

WAYZATA YACHT CLUB

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MARCH/APRIL 2003

VIEW FROM THE MASTHEAD

The winter is finally losing its grip on our beloved lake and racecourse, and spring is right around the corner. As what little snow melts away, we find the lake down a good foot to 18". Don't freak out though, last year was the highest water levels anyone can remember. Can we use a lot of rain? You bet (in 2001 we got 9 inches in April, all but erasing our earlier drought). We're at about normal for this time of year. This year we have 2 big events we'll be hosting: The Junior Olympics and the American Diabetes Association Regatta. More about those inside. Please consider giving one day back to sailing and volunteering for one of these events! Regattas, especially, are a lot of fun and wouldn't happen without people like our generous members. In addition the first month of May will be a beehive of activity at WYC. On the weekend of April 26th and 27th we have the MISSA - Midwest High School Championships Mallory Cup. Followed, the next weekend May 3rd, with put in by all members with Rocket Crane. A FUN all-day affair. Sign up sheet posted April 15th. The same Saturday, May 3rd we have the annual Dave Cool Memorial IceBreaker Regatta. Two races back-to-back Saturday, and one on Sunday. They will crane in at Carson's Bay Crane. Just to keep things interesting, we will host the U of M Sailing Team as they sail their Midwest College co-ed Championship. May 4th finds us taking to the field (or lake) for the first tune up race followed by beer and brats at the club. How's that for the first tow weeks of ice out? Oh, also the Minnesota Women's Team will have a garage sale Thursday and Friday - April 24th and 25th (See article inside). And P.S.! Bert would like me to remind you all of the training sessions we always have in

May! Three Tuesdays and three Saturdays to bone up on your skills and mentor new sailors to the sport. Read on and discover how one can own the coveted red hat. We need your boat out there on Saturdays in May. The board of directors have worked hard to make this a fun filled, action packed summer of sailing hard, friendly competition, fresh air, sun tans, bathing suits, and a host of activities and social events for young and old alike. Read on Sailors! *S.B.*

NEW CROP OF BOAT OWNERS TAKE TO THE MARINA

We are pleased to welcome several new family members to Wayzata Yacht Club this spring. This is the magic that keeps our club vital fun and exciting! Many of these in fact most, have been crewing on WYC boats here for a few years, and now have created - offspring of their own, a.k.a. bought their own boat. This is how we grow our club. It keeps us sharp, on the edge, where we gotta be! Julie and Paul Burlingame bought an Olson 25 just like Mike and Barb Maloney's. Larry Leistico (a great sailor and former board member) is returning with Joe Steele and bringing a world-beater J/24 here from California (It went to the worlds!). Michael Stockinger is coming in to the Ensign fleet! Robert Fischer brings us a S2 7.9 from Shorewood! Ron McDonald bought Scott Brigham's venerable J/24 "*Dead Reckoning*", While Scott upped the ante and bought the white-hot "*J-Rabbit*" from Lake Geneva! Welcome Ron! John Dennis and Matt Ratliffe (both talented sailors and FUN guys) have bought "*High Heels*". Welcome all! P.S. Sue Ollness (who won the Andy Crew in 2001) and Chad Ollness (who went to the Worlds in his J/24) will be keeping their J/24 out at the end of D dock this year! A move from Carson's Bay. Also, Chris Fittipaldi, is bringing in a new Sonar and Rita Brooks has bought Tom and Victoria's "*Easy Going*".

2003 CREW MEMBERSHIP

All crew membership applications have been sent out. Please return them by April 20th to be published in the WYC annual log. Encourage your friends to join WYC – at \$70 it is the best bargains going! Support your club and all the fantastic upgrades, (new patio, new furniture, beer and pop, etc) we are relying on everyone to pay their own way. Please send in your membership fees. If you did not receive an application in the mail, pick up a blank at the Clubhouse and join on up! BE LEGAL OR BE LIABLE.

CREW AND RACE TRAINING (a fun mixer especially for new members!)

Here is a great opportunity to bring into the club any friends, business acquaintances, OR relatives to learn the racing tactics and rules for 2003 and also what yacht racing is all about! Enclosed you will find a brochure. Please show it to your mates and encourage them to become crew! These classes consist of three Tuesday night tactics seminars and three Saturday mornings so hands on training.

TUESDAYS – Sailboat Racing Seminars -
May 6th, 13th, 20th, 7:30p-9: 30p.m.

SATURDAYS – On The Water Training –
May 10th, 17th, 24th, 8:30a-1:00p.

WEDNESDAYS – Advanced Crew
Training – June 11th, 18th, 25th,
6:00-8:30p.m.

Hands on boating and a FABULOUS lunch!
We really need your boat for the Saturday
race drills. One race credit for each
Saturday! Learn a ton and make new
friends! *** Correction for Wednesdays.

WOMEN AT THE HELM CLINIC

The Women at the Helm seminars are geared toward adult women racers to prepare for the Women's Racing Series at Wayzata Yacht Club. Wednesday, May 28th, 7:00p-9:00p, Classroom training by members of the Minnesota Women's Sailing Team. The classroom session, by members of MWST, will cover balance of forces, boat speed, weight distribution, sail trim and advanced rigging. Saturday, May 31st, 1:00p-5:00p, On-the-water training by Wayzata Yacht Club Guest instructors. The on-the-water sessions will cover starts, buoy rounding, and upwind/downwind legs. The sessions are designed to give women the skills and confidence to skipper their boat during WYC races.

IMPORTANT NOTICE!!! CRANE IN SIGN UP SHEET FOR MAY 3RD

WYC will have a sign up sheet at the club posted by April 15th, 2003. Approximately 8 spots per hour are available. This will help eliminate the huge conga line. Please sign up because these people will be organized and be able to pull in and have first service in their time slot (8:00 – 4:30). Have everything ready to go when you show up - your check written out (\$35), lines out, paint ready, etc. Have a 2nd person as a driver ready to take your trailer completely out of the West lot as soon as you're launched to prevent gridlock (**very important**). So to recap: First priority will be going to those already signed up at put-in, and we'll fill in with those who just showed up – as time permits. So sign up or you could be waiting a while!

MOORING DUES

Members who moor their boats at WYC all have received the 2nd mooring billing statement requiring the remaining mooring balance by February 28, 2003. A map showing your slip assignment will be posted on the Web. All members should have received their membership fee billing which went out early last week and is due by April 15th. Please make sure you get your membership fee in on time. This year the Board is calling for stricter adherence to deadlines regarding both mooring and membership fees. If you anticipate having a problem, please call Steve Bren at 952-473-3641.

WYC HAS TOP NOTCH 2003 RACE COMMITTEE

Thanks to Bert Foster and his hard work, WYC has once again contracted Blake Middleton, Chris Humphrey, John Lorenzini, Dave Onan, Craig Lofgren, Cheryl Paul, Jarrod Silverman and Charlie Onan and the beautiful Stephanie to head up our expert on-the-water race officiating this year. Thanks to all of these fine lads we are very fortunate to have a fabulous race committee like ours. Please show your courtesy and appreciation for their hard work. These guys make our club rock!

ADA REGATTA AND COMMODORE'S CUP

Reserve July 26th and 27th on your calendar for the American Diabetes Association (ADA) Regatta. This was a super event last year and promises to be even bigger this year. The Commodore's Cup will also be a bit more glamorous this year with sponsorship from the new Portofino

Restaurant that will be opening this summer in the old boat works building. If you can devote a couple of hours a day to the ADA Regatta and the silent auction, it would be a BIG help and your assistance would be greatly appreciated!

15-RACE MINIMUM

If you came to sail with your crew, and the wind went to zero or for any reason the race was abandoned; this year you will be able to notify the race committee after cancellation to be counted for a race towards the 15-race minimum for 2003. If you volunteer for a clean up day at the club you may also use this as one race towards the 2003 race schedule.

CLEAN UP DAY – SATURDAY, APRIL 26, THIS YEAR!

Bring a broom, rake or wheelbarrow, and your favorite tool to pitch in and give the clubhouse and grounds a thorough Spring-cleaning. Festivities start at 9:00 am with trash pick-up, window cleaning, raking, general yard work and face painting. Free beer, brats, soft drinks and hamburgers. We will be working on mulching the garden, and putting new doors on the kitchen cabinets. This event counts as one score. Wear your grubbies and bring a smile! This is a fun event and a great place to see everyone you've missed over the winter! Extra wheelbarrows needed!

**2ND ANNUAL GARAGE SALE!
APRIL 24TH AND 25TH**

UNLOAD your SAILING GEAR and MISC. ITEMS! Want to clean out your garage and drawers and help someone you know? Then bring your good clothes and gear, etc. to the Wayzata Yacht Club. We will be accepting donations April 15th through the 24th. The Minnesota Women's Sailing Team will be selling Thursday and Friday using the money raised for their programs and charity. This is the 2nd year and we want to make it a huge success! If you have any questions call Jenny Childs 952-935-3313 or 952-681-3503. Volunteers and Donations needed.

DOCK WORK PROGRESS

As spring unfolds, the new improvements will appear around the club like jonquils popping up to meet the sun. D-Dock, A-Dock and J/24 row all have new 20-amp power outlets installed on them. This should help the boat lift owners quite a bit. Please take care to not leave extension cords a mess or worse, in the water. Also, a new grill has been acquired from village meats (charcoal) and a new stainless grill from Sam's club (gas) will grace the new patio area, completing what we began last year. Seven finger docks have been repaired over the winter, and last but not least we will have two new lights over in the West lot, making it lighter and safer at night.

**PRINCE OF WALES
TRY-OUTS**

Wayzata Yacht Club will host the Prince of Wales tryouts the weekend of June 7th & 8th. The sail-off will be raced in J/22s. The

J/22 fleet will be providing charter boats for any team interested. The winners will advance to area K finals and finally to the Prince of Wales Regatta to be held in Detroit in Mid September sailed in Ultimate 20's. For more info, call Lars Hanson at 612-332-5112 or 763-533-1047.

**1ST ANNUAL SAILING GEAR
SWAP MEET**

This year on "put in" day, Saturday May 3rd, WYC will be hosting our first annual sailing equipment swap meet! All of us have tons of old gear including blocks, sheets, sails, foulies, hats, shackles and screws! Lets get them out to the club on Saturday May 3rd and Sunday May 4th, and swap or sell them to another sailor! Drop off on Friday May 2nd. Anyone wishing to help set up on May 3rd from 8 – 9 am would really be appreciated! Two (2) race credits for all day help! Contact Steve at 612-701-3230 for further information.

**BOATS NEEDED FOR
SATURDAY TRAINING
SESSIONS**

An urgent plea from Bert Foster and Ernie Brody to ask members to provide boats for the Saturday Training Sessions on Saturday, May 10, May 17 and May 24. Here is the deal: You received great experience, learn new tricks and tactics, get to start more races in an hour than in 3 months, receive the coveted green WYC hat, meet new people and eat a free gourmet lunch on the club. Best of all, have three race credits under your belt before the season ever begins! Call Bert Foster or Ernie Brody.

THURSDAY NIGHT RACING AND PARKING

As Thursday night racing has gotten to be a huge success, we are struggling with our parking situations in the East and West lots. The West lot, adjacent to the club, will continue to park Annual and Family members on a first come, first serve basis. Cars without stickers will be towed. A staff member, who will be monitoring parking of Crewmembers with C3 stickers on their vehicles, will serve the East lot crew lot. The non-crew (**GUEST**) **parking may be very limited** so as to accommodate our paid members and assist in parking. This will make a safe, hopefully damage free, lot and not the gridlock as in the past. To accomplish this non-parking insanity, the monitor may have to post "LOT FULL" to avoid late parking which causes block-ins and gridlock. Please understand, be cooperative and non- abusive!

UNIVERSITY OF MINNESOTA'S SPRING BREAK TRIP ENDS ON A POSITIVE NOTE

Thursday night, the University of Minnesota Sailing Team packed up their van and left for a weeklong venture to the East Coast. The team consisted of nine members: Tim Krech, Jenny Wilson, Ben Burgum, Anne Scheuerman, Alex Symes, Naomi Hertel, Mark Dunsworth, Carolyn Krech, and Zachery Coelius. Driving across the country, the team, accompanied by Assistant Coach Brent Ostbye, started Spring Break weekend with a trip to Annapolis, Maryland where they sailed at the Truxton Umsted Intersectional. The seventeen competitor teams included nationally ranked Harvard, St. Mary's, Tufts, Hobart, William Smith, Georgetown, Charleston, University of Southern California, Washington College,

Brown, Dartmouth, Kings Point, Navy, and Old Dominion as well as Eckerd, University of Rhode Island, University of South Florida, and University of Maryland – Baltimore. Saturday morning saw light winds around 8-10 mph building to 12-15 mph by the end of the day. The Minnesota started the day with T. Krech and Wilson in A division in 420s, Burgum and Scheuerman in B Division in Flying Juniors, Dunsworth in C Division in Lasers and C. Krech in D Division also in Lasers. Not having practiced due to the lack of soft water in Minnesota, the whole team started out rusty, lacking both stamina and technique. Mid-way through the day, Symes and Hertel subbed into the B Division, and Coelius subbed into D Division. The team achieved some decent finishes, but ended the day in eighteenth place. Bruised and sunburned, everyone indulged in the seafood delicacies of Maryland. Crabs and oysters were attacked and devoured, while Anne's dad provided great entertainment for everyone. The team arrived to the site rested and determined to better their performance from the previous day, however, the winds on the Chesapeake Bay refused to cooperate consisting of 0-2 mph with gusts up to 5 mph. No races were sailed the entire day and the results of the first day stood. Monday morning, bright and early, the team said goodbye to the Coelius family, their gracious hosts, and Carolyn, who headed back to the Midwest, and made their way south to the city of Norfolk, Virginia. Here the team planned to practice with the Old Dominion (ODU) Sailing Team, who provided Minnesota with boats, facilities and water time. Tuesday brought light winds, while Wednesday and Thursday blew stink. Practicing all morning with Assistant Coach Ostbye and then joining the ODU team in the afternoons, Minnesota worked on team racing techniques and drills. They learned plays and ways to deal with a variety of race situations. ODU coaches, Mitch Brindley and Mark Zagol, were a great help and the ODU team was glad to have Minnesota practicing with them for the week. Mitch Brindley, being the Inter-Collegiate Sailing Association President, promotes the

development of smaller teams especially in the Midwest and happily offered their facilities. The ODU Sailing Team looks forward to Minnesota returning next year over spring break. Late Thursday night, the team left Virginia for the long trek back home. Everyone had a great time and learned a lot practicing with the ODU team. The trip was viewed as a positive experience and Minnesota looks forward to the coming season. In review, the University of Minnesota Sailing Team has had enormous success in the past year. In joining forces with the Lake Minnetonka Sailing School last September, we acquired both a full time coach and a paid assistant. We increased our access to boats ten fold, and in turn, increased the intensity level at practice. Our regatta results prove that this was an important step in bringing our team to the next level. The Sailing Team has made great strides in the past year. We made our second appearance at the Inter-Collegiate Sailing Association (ICSA) National Team Race Championships in Hawaii. We also improved upon our initial appearance, placing tenth. This fall, we won two Midwest championships, qualifying for the single-handed Championships in Houston, where Captain Tim Krech placed 13th and the Sloop Championships in Newport, where our team placed 3rd. We have also placed second in two intersectionals. These strong performances have earned us an 18th place in the Sailing World Magazine's College Rankings (November 12, 2002). We took two trips to the U.S. Naval Academy and competed against the best in the nation. In the spring, we placed 19th, and this fall, a finish of 16th showed improvement from the last competition. The next step in the fairytale of our team is to create a database of alumni sailors from the University of Minnesota. These alumni, you, are a part of the history that helped to shape where we are, as a team, today. Like every sports team, valiant history is something to be proud of, especially when there are a number of great sailors being produced here at the University of Minnesota Sailing Team. The Minnesota Men's Gymnastics Team recently celebrated 100 years of existence at the University, and in that same

light, we too want to be able to recognize and share with our alumni, families, and friends the history of the University of Minnesota Sailing Team. The main purpose of the University of Minnesota Sailing Team creating an alumni database is to create lifelong connections to alumni, students, parents, and friends of the University of Minnesota Sailing Team, and also to build pride, spirit, and a sense of community. Our accomplishments are a result of your endeavors. We hope to put together a University of Minnesota Sailing Team Alumni Regatta in the future. Contact us at sailing@tc.umn.edu with your name, address, email address, telephone number, years you sailed, and the year you graduated from the University. If you can remember any other members of the team at that time, their information would also be greatly appreciated. With your help and the help of others, this domino effect will have our alumni list growing in no time! Check out our website at www.tc.umn.edu/~sailing. Thank you again for all your wonderful support!

BLACK CAT PARTNERSHIP OPPORTUNITY

Imminent move opens partnership opportunity. The J/22, #1313, "*Black Cat*" history includes complete hull prep and an excellent race record. We have new sails still in the box and a prime slip at the WYC. Remaining partner will focus on Thursday series leaving champ series and regattas open for a new partner. Please contact: Bob Lutnicki; 3125 Maplewood Road; Woodland, MN 55391 or 952-475-3899 or 612-964-8849 or Lutnicki@att.net.

EXCITING HISORICAL TRIVIA

By Bert Foster

Information you need to know about shipping Manure: In the 16th and 17th centuries, everything had to be transported by ship. It was also before commercial fertilizer's invention, so large shipments of manure were common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOM! Several ships were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the term "Ship High In Transit" on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane. Thus evolved the term "S.H.I.T.," which has come down through the centuries and is in use to this very day. You probably did not know the true history of this word. Neither did I. I always thought it was a golf term or a term used when you got a bad wind shift while racing.

GREAT BOAT! GREAT BUY!
1973 C&C Yacht
White fiberglass hull – Fixed keel
W/tiller, compass, knotmeter, 12-volt battery
anchors, cradle, canvas top, 1973 Chrysler 9.9
hp electric start outboard motor and gas tank.
Sails: main, jib, 150 genoa, 168 genoa; sleeps 4
Private owner – WYC member
View by appointment
Sandy Ackenberg
952-920-9020 or 763-475-0800

WYC TO CLEAN UP FOUL LANGUAGE ON THE RACE COURSE

*By Bert Foster, Chairman of the Race
Committee*

Last fall my daughter-in-law, Mary Foster; told me she wasn't going to let my granddaughter race at WYC because she didn't want to expose her to the foul language on the WYC racecourse. I thought about that for about 30 seconds and suggested that maybe we should try to do something about it. That would include us all being more careful to clean up our language on the racecourse. I took the issue to the WYC Board of Directors, and they voted unanimously to amend the Sailing Instructions to include real penalties for foul language. They concluded the WYC has become a wonderful "family" racing club and needed to address the issue. So, I have modified the SIs to reflect that view. What is foul language? Well, they are at least but not limited to "George Carlin's Seven Dirty Words You Can Say on TV (S, P, F, C, C, M, T)". SEE: <http://staff.dstc.edu.au/bill/carlin.html>. I'm sure you can think of others. With Fred Sommer's help we added the following: Special Sailing Instruction "A". "Foul language is prohibited during WYC Races. Any boat emitting Foul language loud enough to be heard by another person, regardless at whom the Foul language was directed, shall be subject to protest, a special arbitration hearing and possible penalties. Any boat may protest another boat from which it heard foul language. On the first offense in arbitration, the penalty is issued a WARNING except when the incident is considered by the arbitrator to be egregious. Egregious incidences may be immediately referred to the full protest committee for a hearing under RRS #2 or RRS #69 with all penalties available. Upon a second offense an arbitrator may rule a 20% penalty

(minimum of a 2 places). If a second incident is deemed serious, the arbitrator may rule a DSQ. If the penalized boat does not accept the Arbitrator's ruling, the incident shall be referred to the Protest Committee for a hearing. An egregious incident, or subsequent incidents by the same boat, will be subject to immediate referral to the Protest Committee without arbitration. Repeated incidents may be judged to be a gross breach of good manners and sportsmanship under RRS #69. When a boat declines to attend the arbitration hearing, the incident shall be referred to the Protest Committee. A protest for foul language shall cite this Sailing Instruction (Special SI "A") as the alleged rule infringed on the Protest Form. When an incident is referred to the Protest Committee, the protestor shall change the rule infringed to read RRS #2". This means any boat just hearing foul language can protest any boat from which they hear foul language. It will go to arbitration and the maximum penalty for the 1st offense is a "Warning", unless ruled egregious. The second offense penalty can be 20% or up to DSQ. After that, watch out. It goes to protest committee who could go to RRS #2 or even RRS #69 which could be reported to US Sailing and disqualify you from racing, even in out of town regattas. We all, including me, need to clean up our language. Let's do it.

ANOTHER CHANGE TO THE SI'S FOR 2003

By Bert Foster, Chairman of the Race Committee

What happens when you learn from the race results that a boat did not sail the course, that is clear the boat must have been scored after 4 legs when it was a 6 leg race? What happens when you see a boat returning to the dock without a Family or Annual

Member on board? What happens when someone from another fleet tells you the "winning" boat in your fleet hit the finishing mark and sailed away? What happens if you learn, after-the-fact, of some other infraction (of a non-Part 2 Rule)? The Sailing Instructions have traditionally said you must notify the Committee Boat of your protest at the finish line, or else the protest is not valid. But it's too late to do that. The Committee Boat and everybody else are already back at the dock. What about the Red Flag? The hail of "Protest?" Similar incidents have always (potentially) been subject to valid protest and we are going to fix the language in the Sailing Instructions for 2003 to make it clear. We will add a few words to Instruction 16.1.1 so that it reads, "RRS 61.1(a) is changed to add that a boat intending to protest another boat over an incident she is involved in or sees in the racing area shall, as soon as possible after finishing or retiring, inform the finish line Race Committee Boat....etc." This means if you are involved in the incident, or see the incident, whether it involves a Part 2 Rule or any other Rule, you must immediately display the Red Flag, you must hail "Protest" (or, if the boat is then truly beyond hailing range, comply with the "first reasonable opportunity" requirements) and you must notify the RC Boat immediately after your finish. But the added words in the Sailing Instruction clearly imply some after-the-race protests may be valid without the lag and without notifying the RC Boat. But informing "the other boat at first reasonable opportunity" still holds. Sailors must do that. And you must do it fast. You walk the docks to find the other boat and search the clubhouse area. You have an hour after the RC Boat docks. If the crew of the other boat has left the area, you need to phone/email the other party AND phone/email the Protest Chairman, leaving messages for both. You must write up the protest and put in the box at WYC. If the protest concerns something you legitimately discover after the one-hour time limit, the protest might still be valid — but you must act quickly. It is impossible to anticipate what the circumstances might be,

making it impossible to carve a time limit in stone. But after 24 hours your chances for a valid protest are pretty much gone. Even at that, 24 hours may be way too long to preserve validity. If this sort of thing ever comes up, act quickly and cover all the bases. But never try a Part 2 (right-of-way Rule) protest without properly protesting on the course. You can't do that.

**MISSING MAST
IN THE EAST PARKING LOT**

A sonar mast was left in the WYC East parking lot last fall and is currently missing. If you know its whereabouts or any leads please contact.

John Rainaldi
612-290-1499

**J-24 Fleet Meeting
April 26th @ 6:30 P.M. at
WYC Club House**

Dear Fellow J-24 Owners:

It's time to start thinking about putting the toy back in the water!!! For some of us, this is going to be the first time. Yes. We have some new members hitting the course this year. I'd like to take this opportunity to welcome the new J-24 fleet Number One members:

Jeff Hink: New owner of Matt Johnson's venerable 007
Drew Daniels: New owner of Kitty Hawk
Ron McDonald: New owner of Dead Reckoning, now named Kryptonite
Dan Johnson: New owner and partner in Electric Koolaid (Danger)
John Dennis: New owner of Heels

Here is the line up for the 2003 sailing season:

Electric Koolaid	Bubbles
Dead Reckoning	Hell Fire
Voo Doo	Gotcha
Asylum	Rush
Kitty Hawk	Zippy
High Heels	ZOOM
007	Kryptonite
Sleeper	Uh La La
TDB	OZ
Fatty Boom Batty	
Joe Steele and Larry Lestiko	

Please Mark you calendars. We will be having our annual J24 fleet # 1 meeting on Saturday, April 26th at the Yacht Club. The meeting will begin at 6:30 p.m. with Rum Drinks, hot homemade chili and cold beer. You will receive a written invitation with you fleet dues letter within a few days. We will cover races and series counted, district activity, vote in a new fleet captain, and much more. We have 5 new boats this year. Come and meet the new fleet!!!

**TROPHY PICTURES AND
TALL PILSNER BEER
GLASSWARE
GATHERING MOSS
AT CLUB HOUSE**

Please look below to see if your picture needs to be gathered up at yacht club. Please come and retrieve these valuable items.

FRAMES	GLASSWARE
Gary DeSantis	Shadow
Voss	Longshot
Klick	Quickdraw
Kroll	Shark
Gjerde	YinYang
Heins	Sussman
Ronning	Allegro
G. Christensen	Consensus
J. Benzian	Asylum
Christopher	Ketchup
K. Reindell	Catapult
M. Edelman	Souriant
T. Williams	Reina

REGISTER FOR THE E-WEATHERMARK

Last year, when we started this e-mail service, we auto registered everyone in the club logbook who had an e-mail address. But now that we're up and running, it's a self-register deal and you're on your own. Don't forget to spread the word and remind your crew and new club members to register! Registration is as easy as clicking the "e-mail lists" icon at www.wyc.org, then selecting the lists you would like to join and registering. Or go directly to <http://www.wyc.org/list-server-reg.htm>.

WEATHERMARK is a regular publication for the members and friends of Wayzata Yacht Club. It is usually published within the months of Apr., Jun., Aug., Oct., & Dec. The WEATHERMARK depends on, and welcomes, your contributions for its articles, updates on fleet and regatta news, classifieds, etc. To submit news, stories, sailing experiences, cartoons, classifieds, or offer suggestions contact Steve Bren at **763-473-3641** or SBREN@mn.rr.com.