



Volume 6 Issue 5

October, 2010

## Inside this issue:

|   |           |
|---|-----------|
| <b>Vice &amp; Sec./Tres.</b>            | <b>2</b>  |
| <b>The Start Line &amp; Marina News</b> | <b>3</b>  |
| <b>Pirate Party!!!</b>                  | <b>4</b>  |
| <b>Amendments</b>                       | <b>5</b>  |
| <b>Seaworthy Article</b>                | <b>6</b>  |
| <b>Halloween Flyer!</b>                 | <b>10</b> |

## Next Up

*Halloween  
Party!!!*

*Hosted by  
Todd &  
Katherine*

*RSVP TODAY!!!*

## Sailing Definition:

*Aboard - (1) Everything that you could conceivably need, that you packed into every stowage space on your boat, but will never actually use...*

*(2) A piece of wood*

### From the Commodore:

Well, it seems like I just wrote my article for the beginning of our season. And here we are approaching our last big party bash!!! I think the season was a great success. We had some nice winds, good races and great parties. But as the weather is indicating - Fall is definitely here. And it has been gorgeous lately. I'd like to thank all my officers and the Board members for their support and assistance throughout the year. You've all done a terrific job. And I have enjoyed working with all of you. Lee, you have, as usual, done a great job with the Dock Lines. Thanks so much for your support.

I hope to see a lot of you at the Halloween Bash and the meeting where the new officers and Board member will be elected. Also remember we will vote on the proposed amendments which were presented at the Nomination meeting. Again, thanks for your support throughout the year.

May the wind always be your kind of wind.

~ *Bonnie DiMercurio,*  
*Commodore*



**TYC Racing for 2010 Thank You Tony!!!**

*(most of the photos by Da Grimey)*





## Next to the Top



When it comes to parties, TYC is the tops! This year, our party hosts have done an outstanding job of insuring good times and great food for everyone. August brought with it a couple of outstanding events; CYC to TYC Beach Party and the TYC Raft Up. Several CYC members attended along with TYC members, and all enjoyed the Cajun cookin and jam session. We had 9

boats join up in cove 4 for the TYC raft up party, where the weather was fantastic, and everyone had a ton of fun. October started out with the Talk Like a Pirate party, where not only did we talk like pirates, we dressed like them too. And now, as the 2010 sailing season is nearing its end, TYC has yet another party in the works. Todd and Katherine are hosting the TYC Monster Halloween Bash, and they have something special planned. I can't wait to see what they have in store for us. If you haven't sent in your rsvp yet, please do it right away, so they can get a head count for meals. At this point, we are in the early planning stages for the Annual Winter Gala party. We are interested to know how you liked the facilities and food at last year's party, and if you have any suggestions for what you would like for this next one. So, be on the lookout for us to send a survey from the Survey Monkey web site.

~Bruce Cowin  
Vice Commodore



## Secretary/Treasurer



The club continues to be financially sound. A full report will be given at the Winter Gala. We currently have 46 family memberships which is down from last year. I would like to see this number go up for 2011, so start recruiting now! Remember they don't have to have a boat at Trade Winds Marina to become a member; but if you see a slip neighbor that's not a member, invite them to join.

Anyone that joins now will be able to enjoy club benefits for the remainder of 2010 and 2011. The September nominations meeting had light attendance, but there were some very important topics discussed. We will vote for the positions of:  
Board of Director - Bob Bourgeois / Kay Isom  
Vice Commodore - Dave Isom / Craig Isom  
Bruce Cowin is unopposed for Commodore and Steve Hollingsworth is unopposed for Fleet Commander/Race Chair.

The proposed amendments will be voted upon at the meeting on October 30 at 4pm, prior to the Monster Bash 2010 (Halloween Party). Please read the proposed amendments carefully - the future of TYC is at stake.

~Jan Cowin  
Sec./Tres.







# START LINE



## From the Start Line

The 2010 racing season is now in the history books and what a season it was! We saw mostly good winds through the heart of the summer allowing for consistent racing although trying to get the last fall race in was a bit of a problem. Who would have guessed the winds would lighten up in the fall?

However, we did complete

the season in fine fashion. A tip of the Nor'easter to all the racers-both old salts and newbies for a fine season! The Spring series was attended by a total of 10 different racers while the Fall series saw 11. The Commodore's Cup saw a total of 12 racers, slightly off from the 2009 season but understandable considering the times. We absolutely enjoyed watching newcomers *Ren's New Day* skippered by Karen Morris, *Sea Nymph* skippered by Sean Gannon and sons and *Delphia* skippered by Craig Vera joining the old salts *NaBoLisK*, *SummerWind*, *Annie's Song*, *Bacon in the Sun*, *Hog Wild*, and the return of *Plumb Fun*.

The Spring series was won by Bob Howard on *NaBoLisK* with a turnstile-type crew that included the Isoms and main squeeze Lisa Kinney. Second place was secured by a determined Craig Swann on *Stardust*. We did not have anyone qualify for third place which considering the variable nature of boat conditions this past Spring, was totally understandable.

The Fall series standings are as follows: First Place was

secured by Craig Vera on *Delphia* with help from his crew, Ms. Laurretta D'Angelo. It is worthwhile to note that this was Craig's second season racing and his skill level has increased exponentially. He certainly promises to be the boat to watch in future seasons. Second place was won by Bob Howard with help from a cast of thousands on *NaBoLisK*. Third place was won by Steve Hollingsworth on *SummerWind* with help from number 2 son Elliot.

Financially, the racers did well taking in \$570 for series racing. Including the \$240 entry fees for the Commodore's Cup, the total gross is \$810 for the 2010 Season. Expenditures to date without subtracting the cost of series trophies is \$278, leaving a gross income of \$532. We expect to return a good portion of this to the club after all expenses are paid.

The triangle doubleheaders and 33% early pay discount appears to be a good format for racing.

Finally, as this is my last term as Race Chair according to the By-Laws of the club, I would like to take this opportunity to thank all the people that made the last two years both enjoyable for me and profitable for the club. This would include all who raced, the boats that take the marks out week after week, the Commodores and Staff of the past two years that allowed me to run the program and all the members of the club that gave me their support by electing me and allowing me the freedom to, well, be who (or what) I am. I ask one more favor before I wrap this up-please give the next race chair the same support you have given me the past two years. I am truly honored to have served you. And next year, see you at the start line. I'll be on the other side this time!

See you at the start line.

~Tony DiMercurio  
Racing Chairman

The Army Corp of Engineers (ACE) has finished the work on the harbor walls for

now. The opening in the outer wall for Harbor #2 will remain open - an accident of running out of money that in fact, lets water circulate. The ACE has also had the road for the marina resurfaced. Also, more topsoil and seed and will finish getting the area beside the clubhouse back to the great shape it was just as soon as we're sure equipment doesn't have to drive through that area again - maybe in the Spring?

We will need all boat owners who wish to haul-out this Fall to schedule their haul-out as soon as they have a date in mind. We get busy this time of year and whereas almost all haul-outs go very smoothly, weather and other factors can impact our schedule.

Thank you to all of our patrons for their support, cooperation and understanding as these projects continue.

~ Greg & Terry

## Marina News





# The TYC Talk Like A Pirate Day



Photos by Karen Morris and Lynda Chaney



## **PROPOSED AMENDMENTS TO THE BY-LAWS OF THE TRADEWINDS YACHT CLUB**

To be Voted on October 30th...

### **CHANGE ONE - Applicable By-Law Article VII, Nominations and Elections, Section A, para a)**

Amend the qualifications of the Commodore Nominee from: "Two years member in good standing" to: "Two years member in good standing and has possessed an elected position or seat on the Board of Directors either within the first two years of membership or subsequent to serving two years as a member in good standing"

**Reason:** Qualified Commodores are critical to the successful leadership of the club. Those not in possession of previous experience should not be in a position of overall leadership.

### **CHANGE TWO - Applicable By-Law Article IX Membership, Para C)**

Amend the yearly dues from \$40/yr. to \$65 per year with \$25 cleaning deposit refundable at the end of the year or transferable to the next membership year to include cost of clean-up of the clubhouse. Included will be washing towels and dishcloths, wiping up counters and refrigerator etc.

Each member family will be expected to be responsible for one weekend of kitchen clean-up duty per a schedule prepared by the Vice Commodore using the active member list updated by April 30 and submitted by the Secretary/Treasurer. This shall affect only the equipment owned by the yacht club and NOT the marina. Upon completion of duty by the member family on the listed weekend, the Vice Commodore shall direct the Secretary/Treasurer to credit the member family with the deposit. If the member family fails to complete clean-up duties when scheduled, the deposit is forfeited to the club. Clean-up must be completed by 3 pm the final day of the weekend including holiday weekends. The Vice Commodore or assignee, member family excluded, shall verify clean-up duties are complete and acceptable.

**Reason:** The cleanliness of the clubhouse has been an issue in past years with no reasonable resolution in sight. The marina is responsible for general kitchen cleanliness including the refrigerator, sink, stove, oven and countertops. However, the towels, wash cloths, dishes, cooking utensils, pots and pans are owned by the yacht club. The "IF YOU USE IT, WASH IT AND PUT IT AWAY" policy is not working.

### **CHANGE THREE - Proposed NEW Article XII, Applicable By-Law NONE TITLE; Durability of Tradewinds Yacht Club**

**TO READ:** At least two members shall be nominated for each office. One member can be the incumbent officer for that position subject to Term Limits described in Article V. If only one member runs for an office and refuses the office, the incumbent officer shall serve a term extension till the winter party or six months, whichever comes first. At that time, if no member volunteers to run for the office, the club charter and by-laws shall become invalid. Any dues remaining in the club treasury shall be spent on disincorporation of the club and any other legal costs to dissolve the Tradewinds Yacht Club. Disposition of club assets at that time shall be the responsibility of the elected club officers and Board of Directors. Any money remaining in the club treasury after all legal costs are met shall be donated to a not-for-profit charity selected by the club elected officers and Board of Directors and the club shall be officially dissolved. Similarly, if a simple majority of the voting membership does not attend the election meeting to establish a legal quorum, the club shall be disbanded according to the above proposed change.

**Reason:** Continuity of the club depends upon all members being active. When fewer members are active in club activities, the burden of work falls on those few members. Adopting this amendment will insure, in all fairness to members, either the most active members will receive help/relief or the club will be dissolved due to lack of interest by a majority of the membership.



## Seaworthy Magazine: Who Needs to Winterize?

(Acquired in part and added to from the BoatUS Seaworthy Magazine web site: <http://www.boatus.com/seaworthy>)

Of all 50 states, which would you guess had the most freeze-related claims? New York? Maine? Michigan? Guess again.



An examination of the BoatUS Marine Insurance claim files found that balmy California had more winterizing claims than any other state, including any of the “deep freeze” states. While winters may be much colder in the deep-freeze states, the bitter temperatures are a fact of life and preparations for winter are taken very seriously. But in the more temperate states, like Cali-



*According to one industry expert, three times as many boat hulls are damaged by mishandling ashore than are damaged in the water.*

do considerable damage. In temperate states, boat owners must winterize engines and freshwater systems, especially when boats are stored ashore. In deep freeze states, boats stored ashore must be winterized earlier than boats stored in the water.

## Supporting Hulls

To say that a boat is better off stored on land is to assume it will be resting on something that provides adequate support. According to one industry expert, three times as many boat hulls are damaged by mishandling ashore than are damaged in the water. Some of the boats on shore are damaged suddenly when they are blown over by windstorms. Many others, however, are damaged slowly because hulls were distorted in storage, creating problems ranging from poor engine alignment to broken stringers and bulkheads.

The most reliable support is provided by custom-made cradles, which are designed specifically to support critical areas of a boat --its engines, bulkheads, and keel. (Don't store your boat on a cradle that was built for a different model boat.) Steel cradles are best, but wood cradles will also do the job if they have been inspected for deteriorated wood and corroded fastenings. Shipping cradles are probably OK, but most will require some modification to improve lateral support before they can be used for winter storage.

Despite the advantages, storing cradles in the off-season is often

(Continued on page 7)



fornia, Florida, Texas, Louisiana, Alabama, and Georgia, winter tends to be relatively comfortable in most areas with only an occasional cold spell. And if the forecasts aren't taken seriously, they can do a lot of damage.

## Storage Ashore

In some parts of the country, where winter means several months of bitterly cold weather, storing boats ashore is the norm. In warmer climates, however, ice and snow may occur infrequently, and the choice between storage ashore and storage in the water is open to discussion.

(Continued from page 6)

a problem at many crowded boatyards, which instead rely on a combination of screw-type jack stands, blocks, and timbers to support hulls. Most boatyards do a competent job of positioning the supports, but it never hurts to discuss technique with the yard manager before the boat is hauled.

You could also take a cue from commercial vessels, which have their own blocking plans indicating where blocks and jack stands should be placed to provide the best support for your boat.

Manufacturers may be able to supply you with a plan, or you can



work with the yard manager to devise one yourself using a diagram of your boat. Save the plan and give a copy to anyone who hauls the boat in the future.

With jack stands, the stand should be perpendicular to the hull so it directs the boat's weight toward the ground. Misalignment of the stand will force it out as the load is applied. Even if the stand is aligned perfectly, safety chains must be used to prevent stands from slipping out from under the hull.

Jack stands should be placed as far out from the boat as practical to support the boat in high winds, with at least three per side for boats over 26' and additional supports at overhangs. Plywood must be placed under each base to prevent its sinking into mud, sand or asphalt. Even when stands rest on clay that seems brick hard, they can be loosened by heavy spring rains, shift, and spill the boat. While jack stands must be placed properly to prevent the boat from falling over, most of the boat's weight usually rests on its keel. Some boats have specific requirements for support of the keel, but at least one manufacturer warns against putting weight on the keel. If the marina manager isn't familiar with your boat, check your manual or contact the manufacturer.

Keels must be supported by wide timbers or blocks--the wider the better to distribute the load. On powerboats, additional support is usually recommended for inboard engines, fuel tanks, and heavy machinery.

With outboard and outdrive boats, weight should be taken off the transom by lowering the drive units onto a block.

After the boat is blocked, sight along the hull and keel to make sure the jack stands aren't depressing the hull. (You should also check in about two weeks, after it has settled.) The boat must also be level, or water could pool and cause stains, mildew, and/or gelcoat crazing. Finally, never secure the boat's winter cover to the jack stands or support blocks. There are many accounts in the claim files of boats that fell over after stiff winds filled the covers and yanked the supports from under the boats.



### Storage in the Water

If the boat must be left in the water, the thru-hulls have to be protected by closing all seacocks and gate valves. Leaving a thru-hull unprotected over the winter is like going on an extended vacation and leaving your home's front door open. Failure to close thru-hulls is a major cause of loss in the BoatUS insurance



*This boat in Maryland sank when its plastic thru-hull was shoved underwater by the weight of the snow. the intake was broken by ice (the surveyor who inspected the damage suspected that it was already cracked) and water flowed into the boat.*

program. In a recent study of 40 winter-related claims, seacocks or gate valves left open caused or contributed to the sinking of seven of the boats in the sample group. It should be noted that raising and refurbishing a boat that sinks, even at a dock, is a daunting job that can keep the boat in the repair yard for many weeks over the spring and summer. Whenever a boat is stored in the water over the winter, all thru-hulls, with the exception of the ones for cockpit drains, must be closed or it could be on the bottom next spring. And all thru-hulls, especially the ones for the cockpit drains, must be double-clamped with stainless steel hose clamps at each end. This is critical. When water freezes it expands and will lift a poorly secured hose off of a fitting. The hose itself is also important. Lightweight hose and PVC tubing can rupture or crack. Use only a heavily reinforced hose, especially at cockpit drains.

If your boat has thru-hulls below the waterline that can't be

(Continued on page 8)



(Continued from page 7)

closed, either because they are mechanically frozen open or have broken (typical with gate valves, which is why they are not recommended), it should be stored ashore for the winter.

Seacocks are closed by moving the handle down so that the handle is parallel to the hull. Gate valves are closed by turning the wheel clockwise. After the seacock or gate valve has been closed, remove the hose so that it drains and then use an absorbent cloth or turkey baster to eliminate any residual water, which can freeze and crack the nipple. (Taking off the hose also assures you that the valve has closed properly.) Reinstall the hose immediately and secure the two clamps.

It should be noted that thru-hulls above the waterline are not required to have seacocks and most don't. That doesn't mean that these thru-hulls aren't vulnerable. Ordinary plastic thru-hulls deteriorate in sunlight and have been broken when they were shoved underwater by the weight of snow and ice in the cockpit, which then sinks the boat. Plastic thru-hulls near the waterline are especially vulnerable and should be replaced with bronze or Marelon (the latter is the only type of plastic approved for marine use by U.L.).



*The engine is a critical component for winterizing actions! With any luck, you have plenty of room to access everything you need to.*

### **Winterizing Contracts**

With a winterizing contract, make sure that everything is spelled out. Does the contract specify covering the boat or winterizing the head? How about closing the seacocks? "I Thought the Yard Would Take Care of That!"

A casual agreement to take care of the boat, or worse, an assumption that a marina or boatyard automatically protects boats from an unexpected freeze can have chilling results:

Claim #920726 - The skipper was seriously ill, so he called the boatyard and casually asked if they could winterize his houseboat. No problem! The boat was hauled and blocked. The engine's cooling system was drained and non-toxic anti-freeze flushed throughout the freshwater system. Unfortunately, an expensive winter cover that had been stored below was left untouched in a locker and the boat was left to endure the harsh Minnesota winter au naturel.

### **Winterizing Engines**

Engines don't like to be idle, even for three or four months over the winter. BoatUS Marine Insurance claim files contain many stories of engines that froze and failed after skippers failed to winterize their engine properly. Generally, engine blocks that freeze and crack are not covered by a boat's insurance policy. But even if the engine makes it through the winter, a half-hearted winterizing effort will come back to haunt you as the engine gets

older and wears out prematurely. Unless it is winterized properly, moisture, acids and corrosion will continue unabated. If possible, take smaller outboards home for safekeeping. Like outdrives, outboards tend to be an easy target for thieves, especially in winter when fewer people are about. To winterize, follow the instructions below and consult your manual for specifics.

### **Gasoline Engines**

**Cooling System.** Start the engine and flush the cooling system with fresh water until it reaches normal operating temperatures. (Various devices are available to adapt a garden hose to the engine intake.) Make sure all gear housing drain holes are open. An alternative to draining the system is to add antifreeze using a gadget that connects the engine intake to a jug of antifreeze. **Fuel System & Powerhead.** Disconnect the fuel line from the tank, start the motor, and inject fogging fluid (a light lubricating oil) into the carburetor just before the motor stops. This procedure prevents corrosion of the powerhead parts. (Fogging fluid has rust inhibitors that are lacking in regular two-cycle motor oil.) Next, remove the spark plugs; clean and replace any that look worn. Clean the fuel pump filter. Lubricate carburetor and choke linkage, cam follower, starter spindle, throttle shaft bearings, and gears. Consult the manufacturer's lubricating chart for specifics.

**Lower Unit.** This should be drained and new gear oil added. When you loosen the drain plug, watch to see if water or oil comes out first. Water or metallic shavings indicate that you need to replace the seal. If you're not sure, have the unit pressure tested by a mechanic.

### **Diesel Engines**

In one way, diesel engines winter over better than gasoline engines—no carburetor or ignition system. At the same time, there is more at risk to the ravages of rust and corrosion. Beside being a very expensive piece of machinery to rebuild or replace, a diesel has components that require professional, factory-trained service people to work on such as the high pressure fuel pump, fuel injectors, and on many modern engines, a turbo charger.

The fuel system on a diesel is also very critical and demands an extra degree of attention.

**Small Sailboat Diesels:** change oil, transmission fluid, and filters. Drain and clean all fuel filters. Replace fuel elements and gaskets. Bleed all air from the fuel system. On engines equipped with a hand crank, "fogging" can be done by slowly pouring about two ounces of engine oil into the intake pipe or manifold while hand cranking the engine. DO NOT use the starter to turn the engine while pouring the oil or serious engine damage could result. Tape the openings of the intake and exhaust manifolds to keep moisture out of the cylinders.

For large diesels, fogging the engine or squirting oil in the cylinders should NOT be attempted unless specifically recommended by the manufacturer. It is usually preferred to drain the raw-water system rather than filling with anti-freeze. Be sure to drain from all low points. Remove the water pump cover and impeller. The blade of the impeller bent against the pump housing may take a set during storage.

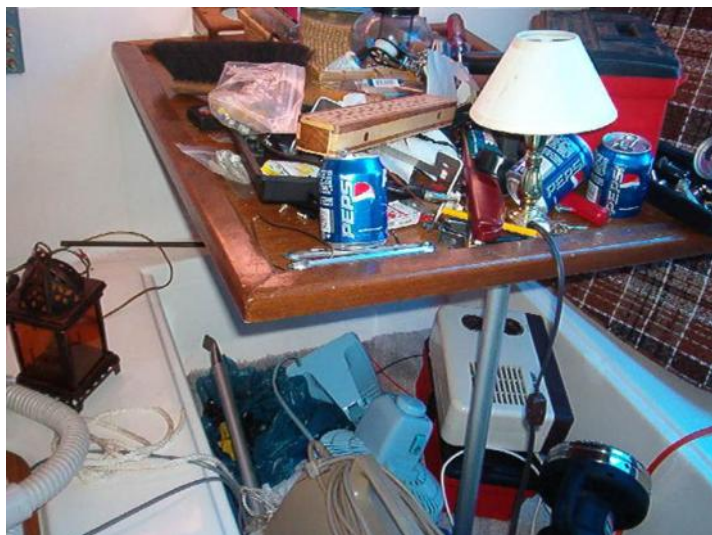
### **Down Below**

Most marinas are like floating ghost towns over the winter, with little to deter prowlers. Electronics and other valuables that can be dismantled should be taken home for safekeeping. If you have an EPIRB, make sure it won't be activated accidentally. Besides electronics, all flammables—spare cooking fuels, charcoal, paints, thinners, and varnish—should be stored ashore, pref-

(Continued on page 9)



(Continued from page 8)



*Don't leave the cabin a mess either! A clean cabin ensures that you don't forget something before winter sets in and will arrive to a cabin ready for Spring.*

erably in a tool shed away from the house. All are fire hazards. Portable propane canisters should never be stored below on a boat, even during the season, as the canisters can rust and leak. Leave at least one fully charged fire extinguisher in clear sight. Take home all food stuffs, including canned and bottled goods. Bunk cushions should be propped up, or better yet, taken home. Open various locker doors, hatches, ice box lids, etc., to circulate air and inhibit mildew. Metal zippers on cushions will benefit from a few squirts of a light lubricating oil.

### Marine Heads

**Heads Without Holding Tanks:** Pour disinfectant into the bowl, and pump throughout the system. Close the intake seacock, disconnect the hose, and put it in a bucket of non-toxic antifreeze. Pump the antifreeze through the head, reconnect the hose, and close the remaining seacock. Note: Manufacturers of some heads, such as the Raritan PH II, advise against using non-toxic antifreeze, as it may soften the gaskets. If you use toxic antifreeze, it should not be pumped overboard.

**Heads With Holding Tanks:** Empty the holding tank and pump disinfectant and then antifreeze through the bowl and into the tank (and through the "Y" valve if you have one).



Tarps can be used to cover the boat as long as (1) it is adequately supported from underneath and (2) it properly secured from blowing off or tearing. The rain and snow will fill depressions making big heavy puddles while the wind will try and rip any loose sections. Tarps must be checked regularly!

### On Deck

If your boat could talk, it would ask--perhaps plead--for a winter storage cover. Winter covers, typically canvas or synthetic, are a terrific benefit to your boat's gelcoat and general well-being. Canvas covers tend to last longer but are also more expensive than their synthetic counterparts.

With any cover, a frame, either wood or aluminum, should be used to circulate air and prevent pooling on the cover. Merely draping an old tarp over a cabin may do more harm than good. Shrink wrapping, a technique borrowed from grocery and department store packagers, is being used by some boatyards to keep boats dry over the winter. With shrink wrapping, heat is applied to a thin plastic so fits snugly over a plastic frame. At the end of the season the entire cover, including the frame, is disposed of. While shrink wrapping is very effective at keeping moisture out, it will also trap moisture inside and create horrendous mildew problems if vents aren't used along the entire length of the cover. Another problem: Cabins and decks painted with two-part polyurethane paints may peel or bubble. Vents should be used along the entire length of the cover. Inserting a series of foam pads between the hull and cover also allows condensation to escape.

Tarpping effectively with the mast up is not easy. If you are using the ubiquitous blue or silver (stronger) plastic tarps, you will need at least two--one forward of the mast and one (or more) aft. Overlap them to make the joint weather tight. Where the rigging is in the way you will have to cut the tarp from an edge, then tape it back together. Use good quality duct tape--applied top and bottom--and this seam should survive any winter the tarp survives. Be sure to reinforce the tarp with duct tape at the end of each cut to prevent tearing.

No matter what you do, unless the mast is down you should not expect the tarp to keep all moisture off the boat. That means keep an eye out for the potential for water to accumulate somewhere under or on top of the tarp and freeze with damaging results.

Some skippers mistakenly believe that biminis, which shield the crew from glaring sun will also protect the boat from freezing rain and snow. *Wrong!* Expensive biminis tend to get ripped apart or aged prematurely while doing absolutely nothing to protect the boat. Biminis should be stowed below or best - taken home and cleaned over the winter.

*Ideally, a sailboat's mast should be unstepped and stored in a shed over the winter with plenty of support along its entire length. But that is not always possible or practical.*

### Masts, Rigging and Sails

Unstepping the mast reduces windage, which is especially helpful when the boat is stored on land. Unstepping also eliminates rig vibration, which is one source of cracked fittings, especially lower fittings, as vibration tends to travel downward. Cracked fittings are often the culprit when boats are dismasted. If you unstep the mast while its down, be sure to check the fittings for





Snow, ice and water will quickly fill an uncovered cockpit and if the drains are clogged, will spell disaster in no time flat. Maybe this boat won't survive the winter...

tiny cracks and signs of corrosion that could spell trouble next season.

If the mast must be left up, relax the entire rig by loosening shrouds and stays, which should have some (but not too much) give when pressed with the palm of your hand. By keeping a record of the exact number of turns you've taken on each turnbuckle, you can quickly re-tune the rig next spring. Finally, tie off the halyards. Besides driving your neighbors crazy, slapping halyards scar the mast and cause greater wear on the running rigging. Sails should be stowed below or taken home. Fold or roll them neatly so they'll last longer. You can also add to a sail's longevity by taking them to a sail maker for a bath. Smaller sails can be cleaned in your own bathtub using one of the sail cleaners available.

Finally, even if your boat is stored ashore, secure the wheel or tiller to keep the rudder from swinging all winter.

*The BoatUS/Seaworthy Winterizing Checklist is available here:*

<http://www.boatus.com/seaworthy/winter/winterworksheet.pdf>.

*You can order the free BoatUS "Winterizing Your Boat" brochure here:* <http://www.boatus.com/seaworthy/winter/brochure.asp>

 A poster for the Halloween Monster Bash 2010. The background is dark red with a large, detailed skull on the right side. The title "All Hallow's Eve" is written in a large, elegant, cursive script across the top. Below the title, the text "HALLOWEEN MONSTER BASH 2010" is written in a bold, sans-serif font. Further down, the host "TODD AND KATHERINE" is listed, followed by the date and time "SATURDAY, OCTOBER 30 AT 06:30 PM". The location "TRADE WINDS MARINA CLUBHOUSE" is underlined, followed by "10 KEYESPORT ROAD" and "KEYESPORT, IL 62235". At the bottom, the RSVP information is given: "RSVP: [neptunesfuryskipper@hotmail.com](mailto:neptunesfuryskipper@hotmail.com)".



# The Keys on Lake Carlyle

*(formally DJ's Cove)*

*... new owners,  
same great food!!!*

**749-9006**

[www.onesiesntwosies.com](http://www.onesiesntwosies.com)

Tradewinds Dock Lines is the official newsletter for  
Tradewinds Yacht Club, Tradewinds Marina,  
Keyesport, Illinois. Est. 2004  
BoatUS Group ID Number: GA84951Y

**Marina Phone:** 618.749.5649

**E-Mail:** [tradewinds@frontiernet.net](mailto:tradewinds@frontiernet.net)

**TYC Web Site:**

<http://www.tradewindsyachtclub.com/>

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

**Directors:** Dave Grimes, Craig Swann, Todd Miller

**Officers:**

Commodore: Bonnie DiMercurio

Vice Commodore: Bruce Cowin

Sec./Treas.: Jan Cowin

Sail Fleet: Tony DiMercurio

**Support Staff:**

Media Representative: Bruce Cowin

Newsletter Editor: Lee Högman



PWC STERN DRIVE OUTBOARD

## BOAT WORKS

REPAIR • SERVICE • PARTS

**618-749-5947**

MOBILE SERVICE [www.4boatworks.com](http://www.4boatworks.com) Tue-Fri. 9-6 | Sat. 8-12 | Sun. 12-4

### Odyssey Sailing School

[www.OdysseySailing.com](http://www.OdysseySailing.com)

Ready to Discover your own "New World"?

E-Mail - [BobWeber@OdysseySailing.com](mailto:BobWeber@OdysseySailing.com)

Phone (314) 960-3226



### The Ultimate Sailing Experience



If you're looking to experience many of the 66 enchanted islands found in the British Virgin Islands, Island Time Charters can make those dreams come true. All you need to do is sit back and let the sun and sea breeze take you away.

**Island Time Charters**

[www.island-time-charters.com](http://www.island-time-charters.com)



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

Explore. Dream. Discover." ~ Mark Twain