

July, 2007

Wednesday, June 27th - Milly's by the Lake was engulfed in flames by 9 pm. The building is gutted and the investigation is in progress. The business was allegedly closed with no one inside when the fire started. Check local and Keyesport news!

## Volume 3 Issue 5

### Tradewinds Yacht Club Cup Party!

by Lee Högman

Well, this year's TYC Cup race was a rough one as Mother Nature sent the winds elsewhere for the day, but the party did not disappoint.



The food was catered by Fema Catering/L&L Food Service, from Benld, Illinois. These were

the same folks that provided the food for the Leukemia Cup Regatta this year. Plenty of food was provided with TYC members adding home-made deserts to the menu as well. Sincere "Thank You!" go out to every TYC member that donated a desert!!!



*The John Bourgeois Group played excellent music into the night!*

(photo by Patty Mowrey)

Excellent live music was provided by the John Bourgeois Group, who started at about 6 pm and played for almost 5 hours except when eating and taking short breaks. John, Tony

DiMercurio and Brian Denon played a wide variety of popular music that many folks danced to during the evening. We all even got a chance (ahem) to listen as Dan joined



Todd

the band on stage for a rendition of "Hot Rod Lincoln" (won't they ever learn?)

We have to thank Bob Weber for ac-

quiring the beer as 2 barrels provided more than enough libation for the party, and the next day and the next... (wink!) We also had several TYC members take advantage of sales on soda, with Linda Immer, Ellen Heneberry and Anne and Bill Mackenzie doing some shopping for the event. (more thanks!) Bonnie DiMercurio and Jim Mowrey con-

ducted a 50/50 drawing during the party, won by none other than Skipper



Bill Mackenzie. Following Bill Gau's past winning performance, Bill Mackenzie generously refused to take the cash, donating it back to the TYC fund - thanks to both Bills! Another mention of thanks also goes to Lynda Chaney for most of the decorations (yeah, I provided some too) with many folks

assisting, like Jim Mowrey, Kay & David Isom, Tony DiMercurio and several others -



as usual, the entire party was a team effort that resulted in a big success and was enjoyed by all! Our visitors from CYC and CSA had plenty of positive comments and all said that they look forward to next year's TYC Cup - hoping for more wind!

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## Next Up -

June 30<sup>th</sup>

Fireworks Raft-Up in Cove #1 plan to be at the raft by 6 pm!

July 14<sup>th</sup>

TYC Race & TYC/CYC Beach Party @ CYC

## YOU MIGHT BE A BOAT BUM IF:

...the marina's phone number is first in your speed - dial list...



"Land Lubber" status from surgery didn't keep me from having fun! (...just remembering...)

(photo by Patty Mowrey)



## View From the Top



### Marina Security

As many of you know, earlier this month, three boats were broke into, and had items stolen. Two of the boats were on the hard (one, 80ft from the club house, under a pole light!), and one was in a slip. Items taken run from dock lines and cushions, to a sleeping bag, stove, and a chart plotter.

Marina management was notified, as well as the Clinton County Sheriff. Greg Kintz said they were going to get someone to install video cameras, and would look at getting bids to install locking gates at the foot of each dock. We also discussed leaving the main gate locked at all times, and changing the gate code (I'd like to know your thoughts on this. You can either catch me at the marina, or e-mail me at [jmowrey@gmail.com](mailto:jmowrey@gmail.com).)

The deputy from the Clinton County Sheriff's department took police reports on the break-ins, and was given the

gate code so that he could periodically patrol the marina when he was in the area.

Todd Miller followed up with the sheriff's department, and was told they filed a Crime Stopper's report on the incident. This past weekend, I did notice that brochures offering a reward for information were posted at several of the businesses in the Keyesport area.

Greg has also spoken to the sheriff about increasing patrols. The marina has also added to their hours so that they have coverage for more hours. They have received bids for gates on the docks, and are looking at camera systems. They also have some samples of alarms for hatches coming, and are looking at motion detectors. They decided not to keep the gate closed at all times, as that would cause the code to be given out to more people, and some of the marina patrons had expressed an interest in having it open more than it already was.

Everyone involved is taking this situation seriously, and are doing what they can to take care of the problem. I'll keep you advised as things progress or change.

Fair winds,  
**Jim Mowrey**  
Commodore

### It Was Murder Playing in the Clubhouse that Night...

Our annual "Murder Mystery" game hosted by Todd & Katherine Miller was possibly the best ever this year.



**Todd running the game...**  
(photos by Linda Immer)

There were 6 teams competing



**Six teams of at least 3 players and more participated in the Murder Mystery**  
(photos by Linda Immer)

against each other, with about 4 to 5 players per team. Captains were chosen by Todd and then each captain chose her or his team members. When he wasn't reading the answers to the nautical questions (only a few times) Todd did an awesome job of run-

ning the game. Katherine provided all of the support work, from set-up to take down and snacks. The game went several rounds with Captain Lynda Chaney's team solving the mystery to win the game.





### 2007 TYC CUP

THANKS for all the participants and all the helpers which made this years event possible. We had a thunderstorm with rain and 40 knots of wind in the first year we held the TYC Cup. The second year saw us battling the bugs and heat

and not much wind.... This year it was almost NO wind. Everything else was perfect, but a sailboat race needs WIND.

The sailing was cruel and instead of two races, we opted for one shortened race, which was a drag race to the windward mark and back. The direction of the light breezes were very fickle and changed 360 degrees during the race. We felt right at home on our beautiful lake Carlyle.

Back at the marina the excellent food and music made up for the lousy racing. Maybe we should just plan a party next year and forget the racing all together? Of course then the weather would be perfect. For the remainder of the year please keep in mind that all of you

around the lake are always welcome to join for our small races, the cruising challenge or fun events. Come up north and visit us at Tradewinds Marina.

I have posted several photos from the race here:

<http://www.thorusa.com/07cup.htm>

Just click on the thumbs for extra large original pictures.

You can print on your computer for a nice pic of your team and your boat. Thanks and see you on the water

**Thor**

**TYC Sail Fleet Commander**



*The TYC Cup "trophy's" awarded, pictured to the left, are actually plated, fully-functional winch handles.*

#### Spinnaker Class

- 1 Patriot
- 2 RJ
- 3 Just So
- 4 Ob-La-Di Ob-La-Da

#### Low PHRF

- 1 Blade Runner
- 2 Bullet
- 3 Talisman
- 4 Second Wind
- 5 Miss-B-haven

#### High PHRF

- 1 Calypso
- 2 Annie's Song
- 3 Love Abides

### 2007 Tradewinds Yacht Club Racing Schedule

July 14<sup>th</sup> – Challenge No 2, Race No 3

July 28<sup>th</sup> – Challenge No 3, Race No 4

August 4<sup>th</sup> – Fun Race: Tag on the Lake

Aug 11<sup>th</sup> – Challenge No 4, Race No 5

Sept 8<sup>th</sup> – Challenge No 5, Race No 6

### Fun Race Event a Hit!

All the participants (close to 15 all together) who tried the first fun (non) race had a ball. The weather was just perfect for the exercise..... Each participant had to sail through a gate and start upwind.... Then someone on board had to grab a marker about 100 yards upwind of the gate, retrieve said marker and throw it back into the water. Then the team had to sail another 200 yards around the weather mark, round it and go back to the finish line, **which needed to be crossed backwards....**

Yes we took times (but just for giggles)... Ken Baker and Lee Högman on Ken's "**Baile Me**" started first and finished the course with the fastest time, barely beating out Craig Swann



*Ken & Lee on Ken's Baile Me with the fastest time to finish (photo by Jim Mowrey)*

Anne Lornson, Mike Hoffman Craig's granddaughter, Jaidyn on Craig's "**Love Abides**" by a scant 10 seconds. We saw some expert boat handling out there.... TYC

sailors are above the cut for sure.

Bill & Linda Immer's "**Lost @C**" with a whole bunch of folks on their boat races to the pick up mark and did they throw a grappling hook ??? I couldn't see it from my vantage point.... What I could see was that the mark and anchor was moved to the other side with perfect timed teamwork and then the mark and coiled-up line was thrown back in the water just like (you guessed it) the discovery channel Crab fleet up in the cold Alaska waters..... I am not kidding....

Todd Miller with "**Neptune O2**" had a heck of a time on the course. He had a humongous fish net on board and was eager to retrieve the ball.... Unfortunately the net got hang up on the boat.... Then to make things interesting, the marker line got snagged at the keel and later in the twin rudders.. After Todd took a swim and the line was freed, Neptune O2 was back on course....

It was great fun and some people surprised themselves about their newly discovered skills (its actually not that difficult to sail backwards). All in all the exercises made us all better sailors and everyone that participated had plenty of great comments about the event. Thank you to everyone that participated!

**Thor**

**TYC Sail Fleet Commander**

*This article was originally published in December 2000 on SailNet. - by Don Casey*

**What is Gelcoat?** The initial laminate in the layered construction of a production fiberglass boat is something we call gelcoat. Sprayed into a highly polished mold, it gives the boat both color and gloss. The structural layers of fiberglass



Perhaps no other part of a boat is more vulnerable to miffed dockings, scrapes and collisions than a vessel's topsides.

are applied to the "back" side of the gelcoat. This is opposite of the way most other products are manufactured, where the last step in production is to spray on the finish—presumably the reason it's called the finish. When it comes to production-built boats, gelcoat is the starting point. Gelcoat differs from paint in other important ways. Paint bonds to the underlying surface mechanically—by gripping microscopic scratches put there by sanding or etching. The bond between gelcoat and the underlying laminates is molecular. Resin saturating the first layer of glass material combines with the exposed surface of the gelcoat to form a single mass—not unlike pouring warm gelatin over cold. This is called chemical cross-linking, and it occurs because the gelcoat resin and the polyester resin used to saturate the layers of fiberglass fabric are the same basic product. Gelcoat is essentially pigmented polyester resin. Gelcoat does not "flow out" like paint. Good paints are self-leveling—like water. They dry to a smooth, glossy finish. Gelcoat behaves more like plaster, taking on the texture of the application tool. It can be thinned and sprayed to get a reasonably smooth finish, but the wet-look gloss characteristic of new fiberglass boats is due entirely to the polished interior surface of the mold. Gelcoat is also about 10 times as thick as a paint finish. This is both a blessing and a curse, as we will see.

**Chalking** Well-applied gelcoat (like everything else, there are quality differences between manufacturers) can look good for a decade with minimal care. An annual coat of wax doubles the gloss life, but the elements eventually erode the relatively soft gelcoat. The loss of gloss is due to this roughening of the surface. There are two strategies for restoring the gloss. One in-

volves filling the microscopic surface pits; the other requires removing the rough top surface.

Regardless of the restorative measure, the first step is always a thorough washing. However, detergents do not necessarily lift oil and grease from the gelcoat's pores. Oily contaminants must be removed if you are to get dependable results from wax or polish. Wearing rubber gloves to protect your skin, wipe the gelcoat with a rag saturated with MEK (preferred) or acetone. Turn the rag often and replace it when you run out of clean areas.

**Wax** Keeping gelcoat coated with wax—starting when the boat is new—is the best way to prolong its life. The purpose of wax is to protect, but it also has restorative properties when the gelcoat is not too badly weathered. The wax fills microscopic pitting in the gelcoat and provides a smooth, reflective surface. The gentlest of all re-



Waxes, polishes, and rubbing compounds are tools that work well when combined with hefty doses of elbow grease.

storative measures, waxing, should be the first thing you try when attempting to restore the luster to your hull.

**Polish** Polish is an abrasive—like extremely fine sandpaper. When wax fails to restore the shine, polish is the next step. Rather than filling the pits, polish grinds them off, exposing a fresh, smooth surface. Polishing is a mechanical process—you rub the surface with a circular motion until it becomes glassy. An electric buffer is highly recommended for this.

For polish to cut evenly, you must first remove all wax from the surface using a dewax solvent or toluene. After polishing, apply a coat of wax to protect the surface and improve the gloss. (Some polish products include wax in their formulations.)

**Compound** The next weapon in the arsenal is rubbing compound. Compound contains more aggressive abrasives than polish. Select a rubbing compound formulated for fiberglass and use it exactly like polish, rubbing it with a circular motion until the surface turns glassy. Be-



cause of the thickness of the gelcoat, compound shouldn't cut all the way through if you are careful not to rub in one place too long. If the gelcoat starts to look transparent, stop. After the surface has been compounded, polish it, then coat it with wax and buff it. Providing the gelcoat has adequate thickness—the boat might have been compounded previously—this process will restore the shine to gelcoat in almost any condition.

**Sandpaper** Occasionally, the dead layer of old gelcoat is so deep that removing it with rubbing compound becomes interminable. In such cases, the process can be accelerated by sanding. This expedient only works if the gelcoat is thick. You can test this by scratching the surface in an inconspicuous spot, but the thickness may not be uniform over the whole boat. Sanding risks cutting through the gelcoat, committing you to painting, so you should attempt this only if painting already seems like your only alternative. If you are successful, you avoid painting; if the gelcoat proves too thin, you are no worse off, and you have done a significant amount of the prep for painting.

If you decide to take the risk, use a palm sander loaded with 120-grit aluminum-oxide paper (it's brown). Apply only as much pressure as needed to maintain contact and keep the sander moving. It is working at about 200 orbits per second, so don't sand any area more than a few seconds. Don't run the sander over ridges, high spots, or corners, or you will cut through the gelcoat regardless of how thick it is. Because the first pass removes most of the material, if the gelcoat doesn't get transparent, good results from the remaining steps are likely. Reload your machine with 220-grit paper and sand again. Then wet-sand by hand—first with 400-grit wet-or-dry (silicone carbide) sandpaper, then with 600-grit. Finish the job by buffing the surface with compound and/or polish, followed by a protective coat of wax.

**Restorer** A number of products have come on the market lately that claim to "restore" the surface of the gelcoat. Restorer formulations renew the gloss in essentially the same way as wax—by filling the pits

to provide a new, smooth surface. The results can be dramatic, but because restorers are a plastic (typically acrylic) coating—similar to urethane varnish—they can wear off, flake off, and occasionally discolor.

Restorer kits typically include a prep wash and sometimes a polish in addition to the restorer. A specialized stripper—for removing old sealer—is also necessary. There are variations in the recommended application, but in general it is clean, polish, and then coat. The acrylic sealer is usually water-thin, so it is easier to apply than paste wax. It dries to a hard film so no buffing is needed, but you do have to apply several coats to get a good shine. Drying times are short, so subsequent coats can generally be applied almost immediately. A full application should last

for a year, or perhaps longer.

**Fading** Colored gelcoats can fade with prolonged exposure. This loss of intensity can be due to surface erosion or ultra-violet bleaching. In the first instance, all the measures outlined above dealing with chalking are equally effective at color restoration. If, however, the pigment has been damaged by the sun, coating the surface will not help. To restore the color you must expose undamaged gelcoat. You can check this by simply wetting the hull. If the color returns to full intensity, a coating treatment should be effective. If the color remains washed out, only an abrasive treatment has any chance of success.

**Paint** When all else fails, any gelcoat surface can be restored with paint. A two-part polyurethane paint can make old gelcoat look better than new, but this is a subject for a different column.



And if none of the strategies outlined in this piece yield the results you're looking for, you can always opt for a two-part polyurethane paint job.

## Ob-La-Dee Launched!

One of the TYC boats that underwent extensive restoration this year is Lynda Chaney's "Ob-La-Dee" - a San Juan 21. After about 3 months of work, with many TYC members

assisting, Lynda launched her boat and joins the "TYC Captain Registry" as a skipper—congratulations Lynda!





## 2007 Tradewinds Yacht Club Schedule

**April 21<sup>st</sup>** - Welcome Back/New Member Party - Hosted by the Tradewinds Marina & TYC WC

**April 28<sup>th</sup>** - Racing Season Opening - Pot Luck Dinner

**May 5<sup>th</sup>** - TYC Cruising Challenge **No 1** , TYC Race **No 1**

*May 13<sup>th</sup> - CYC Distance Race #1*

*May 19<sup>h</sup> – CSA Lake-wide Blessing of the fleet*

*May 20<sup>th</sup> - CYC Distance Race #2*

*May 25<sup>th</sup>/26<sup>th</sup>/27<sup>th</sup> - Memorial Day Weekend – Leukemia Cup Regatta, CSA*

*June 3<sup>rd</sup> - CYC Distance Race #3*

**June 9<sup>th</sup>** - TYC Cup (Race #2) & Party

**June 16<sup>th</sup>** – FUN Race: Single Speed event with MOB and reversed finish & Murder Mystery Host: Todd & Katherine Miller – Potluck Dinner

*June 17<sup>th</sup> – CYC Distance Race #4*

*June 23<sup>rd</sup> – CYC Commodore CUP*

**We are Here!**

**June 30<sup>th</sup>** - Fireworks Raft-up in Cove #1 – Hosts: Tony & Bonnie DiMercurio.

Miss-B-Haven to be “anchor boat” for the raft-up. TYC “Fleet” leaves in time to be in place by 6 pm

*July 1<sup>st</sup> - CYC Distance Race #5*

**July 4<sup>th</sup> - Cancelled! Keyesport is not holding a fireworks display this year (bummer!)**

**July 14<sup>th</sup>** – TYC Cruising Challenge **No 2**, TYC Race **No 3** and CYC/TYC Beach Party – CYC hosting at West Access Marina

**July 28<sup>th</sup>** – TYC Cruising Challenge **No 3**, TYC Race **No 4** and Moonlight Madness Sail (conditions permitting) – Moonlight Host: Todd Miller

**August 4<sup>th</sup>** – FUN RACE Tag on the Lake Race & TYC Party Night – Need host(s) and theme

**August 11<sup>h</sup>** – TYC Cruising Challenge **No 4**, TYC Race **No 5**

**August 25<sup>th</sup>** – Summer Raft-Up in Cove 7 & Moonlight Madness Again Sail

Need Host(s) for activities for the raft-up, Captain Miller “officiating” for the moonlight sail

*August 26<sup>th</sup> - CYC Distance Race #6*

**September 8<sup>th</sup>** – TYC Challenge **No 5**, TYC Race **No 6**, ***TYC Boat Show by Tony & Bonnie DiMercurio***

*September 14-16<sup>h</sup> – Lake wide CSA Whale of the Sail*

*September 23<sup>rd</sup> - CYC Distance Race #7*

*September 29<sup>th</sup> – Lake wide CYC Moonlight Regatta*

*October 6<sup>th</sup> – Lake wide BYC Boulder Commodore Cup*

*October 14<sup>th</sup> - CYC Distance Race #8*

**October 27<sup>th</sup>** – Halloween Party Host(s): Bill Gau & Ellie Luetkemeyer

*October 27<sup>th</sup> – Lake wide CYC Great Race*

**January 19<sup>th</sup>** – Winter Gala



# Who' Dat?!? See if you can guess who's who?



# TYC Cup Racing Photos (the organized drift...)

Photo files available to download at: <http://www.thorusa.com/07cup.htm>







*Bill collects the name tags from the TYC Cup party-goers with help from several of the TYC kids (and of course Todd) at the TYC Cup Party. (photo by Patty Mowrey)*

## **TYC Coming Attractions**

**July 28<sup>th</sup>**

*TYC Cruising Challenge No 3, TYC  
Race No 4 and Moonlight  
Madness Sail*

**August 4<sup>th</sup>**

*TYC Party Night—Theme and  
Host still TBD*

**August 11<sup>th</sup>**

*TYC Cruising Challenge No 4,  
TYC Race No 5*

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

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