

AN INVITATION TO COME SAIL THE ADA SUMMER REGATTA!

July 26, 27 at WYC's

For the third year, the American Diabetes Association will be sponsoring the WYC summer Regatta. This is our biggest, most fun regatta of the summer! Last year over 80 boats of all sizes entered. You can register on Saturday morning at 8 a.m. and catch breakfast, skippers meeting at 9 a.m., then 10 a.m. start with two back to back races. The same 10 a.m. start on Sunday. Saturday night we have a dynamite silent and live auction, live music, and a delightful summer buffet lined up.

Four races over two days are a great way to get in your races and see sailors from all over the area are a great way to get in your races and see sailors from all over the area. The traveling trophies are large beautiful Weems and Plath clocks, also a beautiful framed 5x7 print of your boat and crew underway to winning!

You can also do more than just race. Prizes are awarded to those who raise the most money and to fundraising teams. Information about fundraising available online in the notice of race.

Come out and sail your brains out!

Saturday, July 26th and Sunday, July 27th!

Questions call Steve Bren 763-473-3641.

We'd like to thank our generous sponsors for this event: Bayside Bank, General Mills, Northern Breezes, Sears Imports, Minneapolis St. Paul Magazine, St. Jude Medical, Digital River and McCarthy Bjorlund Foundation!

Volunteers are needed for this event. If you haven't volunteered this year we could really use your help. Contact Steve Bren at 612.701.3230.

JUNIOR OLYMPICS A BLAST FOR KIDS!

By Steve Bren

The 19th, 20th and 21th of June saw over 100 kids of all ages show up with their parents and coaches to sail in the 3rd Junior Olympics we have sponsored at Wayzata yacht club. And we had perfect wind all weekend! On Friday the club hosted sailing clinics and an inspirational seminar by Kevin Jewett, who is running an Olympic campaign of his own.

Saturday brought perfect weather, 6 races on 3 courses in Wayzata Bay, expertly PRO'd our race committee and volunteers like Danny Crear and others. The kids were tired and hungry at lunch and dinner, but Dee Geary and Susan Ruhof fed them Taco Bar and delicious barbeque to keep them going. Tons of donations for food flowed in from General Mills (The Scott Brigham connection), Bruegger Bagels wholesale fruit and Dairy Queen. The BFW graces us with their color guard and played the National Anthem and had a flag raising ceremony. The Mayor of Wayzata, Barry opened with remarks and we were off!

The absolute stars of the event, who stepped into Genevieve's role of CEO, were Ross Siemers and his wife Colleen, who put in dozens of hours building boat ramps, making dozens of calls and e-mails, making games and cotton candy for kids, even doing the scoring, and lining up housing for out of towners. They worked their tails off and epitomized the volunteer spirit at WYC!

Thanks a ton also to Dee Geary, Becca Walker, Todd Barkus, Steve Mulich and others who launched and retrieved the 100 boats time and time again from the island. You all rock!

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VIGARIES OF THE SCORING SYSTEM

By Ernest Brody

So, why are the series results not showing the throwouts during the series? Because the system is working as it was designed. That may sound strange but here's the story. The system waits until the series is complete before it applies throwouts. The system does require some human intervention. Some fleets have opted to have a different number of throwouts than the WYC standard. Some fleets didn't get all the races in because of abandonment. Notice that WYC Racing Policy 3 says that you have two weeks after the series end to make corrections. At that point everything gets locked in stone. The A series time period will be up on June 29. The G series time period will be up on July 10. So check your scores soon and get any changes in to your fleet captain.

Why are the J/22s where they are in the series scoring portion of the program? J/22 Fleet #1 races does some combined racing with Minnetonka YC. The Boards of both clubs agreed that members from both clubs could race on these nights and compete for the trophies. In addition, J/22 Fleet #1 does a Championship, which is based upon Saturday morning MYC races and Sunday afternoon WYC races. There is also the Cool Cup and a few other J/22 events. Once we get all these set up they will be found in the special J/22 Fleet #1 portion of the schedule (click on the far right of the schedule page where it says 'View J/22 Fleet #1 Schedule'. We set these J/22 events in their own section because when we put them together the WYC General Schedule got looking ugly. There was a WYC G1 followed by a J/22 G1, etc. We were not able to do the same for the series scoring. The program lists events in order that they were entered rather than some logical chronology through the year. Since all the other series were entered in years past and the J/22 Fleet #1 events were entered just this year, the J/22 Fleet #1 series are at the end. This is also true of the J/22 Fleet #1 list.

You may have noticed that when races are abandoned, the entry is 'ATT' rather than 'PAR'. (We are not favoring one phone company over another.) This is because we were using the word 'participation' in two different ways. There was 'participation' because a boat shows up for races that were abandoned and were credited with a 'PAR' which can be used toward the 15 race minimum for the preferred mooring rate. There was also the 'participation' trophy (see SI 20.2) which is the trophy picture a boat can earn by finishing (note that word) any 25 races on the schedule or finishing (that word again) the minimum number of counted races of her class/division in the Championship or Sunset Series. Several members were disappointed because they thought the 'PAR' counted toward the picture. To prevent further confusion we have chosen to change the 'PAR' to 'ATT' to signify 'attendance'. No change in behavior is necessary. Continue to report your sail number to the RC when a race is abandoned.

Why does it take a bit longer for some races to be scored? Because we have spoiled you with our excellent performance so you have come to expect instant entries. Sometimes the scorer doesn't get a chance to enter races immediately. We try but we can't be perfect.

In case you didn't know, the system tallies the events each boat has attended. Go to boat list and click on the sail number. This allows you to make sure your races have been scored and to keep track for the 15-race minimum.

What's in the works for the future? We are looking into keeping track of protest status on the website. This will be an adjunct to the Official Protest Notice Board which will be at WYC.

Right now the system is working better than it ever has before (knock on wood). You might thank Neil Flood, when you see him, for his heroic efforts in putting it together.

PRINCE OF WALES CHAMPIONSHIP PUT WYC ON THE MAP - BIG SUCCESS!

By Steve Bren

On June 7th and 8th The Wayzata Yacht Club hosted the area qualifier for the Prince of Wales match racing championship. Lars Hansen worked tirelessly and organized a tight knit group to pull this off. Several J-22 members lent their boats out to competitors to borrow. Sean Hendrickson's Company, "Electric Apple," sponsored the pizza party and beverages and they brought in a premiere match racing judge from Chicago, Dick Sheer. Dick deserves a lot of credit for setting up a great course and keeping it straight, even though baffled by Wayzata Bay Winds, which are slightly different than Chicago! 16 races total were sailed, with 4 teams trading off boats to sail 8 flights in each.

The winner hands down was our own Lars Hanson, who with crew Jon Noller and Rod Komi's won all but 2 of the races. Lars credit his crew with flawless boat handling skills (He even moved from one flight into the flight ahead, that had started 3 minutes previous in one race!) In second place was Steve Lowrie and his crew, Derek and Sarah Buckley (one of the best female match racers in the country.) Also of note: Sean Hendrickson, with Dugan and Pete, pulled off the most dramatic move of the Regatta., with a downwind aggressive finish. Carrying a penalty going into the finish, Sean in a windward/Leeward situation, with a one boat length lead, forced Rod Sykes into a penalty (he got too close), thus cancelling his own penalty and went on to win his flight. Right on! Thanks to all the race officers who worked so hard.

BAYFIELD RACE WEEK 2003

By Sean Hendrickson – Stars & Stripes 2003

Around the Islands

As you drive down the hill into Bayfield, whether your on 13 North or South, that first view of Ol' "Kitchi gami" (or "Kitchigummi"). The first French explorers approaching the great inland sea by way of the Ottawa River and Lake Huron referred to their discovery as le lac superieur. Properly translated, the expression means "Upper Lake," that is, the lake above Lake Huron. Kitchigummi, a Chippewa Indian translation, signifies Great-water or Great-lake. Your heart pounds and all thoughts of the office, traffic, the city, and all the stresses you disappear. It might be my favorite part of race week.

The week usually begins with the famous around the Islands race, for those who have never had the opportunity to partake are missing. The course leads us out of Bayfelid heading north leaving Devils Island to starboard, then head about 95 degrees to Outer Island leave it starboard, but don't get close to the point, then keep about 180 degrees keeping Outer, Michigan, Gull, and Madeline to starboard, round Grants Point buoy and Finish at the Town Docks in Bayfield. About 66 miles.

In years past, we've had sun, wind (about 80 knots in 2000) rain, bugs, flies, heat, roll clouds, twisters, no air, lots of air, you name it... It's Bayfield, Clothes on- Clothes off. This year as we departed I overheard my wife Nicolie Hendrickson say "I have all my gear that I go Ice boating in, do you think we'll need it?" Ya never know. We left Bayfield with the Kite up in about 10 knots of breeze with shorts and t-shirts on, as we neared Devils Island the breeze had shifted right and cooled off considerable. The clothes started back on, first some bibs and a fleece could hold you over, then after the battle of the lake wind vs. shore breeze, as we were left auto tacking for almost ten minuets while our competition sailed away, the rain came, people started taking turns going below putting on more and more gear. After sailing for about couple of hours up the hill with waves getting lumpy and breeze building, the rain of course had to build and the temp drop. Yet another trip down below for more gear, as some of us gathered on the rail huddling like Recess Monkeys in the rain, comments heard were, "Hey at least were not on the Mumm with nowhere to go!" "Do you think ol Coolman is having fun yet?" "anyone got

another pair of socks?" Ol Kitchi gami was at her classic self, wind blowing around 18ish from NNE, rain, waves, cold, cloudy, people getting sick on and below decks...Jeez I love Lake Superior, this is what it's all about! When your feeling cold and wanting to go home, think of the Volvo guys.

We finally reached Outer, in actually good time, but sailing in those conditions made it feel like days, we were able to get the kite up, and some of the wet outer layers of gear off, our competition was near and we were feeling good, we peeled to the Asymetrical and grinded down some boats making Big Bay by around sun set, "thinking hey we might be in by 9:30 pm, pretty fast", but it's Lake Superior and anything can and will happen. My other favorite part about Round the Islands is Dinner time. I just love going below and feeling the heat of the stove, hot coffee brewing, wonderful smells emanating from the galley, hunkering down for the evening, and oh yeah, putting on some more warm dry gear.

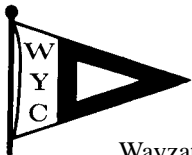
It was going to well I thought, and of course we had to finally hit the wall. We could actually see Grants Point Buoy in the distance, but with about .5 knots of boat speed and fluke dying breeze, I knew we were in for a long night. After battling for 2 hrs to reach GPB we saw boats catch, and sail away from us, but hey anything can happen, right? It took another hour and twenty mins to reach the town dock, there it was, the end, in sight, ahhh but don't be fooled, your not done yet. The next 45 mins were roll tacking the boat on every auto-tack, kite up, kite down, main in, main out, tack again..."who smokes? Light a cig" that last 200 yards can be a killer, finally, we crossed the line at about 11:46pm. still not bad.

Motoring the boat back to Madeline Island some of the comments were classic..."at least there were no flies" "hey, we're in before sunrise" "do you think we can still get a beer" "Tommie Nelson, owner to Tom's Burned Down Café' say's hey were in Wisconsin, I serve till 2:30" "but Tom, your bars outside! Are you nutz!" and the all time classic... "I wore everything I go iceboating in, and I was still cold!" ahhhhhhh Kitchi gami.

BOATS TIED UP POORLY IN SLIPS

Black snubbers order of the day

During the 4 recent heavy blows, I have noticed boats slamming into docks. A lack of a handy 1/2" spring line prevents me from stabilizing your boat in a storm. Leave one on the dock to use would be a great idea. 3/8" lines are very very marginal, especially for the one to the dolphin pole. In fact, with the fury, I've seen at 2 a.m. and winds of 50 + knots, 1/2" line and big black snubbers would be the order of the day if it was my boats! Is your boat worth it! I'm talking about only lines that are on the south and west sides of your vessel and a good spring line 1/2" or more! If you saw what I did, you would buy them tomorrow. If a line does not have a black snubber, it will be cut off and a good normal one installed because it rips up the docks. Save yourself \$ and damage and up grade today! And think of that 5th line, the spring line! Steve



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WEATHERMARK is a regular publication for the members and friends of Wayzata Yacht Club. It is published within the months of Jan., Mar., May, Jun., Jul., Aug., Sep., & 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 SCBREN@mn.rr.com.