelled, the following day (Sunday) will be the make up race date.

Make up races will run on a shorter course unless the conditions are such that the race can be completed within a 2 hour period. Potentially, a make up race could be cancelled as well. In those cases, I will evaluate if we can squeeze two races into a single race date, and will communicate with enough advance notice to allow everyone to make plans to participate.

A race will be cancelled if after 30 minutes from the start, none of the boats have rounded the first mark. We have seen some pretty warm race days with little to no wind, where the committee boats have been stuck out there for 4 hours, and we want to avoid this situation this year.

Due to several factors, the Race Clinic has been rescheduled from 4/29/06 to 5/13/06, the same date as our first race, and will follow the 9:30 skippers meeting. We will hold the clinic regardless of the weather. The wind was way too strong to attempt any practice starts on Saturday 4/29, and several boats are still on the hard.

Those that came out to attend the 4/29 race clinic talked through and came to a consensus on how we will implement the handicap (PHRF) numbers. Each boat will receive a PHRF number according to the data on the race declaration form for that boat, so completing the form accurately is important. The numbers from the 2005 PHRF book will be used as the base. This book lists different numbers for each type of boat, based on the location where that boat is racing. We will use the Carlyle Lake numbers from this book where they exist, and will use a similar lake type location for boats that don't have a Carlyle Lake number. This may be a bit confusing, but don't worry - this topic will be discussed during our Race Clinic so everyone is clear on how their numbers were determined.

I was very pleased to have several skippers volunteer for Committee Boat duty. I can always use more volunteers, so please let me know if you want to volunteer. The Committee boat duty schedule will be posted very soon - on the TYC web site, Bulletin Board web site, and the bulletin board in the club house. I will perform this duty for race #1. I will try to borrow Dan Sargent's starting cannon for the first race.

Please contact me if you have any questions regarding our 2006 TYC race series. I hope to see many new and old sailors racing this year.

Thank you! - **Bruce Cowin**

Understanding Cordage

The right choice of cordage for each application on board any boat involves numerous factors. The main concerns are: strength, stretch, longevity, cost, ease and strength of knotting and splicing, ability to work on winches and windlasses, and kindness to the hands. But to keep choices manageable, these can be reduced to a discussion of the two main factors of line: the construction method and the materials used to build the line. **Construction** - There are three main methods of machining individual threads into strands (called yarns) and thence into rope (or what most sailors refer to as line). Each method has its advantages and disadvantages. Here's a quick digest of what you'll need to know to assess your needs and better understand the choices available.

- Three-strand twist is an old favorite. It is inexpensive to produce but allows the greatest possible amount of stretch. Splicing three-strand is easy and quick. These attributes make it ideal for use as anchoring, docking, and mooring lines where stretch is kind to deck hardware.

- Single-braided line, sometimes called plait, waxes and wanes in popularity. It has less stretch than three-strand and is more expensive to produce. They are kinder to the hands and work better in self-tailing winches than three-strand line.

- Double braids have the least amount of stretch and make up the bulk of all running rigging used aboard contemporary sailboats. A braided core is covered with a braided sheath, either of the same or a different material. The core, or inner part, can effectively be made of a blend of materials to take advantage of differing properties. It can be woven at low angles, and even laid up as parallel fibers to reduce stretch. Double braids offer the choice of a smooth or fuzzy cover. Most are easy on sailors' hands and provide excellent grip in self-tailing winches and clutches.

Materials - The fibers are of equal importance in choosing a line to suit a job on board. All fibers on the market these days are synthetic with trademarked names from chemical companies. And each fiber has special characteristics that make it well-suited to particular tasks.

Nylon has high strength and very high stretch, making it an obvious choice for docking, anchoring and mooring lines. There are various grades and coatings for nylon with widely different reactions to water, UV, chemicals, and aging. Premium-grade, continuous-length fiber cordage is more expensive, but has a much longer life span. Since nylon loses strength when it's wet, larger-diameter line should be used than most strength charts indicate. Nylon line does not stand up well to chafe and must be protected from sharp objects.

Polyester, most often in the form of Dacron, makes up the bulk of all running rigging for good reason. Dacron is a very moderate fiber: It is fairly strong, has little stretch, is reasonably abrasion-resistant, not terribly expensive, has good UV and chemical resistance, and is easy to dye in multiple colors.

Kevlar and aramid fibers are stronger than steel by weight and have almost no stretch. However, they do not bend well and require oversize sheaves. As a core material in double braids, they tend to cut through a polyester cover. Aramid lines are extremely difficult to splice and remain quite pricey.

Olefin, polypropylene, and other olefinic fibers are extremely light for their strength and stretch - in fact they float and do not absorb water. Sensitive to UV, double-braided lines with olefinic covers must not be left in the sun. In addition, they are heat sensitive and melt if run rapidly over a winch.



The construction of double-braid line like that shown here makes it uniquely suited to splicing for halyards or other purposes.

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 hearty workers out in the cold sanding the bottoms of their boats or working in the cold interi-

ors. I used 12 lbs of corned beef donated by Barbara Renshaw, 12 pounds of cabbage and 10 pounds of new potatoes this year, we also had bread and paper plates and several delicious desserts donated by our lovely cooks.

I hope to see a lot of people again next year!!!!

We had about 2 dozen people completely enjoying the meal and had very little leftovers to take home afterwards. 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 2007.



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

Carlyle Lake Water Control Manual Updated - The Carlyle Lake Water Control Manual, the document which dictates the management of the lake level and releases from the Carlyle Lake Dam, is in the process of being updated. An update of the manual is required every five to ten years. The Water Control Manual for Carlyle Lake was last updated in 1983

The manual is being updated at a minimum for format and clarity and also to incorporate any already approved changes. A series of public meetings were held during the months of December 2005 and January 2006 by the U.S. Army Corps of Engineers, St. Louis District Water Control Managers to solicit input from the public on minor changes

(Continued on page 5)

(Continued from page 4)

to the Water Control Plan that would be non-controversial and improve the overall operation of the project for the various project purposes. Following the initial meetings, a draft plan was developed and a second series of meetings were held to highlight the changes made to the Water Control Manual and to give members of the public another opportunity to comment on changes to the manual.

The final draft is available for viewing at the U.S. Army Corps of Engineers, St. Louis District website at www.mvs02.usace.army.mil. Comments will be accepted at the Carlyle Lake Project Office, 801 Lake Road, Carlyle, IL 62231, **through June 5th**. For more information, contact the Carlyle Lake Project Office at (618) 594-2484 or email at carlylelake@mvs02.usace.army.mil.

Sand Sculpturist to Highlight Carlyle Lake Beach Blast

Exciting things are planned for this year's Beach Blast! The U.S. Army Corps of Engineers will be hosting the Third Annual Carlyle Lake Beach Blast on Saturday, June 17, in the Dam West Recreation Area from 11 a.m. to 4 p.m. The highlight for this year's event will be a 12 by 20 foot sand sculpture, being created by Team Sandtastics, from Sarasota, Florida, which holds many state, national and international titles, including World Champion for placing first in the World Championship Sand Sculpture Contest. Team Sandtastics also holds the Guinness World Record for tallest sandcastle ever hand built in under 100 man hours.

Carlyle Radio Station WCXO 96.7 FM will be broadcasting live from the picnic area for the duration of the event.

Listen in for starting times of the contests, tournaments, and other activities taking place during the day including a beach volleyball tournament and a sand castle building contest hosted by the Corps of Engineers, a side walk chalk art contest sponsored by the Carlyle Celebrate the Arts Council, and a Beach Bum and Babe Parade sponsored by WCXO.

Other activities taking place during the day include a bike safety presentation by the Clinton County Sheriff's Department, sun protection by St. Joseph's Hospital, and water safety activities presented by the U.S. Army Corps of Engineers. The Illinois State Police will also be on hand with the rollover simulator and the Huey and Carlyle Fire Departments will have the Smoke House on site. The Carlyle Celebrate the Arts Council will have a spin art booth and will be offering air brush tattoos. Also, keep an eye out for Sunny the Clown who will be creating balloon animals for the kids and a giant six foot beach ball decked out with water safety messages, which will be floating around the beach area. Food and beverage vendors will also be on site for the event. Be sure to stop by the Visitor Center as well, where the American Red Cross will be hosting a blood drive from 12 -4p.m.

For more information, contact the Carlyle Lake Project Office at (618) 594-2484 or email at

carlylelake@mvs02.usace.army.mil.



The Boat Insurance Maze: Important Buying Tips from BoatU.S.

Boat insurance policies can vary widely from one company to the next, unlike home or auto insurance. Which type is best for you? BoatU.S., the nation's largest recreational boat owners association, has some tips for you.

- Ask around: One way to find a good insurer is to ask friends who have had a claim in the past. Insurance companies may be good at taking monthly premiums, but how a company lives up to expectations when something goes wrong is a better indicator.

You can also research potential insurance carriers at <http://www.ambest.com/ratings>. The ratings are the industry's benchmark for assessing an insurer's financial strength; look for an "A" rating (excellent) or better. State insurance regulatory agencies are also a good reference and can be found online.

- Homeowner's or separate policy for the boat? Consider buying a separate insurance policy for the boat, rather than adding it to your homeowner's policy as the latter often limits certain marine-related risks such as salvage work, wreck removal, pollution or environmental damage. Whatever amount the boat is insured for, it should have a separate but equal amount of funds available for any salvage work. This means that you're compensated for the loss of your boat and not having to pay additional, out-of-pocket costs to have a wreck removed from a waterway.

- Agreed Value vs. Actual Cash Value: These are the two main choices that boater's face and depreciation is what sets them apart. An "agreed value" policy covers the boat at whatever value you and your insurer agree upon. While it typically costs more up front, there is no depreciation if there is a total loss of the boat (some partial losses may be depreciated). "Actual cash value" policies, on the other hand, cost less up front but factor in depreciation and only pay up to the actual cash value at the time the boat is declared a total or partial loss or property was lost.

- Your needs first: A good insurer will tailor your coverage to fit your needs so there will be no surprises. For example, bass boaters may need fishing gear and tournament coverage as well as "cruising extensions" if they trailer their boat far from home. You may want "freeze coverage" if you live in a temperate state because ironically, that's where most of this kind of damage occurs. "Hurricane haul-out" coverage helps foot the bill to move your boat to dry ground.

For more information, visit <http://www.BoatUS.com/Insurance> or call 800-283-2883. BoatU.S. – Boat Owners Association of The United States – is the nation's leading advocate for recreational boaters providing its 640,000 members with a wide array of consumer services.

A good insurer will tailor your coverage to fit your needs so there will be no surprises.

Dock Lines Highlight: Jeff & Cheri Lyne—MacGregor 26S, “Atlantic Alliance”

Editor's Note: This is a new feature for Dock Lines to put the “spotlight” on TYC members so we can get to know each other even better than before. This highlight is strictly voluntary and mostly provided by you, the TYC members. To start, I asked a couple boat owner couples to answer some questions and Cheri and Jeff came through in the perfect spirit and intent of this feature. Those others that I have asked, your highlights are coming! For those that I haven't yet, let's have some fun with this when its your turn! Thank you very much!



Jeff & Cheri beside their “Atlantic Alliance”

Cheri and Jeff Lyne, Wildwood, MO

When and/or how did you get into sailing? Jeff: I have always been interested in sailing and took lessons in the 60's (as a BOY!!!), but with a young family couldn't afford a boat. I got re-introduced to sailing while visiting some friends in North Carolina 2 years ago. In 2005, we decided to buy a boat and I was soon "hooked." Cheri: I just came along for the sail!

What were the events that led up to your coming to Tradewinds? We checked out all the lakes within a reasonable driving distance from our home. After we settled on Lake Carlyle, we investigated the marinas and were particularly impressed with the Tradewinds facility.

What are your favorite memories or funniest incidents you've gained from sailing? J & C: It may not be our favorite or funniest memory, but our most memorable experience was being stuck on

Our happiest experience was getting out of the marina without hitting ANYTHING for the FIRST time.



Very cool graphics adorn Jeff & Cheri's boat to symbolize the alliance...

the lake, with a dead motor, no sailing experience, no radio and a storm coming up. Our happiest experience was getting out of the marina without hitting ANYTHING for the FIRST time. (Actually, the only time -

just kidding!)

What are your thoughts about Tradewinds Yacht Club, Marina and/or sailing on Lake Carlyle? J &

C: Having checked out all the local yacht clubs, we don't think we could find a friendlier and more fun loving yacht club than Tradewinds. At our level of experience, Carlyle Lake offers plenty of challenges. (Evidence the dents in the hull of our boat.)

What do you consider the main reason that you sail? J: To get away from it all (except Cheri!)

C: It's a mental and physical challenge and I need it, as I am both mentally and physically challenged.

What would you say are the things you enjoy most about sailing? J: The challenge of going in the direction I want to go without a motor!! (Actually, the quiet is the best thing.) C: Just being around like-minded folks and sharing the fun.

What is in your immediate and/or long-term sailing plans? J: Make the boat more user-friendly and perhaps compete in some races. C: Get a better grasp of the wind (is that even possible?) and get really comfortable on a boat (like that will ever happen! Hey, I can dream can't I?)

Is there anything that you'd like to see changed with TYC or the marina? J: Foam bumper pad all the way from the entrance of the marina to our slip!! More water in the lake. C: Perhaps a little better heating and cooling in the restrooms would be nice. Oh, and constant serenading by Bob Marley and Jimmy Buffet, a bar with a resident bartender on call 24/7, and palm trees and blue water. (Now I really am dreaming!!)

You can visit Jeff and Cheri on “E” dock - just listen for Jeff's unmistakable British accent or Cheri's infectious laughter. Thank you!

Safety is No Accident!!!

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

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

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

Type I offshore life jackets provide at least 22 pounds of buoyancy and are designed to turn an unconscious person face up.

Type II is a near shore life vest providing at least 15.5 pounds of fixed buoyancy, but may not turn an unconscious person face-up.

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



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

Type IV are throwable devices, in the form of a cushion with handles, a ring buoy, Lifesling,

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

Fire Extinguishers preventing a fire in the first place is the best course of action. Store flammable materials away from flame sources and insure that shifting cargo doesn't accidentally activate aerosol spray cans. There are three types of fire extinguishers designed to put out different types of fires.

Class A extinguishes ordinary combustible materials including wood, paper, cloth, rubber, and some plastics.

Class B extinguishers are designed for flammable liquids including gasoline, oil, kerosene, diesel fuel, alcohol, tar, paint, and lacquers.



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

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

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

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

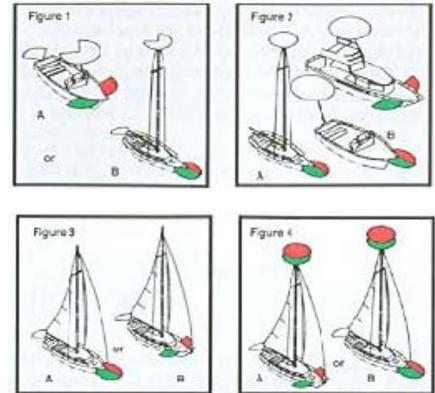
Night Signals: Handheld flares which are low altitude; long duration flares; meteor flares are short duration signals that last up to eight seconds at an altitude of 250 to 400 feet; parachute flares are medium-duration high-altitude signals that reach 1,000 feet in altitude. The farther offshore, or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

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

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



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



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





Experience the Leukemia Cup Regatta



May 26—28, 2006
Lake Carlyle • Carlyle, Illinois

Benefiting The Leukemia & Lymphoma Society

For more than fifty years, The Leukemia & Lymphoma Society has funded life-saving research, along with patient programs, which give help and hope to those with leukemia, lymphoma, Hodgkin's disease and myeloma.

- **Anyone can fundraise for this event and win terrific prizes.**
- **Silent Auction on Saturday**
- **Watch sailboat racing on Saturday and Sunday**
- **Make reservations for lunch and dinner and help support this great cause**

For More Information on the Regatta, please contact:

THE LEUKEMIA & LYMPHOMA SOCIETY

Gateway Chapter

77 West Port Plaza, Suite 101 • St. Louis, MO 63146-3111

(314) 878-0780 or (800) 264-CURE



Tradewinds Yacht Club Race Declaration

Date Submitted: _____

Skipper's Name: _____

Boat Name: _____

Boat Description

Boat length: _____ Sail Number: _____

Boat Manufacturer/Year: _____

Rig Type: Masthead Fractional Cutter Ketch Cat

Rig Height: Standard Tall Rig

Rig Measurements: P = _____ E = _____ I = _____ J = _____

Roller furling: No / Yes: (Furling drum above deck: Yes / No)

Head sail type: Unstructured (Dacron or Nylon)
Structured (Mylar or Kevlar)

Head sail size: <130% 131-155% 156-165% 166%>

Spinnaker Used in Race: No / Yes: (Asymmetrical or Symmetrical)

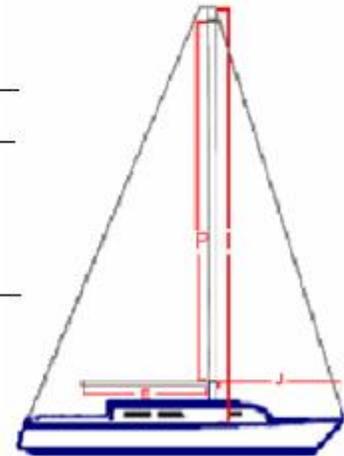
Spinnaker pole length: Standard (J length) Non-Std Length: _____

Keel type: Std. Fixed Shoal Draft Centerboard Wing Swing Dagger

Inboard: Exposed 2 or 3 blade Folding 2 or 3 blade

Outboard: Out / In water for race

Method of storage: Wet Slip Trailer-Sailor



I agree to comply with all rules and regulations of the Tradewinds Yacht Club, US Sailing Association (formerly USYRU) and other rules under which this race or a series is sailed. I agree to indemnify and hold Tradewinds Yacht Club, its officers, directors and committeemen harmless of any liability of any nature whatsoever for accident or injury to myself, my crew, my guests or my boat while racing or engaging in any activity related or connected therewith.

Name (Please Print): _____

Street Address: _____

City: _____

State: _____ Zip Code: _____

Primary Phone: (____) _____

Alternate Phone: (____) _____

e-mail: _____

Signature _____



Mail To:
TYC Sail Fleet Cmdr.
Bruce Cowin
2113 Graystone Drive
St. Charles, MO 63303
(636) 947-0845
phlashfive@aol.com
Or bring your completed form on race day!



NAUTICAL TERMS

Over the Barrel- The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, a mast or **over the barrel** of a deck cannon.

To Know the Ropes- There was miles and miles of cordage in the rigging of a square rigged ship. The only way of keeping track of and knowing the function of all of these lines was to know where they were located. It took an experienced seaman to **know the ropes**.

Dressing Down- Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called "dressing down". An officer or sailor who was reprimanded or scolded received a **dressing down**.

Footloose- The bottom portion of a sail is called the foot. If it is not secured, it is **footloose** and it dances randomly in the wind.

Booby Hatch- Aboard ship, a **booby hatch** is a sliding cover or hatch that must be pushed away to allow access or passage.

First Rate- Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a **First Rate** line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 48 to 20 guns were fifth and sixth rated.

Pipe Down- Means stop talking and be quiet. The **Pipe Down** was the last signal from the Bosun's pipe each day which meant "lights out" and "silence".

Chock-a-Block- Meaning something is filled to capacity or over loaded. If two blocks of rigging tackle were so hard together they couldn't be tightened further, it was said they

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

Tradewinds Yacht Club is a registered Illinois Organization, Est. 2004

Marina Phone: 618.749.5649

E-Mail: tradewinds@frontiernet.net

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

TYC E-Mail: info@tradewindsyachtclub.com

Directors:

Dave Grimes, Eric Smith, David Isom

Officers:

Commodore: Stephen Hollingsworth

Vice Commodore: Theresa Hollingsworth

Sec./Treas.: Bill Mackenzie

Power Squadron: Robert Lippert

Sail Fleet: Bruce Cowin

Support Staff:

Media Representatives: Eric Smith, Lee Högman

were "**Chock-a-Block**".

Leeway- The weather side of a ship is the side from which the wind is blowing. The Lee side is the side of the ship sheltered from the wind. A lee shore is a shore that is downwind of a ship. If a ship does not have enough "**leeway**" it is in danger of being driven onto the shore.

Windfall- A sudden unexpected rush of wind from a mountainous shore which allowed a ship more leeway.

Pooped- The poop is the stern section of a ship. To be **pooped** is to be swamped by a high, following sea.

Skyscraper- A small triangular sail set above the skysail in order to maximize effect in a light wind.

Back and Fill- A technique of tacking when the tide is with the ship but the wind is against it.

TYC Coming Attractions

Sail for Leukemia - May 13th

Leukemia Cup Regatta - May 26/28

TYC Boat Show - June 3rd

Light of the Sky - July 4th

Tradewinds Cup - July 15th



"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails." -William A. Ward

