

THE SAGA OF THE CRANE

By Mark Janda

For those of you with no patience, here is how the story ends. The City of Wayzata and the LMCD both voted unanimously this August to permit the WYC to build a crane on the dock next to the walkway to the island on the west property. The project engineer, our own Pete Willenbring, is soliciting bids for the construction work and expects that the crane will be in operation in time for Spring 2004 put-in. The crane will have a 5-ton capacity, and be able to comfortably handle boats of 30 feet or slightly more, depending on beam and draft. WYC's new crane will look a lot like the crane at the Minnetonka Yacht Club, but with another foot or so of hoist, a slightly longer arm, powered rotation, a powered traverse so that the hoist mechanism can be driven in and out along the arm, and a two-speed drive on the hoist itself. We are currently determining the fees required to make the crane self-funding, but it will be cheaper than using the Minnetonka Crane for WYC members. Some of the benefits we expect the new crane to bring to the Club and the sailing community at large includes:

- Provide handicapped access – specifically the ability to revive our program with Courage Center for paraplegic sailors.
- Improve safety for our youth, junior and collegiate sailors who will no longer have to muscle their 420's onto the three-decker trailers for regattas;
- Eliminate congestion and noise at put-in and take-out by enabling members to use the new, quiet, electrical crane at a time of their own choosing instead of lining up for the big snorting diesel crane on "put-in day."
- Support our fleets by making it less expensive and more convenient to host out-of-town boats at our regattas.
- Improved convenience and lower the cost of going to away regattas for our members. Now you don't have to buy a membership at MYC to go to LOW ISA, or Bayfield Race Week, or NOODS, or your one-design championship.
- Level the playing field for boats not on lifts. Now you can pull your boat and scrub the hull, fix dings, whatever you need without having to have a lift.

To the best of my knowledge, the Club has been trying to get a crane since shortly after our founding in the mid-sixties. For much of this time, the proposed location of the crane was at the turnaround to the east of the clubhouse, which is a very logical location. All the previous efforts foundered against the opposition of a few of the neighbors, and the opposition of the City. The most recent effort began in 1997 under Past Commodore Larry AuBuchon's leadership and continuing under Dave Onan through 1999, 2000 and 2001. After again being shot down in 1998, Larry and then Dave began looking for a different approach that might satisfy all parties and still allow the Club to get a crane. A number of creative approaches were kicked around:

- Telescoping cranes that would disappear into the ground;
- Collapsing cranes that could be folded flat to the ground when not in use;
- A BIG forklift;
- Mobile diesel-powered crane, to be parked nearby when not in use.

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WAYZATA YACHT CLUB

TO FIDDLER'S GREEN – CHARLIE ERICKSON

Dallas Johnson, Date: 28 Aug 2003

The sailing community lost a dear friend on August 28th with the passing of Charlie Erickson. His private airplane fell below radar outside of the Grand Marais airport that afternoon and the plane wreckage was found later in the day. Charlie is survived by his wife Carolyn and his three children. Charlie's sister-in-law Kathryn Pearson was also lost in the flight. Her two young children survived the crash with what are thought to be minor injuries. Charlie has been a mainstay of local sailing, the WYC, and the Apostle Islands for over 30 years with a series of boats named Quintessence. He has been one of (if not the) most important people to Lake Superior sailing during the last three decades. There is hardly a sailboat racer on the lake who does not know or has not sailed with Charlie at some time or another. All of us who race on Superior owe Charlie a great debt. A friend, a competitor, a mentor, a volunteer and a leader. The WYC family sends its condolences to Charlie's family and to the extended "Q" family. Please visit the WYC forum to leave your personal thoughts regarding Charlie.

Bob Lutnicki, Date: 29 Aug 2003

Our loss is beyond description, today we grieve tomorrow we will celebrate his life, it will be a long and difficult passage. Many pictures pass through ones mind, for me these cover some twenty-five years. I got to know Charlie in 1978, my first year as foredeck on Dick Wisti's Finlandia. We competed head to head with Charlie on his first Q, the Soverel 26, it was great racing. I learned then of his robust approach to life and his quirky "Charlieisms" that even he laughed at. I look at Dan's note in the forum and think of Steve Leach who, in a conversation with me before his tragic death, echoed Dan's words about Charlie's eagerness to build esteem and confidence in him as Q's foredeck Creature. Charlie always trusted that his crew would all do well as they worked together to make the magnificent Quintessence fly as fast as she possibly could. He loved everything that is sailboat racing, from hitting the start, to flying the blooper, to taking apart a winch or cleaning the hull, from tasting the first beer after the gun to finishing the last beer as the lie telling contests came to an end late at night. He reveled in it all with sheer joy. Husband, dad, skipper, sailor, businessman, friend, Charlie approached all his roles with boundless energy and a huge heart. In recent years I returned to Bayfield and to racing with Charlie. I called him last year for race week; I had just had shoulder surgery and had only one arm to give to Quintessence. Charlie did not hesitate, "Come on up Bob, we will find a job for you". The universe of Quintessence crew is huge and includes fabulous people from all kinds of backgrounds. A race on Q not only satisfied your need to sail and compete it also brought you together with the best people in the world. We all came together to be with Charlie and Carolyn on the their racing yacht Quintessence. Charlie, as Tina Turner said, "you're simply the best!" Now our thoughts are with Carolyn, her family and the Erickson family and to John, David, Eric and those others who played leadership roles in the Quintessence family for all these many years. You

who were blessed with the most certainly feel the most pain, somehow we will all get through this together.

Mark C Gross, Date: 29 Aug 2003

As I sit here at my desk trying to work, with tears welling up in my eyes, I find myself wondering, how is it that one person, one, almost-regular-guy, can have such positive impact on so many people. Well, maybe, Charlie Erickson, you were just that, an "almost" regular-guy. You possessed a host of classic traits that are indeed the "quintessential" traits of a great sailor, leader and role model. You possessed, and used to good ends and purpose, all of these traits: heart; soul; passion; intelligence; courage; wisdom; compassion; a patient teacher and trainer with high expectations; competitiveness; humor; personable; love and enjoyment of hard work and hard play; and a zest and zeal for enjoyment of life. You had all of these traits, and you had them trimmed to the fine edge of performance. Like the right genoa for "that" wind; beautifully set and trimmed: the right halyard tension, the most effective clew position, fore and aft/inboard and outboard, adjusted just so for the challenging wind shear in the middle of Lake Superior on a cold night in August. That was my first "Charlie moment" and it has long, long stuck in my memory. I am sure that I cannot count how many people you, Charlie, were some sort of mentor for. I know that I, just like so many others, will miss you as I progress in my own next steps in life, both as a boat owner/Sailor and fellow competitor who someday soon wanted to sail with you once again. I felt that I could try and learn what I was not ready for, or even cognizant of, when I raced the 1989 Trans Superior with you on Quintessence with Chewbacca crew. And as my own business grows from files on a computer to tiles on a floor, I know I will miss you too as a mentor in this, new-to-me-entrepreneurial-life, which you were so fluent in. Charlie, you have once again horized us, like you have so many times before, but this time it is too soon, and to a finish line that is further than we can, or should, lay on this tack. We are all a few tacks behind you, but now we are thrust into the position of being leaders of the fleet. It is a role that we have begun trying to fill, using you as a resource of wisdom and experience. Now, on this day we find we need to fully try and fill your deck shoes in our small, friendly, yet competitive, sailing community. In a time yet, but soon to come, when we look down at our feet, I hope we can realize that we are wearing those deck shoes of yours, and they indeed feel comfortable, and we can smile with that glimmer of familiarity, because we know how they are to look and fit upon us; you modeled them so well for us. Please, Charlie, pass on our regards to Doc Sam Solhaug. I suspect he'll be surprised to meet you so soon "on the other side of the wave" but they will indeed welcome you to their august Lake Superior ranks as friends among the finest sailors, and people, around.

Eric Bowen, Date: 29 Aug 2003

http://www.ebconsulting.net/images/Charlie_Erickson_Photos/index.html Memories of happy times...

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KSTP - St. Paul, Date: 17 Sept 2003

A 4-year-old girl who survived a plane crash in northern Minnesota is talking about her ordeal. Grace Pearson, 4, was on a plane with her mother, Kathryn Pearson, her 3-year-old sister Lily and her uncle Charles Erickson when it crashed along the North Shore near Grand Marais on August 28. She and her sister were the only survivors. Sitting with her father at Regions Hospital, in St. Paul., Grace told reporters at a news conference about how she stayed with Lily after the crash. "She was a little bit scared at the accident, and I took good care of my sister," Grace said. Grace suffered third-degree burns on her hands and a broken leg in the crash. She could be released as soon as tomorrow. Lily, who was in surgery during the news conference and could not make an appearance, has more-severe injuries. She suffered third-degree burns on her arms, legs and right side of her face. The girls and their mother were flying from Duluth to Grand Marais, which would have been followed by a car trip to the family's annual Labor Day-weekend reunion at a lake on the Canadian border. Their father, Toby Pearson, was going to meet them there.

Erickson, who was piloting the plane, tried to land in thick fog but did not make it. "Unfortunately, when planes land, there is a tremendous deceleration injury," said Dr. David Ahrenholz. "Even people who are seat-belted very frequently don't survive the crash. And we saw that with two people who were in the plane in this accident." For some reason, the two girls lived. "There's no obvious medical explanation why they survived," Ahrenholz added. Family members have their own explanation for why the girls made it. They said in Kathryn Pearson's obituary notice, which was published in the Duluth News Tribune: "The entire family... knows that these two brave little girls were lifted free by Kathy's, and by their own, guardian angels - and that true miracles do happen."

In lieu of flowers, the family asks for memorials to be sent to: Wayzata Sailing Foundation, Charles W. Erickson Memorial Fund, P.O. Box 768 Wayzata, MN 55391-0768 or the Cook County Search and Rescue, Attn: Sheriff Dave Wirt, P.O. Box 1150, Grand Marais, MN 55604-1150.

2003 ANNUAL BANQUET AT INTERNATIONAL MARKET SQUARE

Once again, preparations are under way to provide a glittering evening of fine dining, awards, story telling, dancing, partying, and supporting the silent auction on Saturday, November 15, 2003. We will be offering discounted reservations to those who pre-register before the event this year. In this way, you will have your table assignments, nametags, and tickets sent to you in advance; rather than waiting on line the evening of the banquet. Watch for a special mailing towards the end of September for details and registration information. Volunteers are needed to help construct the table centerpieces the previous week and to help with registration the evening of the event for an hour from about 5pm – 6pm. Please contact Steve Bren at 612-701-3230 if you can avail yourself to help. This volunteering also counts toward your 15 race minimum requirement.

SILENT AUCTION: VOLUNTEERS NEEDED!

This year, the Silent Auction will again be part of the WYC Banquet. Jodie Hertig and Jay Gartin (Capri 25, Capricious) have volunteered to coordinate this year's Wayzata Sailing Foundation Silent Auction and would like to solicit your help. Last year, the auction raised over \$9,700 and we'd like to think that we could meet or surpass this number in 2003. Also, Jodie and Jay vow to make the auction preparation a good time by planning a few get-togethers with volunteers to meet, coordinate, and socialize. Currently, they are looking for volunteers for various responsibilities. New this year, the fleet with the most participation in volunteering will receive a percentage of the auction proceeds! Please feel free to contact Jay at 952-949-2381 (h), 612-803-2418 (c) or email at jgartin@ix.netcom.com to volunteer. This is a chance for you to make a real contribution to local sailing, so call right now! Also, it's time for all club members to start pondering what you, your crew, or company WILL donate for auction (merchandise, services, etc.), as we'll be soliciting these in the coming days. Here's what is needed:

- Solicitors for commercial vendors
- Solicitors for WYC donors

- Table Runners
- A Guard to watch merchandise at banquet
- Collection Site Helpers
- Collection helpers
- Cashiers at the banquet
- Delivery persons with a Suburban or better vehicle
- Donations

Thank you in advance for your commitment to donate to and support the WSF. Donations can be left at the club with Beth, Jay or Jodie after the races on the following dates:

- 9-21 Normal Sunday Race
- 9-27 WYC Fall Regatta
- 9-28 WYC Fall Regatta
- 10-4 First Commodore Cup Race
- 10-11 Second Commodore Cup Race
- 10-18 Third Commodore Cup Race
- 10-25 Frostbite and Pull Out

Please contact Jay if you have any questions or need to make special arrangements.

U-GOTTA REGATTA – 2003

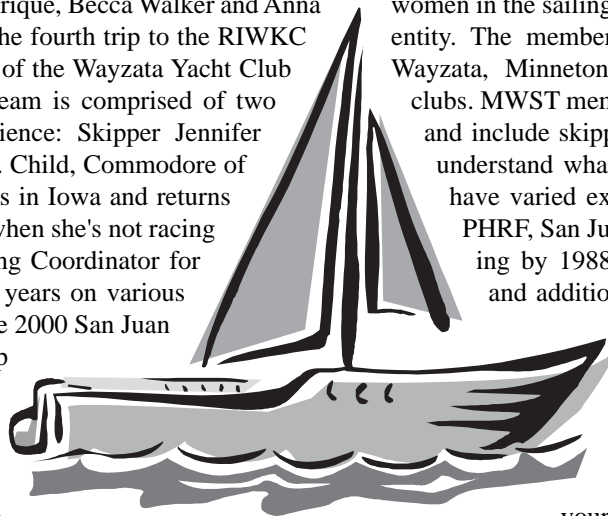
By Steve Bren

The 2003 J/24 U-Gotta Regatta and World Championships Qualifier was a beautiful thing this year. Saturday, September 13th dawned crisp and clear, as 27 J/24s – including 8 out-of-towners – converged at Wayzata Yacht Club on Lake Minnetonka for two days of jousting. Weather cooperated beautifully with crystal clear blue skies and winds of 8 to 12 knots. Skipper John Dennis, High Heels, #4435, spanked everyone early by getting a bullet in the first race and never finishing more than 3rd in any of five races. His 1,3,1,3,2 finishes in the five races for 10 points is incredible within this tough fleet. Great sailing John Dennis, John Loomis, Pat Hutner, Diana Glasgow and Matt Ratliff. Chad and Sue Olness, Zoom, #4047, took second place with Terry Foster trimming and calling tactics – scoring 8,7,3,1,4. Having recently won the Great Lakes J/24 Championship, Zoom and High Heels now are both qualified for the J/24 World Championships to be hosted by the Noroton Yacht Club in Noroton, Connecticut in the fall of 2004. Third place was Dugan Buffington, Asylum, #1250, our erstwhile fleet captain and organizer of this fine event – scoring 5,5,4,6,5. Fourth place was Dave Breitner, Voodoo, #5136, who finished 6,2,2,13,6. Fifth place was Usual Suspects, #5008, with Chris Jewett driving and winning the final race – scoring

13,4,5,10,1. Saturday evening brought out the party beast in everyone as the band (an all woman group with attitude) entertained and the rum shack, hosted by Sean Delaney, Angela Johnson and Lisa Fischer fired up the crowd. Saturday night's buffet dinner of chicken and ribs, expertly prepared by Dee Geary of CATER-DEE, was delicious and satisfied all sailors' appetites. The best decision by the J/24 fleet was to contract Dee to do all the breakfasts and lunches also, which were excellent. Thanks Dee! A HUGE thank you to Angela Johnson and Lisa Fischer who, though not in our fleet – J/22 gals – stepped up to the plate at the last minute and got this sad-sack group of slugs organized into something that turned out to be a really fun weekend of sailing and partying! Also, a heartfelt thanks to the race officers, working a long day Saturday getting in four races, keeping the course straight and then moving it to give us a huge leg in Race 4. Thank you Bert Foster for your personal oversight in running the 2003 U-Gotta Regatta with the highest scoring standards. The trophies were really cool, too. If you are interested in buying extra T-shirts, contact Steve Bren or Dugan Buffington. Visit <http://www.racej24.com/> for complete details.

2003 ROLEX INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP

The 2003 Rolex International Women's Keelboat Championship will be sailed September 27 through October 3, 2003 at Annapolis Yacht Club, Annapolis, Maryland USA. Representing Wayzata Yacht Club, as well as, all of Minnesota, are the Minnesota Women's Sailing Team, J22, #USA 692, SheMIGHT. Skipper Jennifer Child with crew Tanja Manrique, Becca Walker and Anna Goldammer will compete. This is the fourth trip to the RIWKC for the MWST, which is based out of the Wayzata Yacht Club on Lake Minnetonka. The 2003 Team is comprised of two members with prior Rolex experience: Skipper Jennifer Child and trimmer Rebecca Walker. Child, Commodore of the MWST, grew up racing X-boats in Iowa and returns home to helm the family's E scow when she's not racing on the MWST J22. Walker, Training Coordinator for the MWST, has been sailing for 6 years on various boats in MN. Her credits include the 2000 San Juan North Americans, 2001 Adams Cup and the 2001 RIWKC. The newcomers bring off the water experiences that contribute to the great rapport and intensity of this Team. As a former National Park Service Fire fighter, Anna Goldammer is particularly quick in the fourth position. As a trial court judge and former competitive figure skater, Tanja Manrique focuses on rules and tactics, and is steady under pressure on the foredeck. The 2003 Team has com-



peted together in various local regattas including J22 Fleet #1 Icebreaker, ADA Regatta and J22 Districts. The MWST's goals for 2004 include J22 Worlds and competing for a spot in the Adams Cup. The MWST is based at the Wayzata Yacht Club (WYC) in Wayzata, Minnesota. Although an integral part of women in the sailing picture at WYC, the MWST is a separate entity. The membership is composed of women from the Wayzata, Minnetonka, Shorewood and Black Bear Yacht clubs. MWST members come from varied boat backgrounds and include skippers, expert crew and those still trying to understand what is going on. Individual MWST sailors have varied experience on J24, J22, Capri 25, MORC, PHRF, San Juan, Sonar and E-Scow boats. With coaching by 1988 Olympic Sailing Coach Gordy Bowers and additional instruction from experienced MWST members, the MWST is the ideal place to build your skills, or to learn the ropes. Does the MWST sound like something you want to learn more about, or maybe even join? Please contact Jenny at 612-616-0804 and she will respond to your questions and provide you with membership information. Also, visit <http://www.mwst.org> for photos of SheMIGHT launch and WCCO interview with Randi Kaye plus membership and contribution opportunities, training seminars and 2003 Rolex information.

J22 WESTERN GREAT LAKES DISTRICT CHAMPIONSHIPS REGATTA

By Dallas Johnson

J22 Fleet One, for the 18th consecutive year, again hosted the J22 districts. The weather was glorious with four Races on Saturday, September 20, raced in sunny 65-degree weather and winds that steadily increased from 10 knots to the low 20's by the end of the day. Race 1 saw Joe Cool take a bullet with Norwegian Woody in second. Norwegian Woody, with J22 yachting maven Jappa Lovald watching from the sidelines with a back injury, saw his team take his boat to steady top three finishes throughout the regatta. Apparently Matt Pike and Mike Bowers liked the idea of sailing Jappa's boat around in heavy weather without him as they finished a strong second in the regatta with 14 points. A sixth place finish in Race 1 hurt Terry Foster in Speed Buggy, but steady top three finishes helped propel them to a strong third place finish with 15 points. Professor Hansen took everyone to school with a string of bullets for Races 2 through 5. It was kind of him to give everyone hope with a 720 induced third place finish in Race 1, but after that the hammer fell and reality set in. Congratulations to Lars Hansen, John Noller and Andy Marsten with a first place, 7 points, finish. Several boats also came from Kansas City for the event. Blake Middleton headed up the race committee with help from Davey Onan, Charlie Onan and Stefani Mach. Someone cooked up some great dinner food on Saturday, but I didn't notice who – rumor has it was Thorn Turner and Terry Foster. And most importantly, Jappa Man handled the event management. Congratulations to all participants!

Fleet #1 J/22

Number of boats in Series = 18 Number of Drops = 0

Sail #	Name	Race 1	Race 2	Race 3	Race 4	Race 5	TOTAL	PLACE
865	USA 865	3	1	1	1	1	7	1
1311	Norwegian Woody	2	4	3	2	3	14	2
1048	Speed Buggy	6	2	2	3	2	15	3
513	Let's Boogie	7	5	6	7	5	30	4
506	H K Phooey	4	3	10	10	7	34	5
651	Shadowfax	11	6	7	5	6	35	6
1481	The Angry Beaver	5	8	4	4	DSQ	39	7
20	Joe Cool	1	7	11	12	DSQ	49	8
230	Formerly Texana	13	12	8	9	8	50	9
1005	Pure Energy	16	14	5	6	12	53	10

S2 7.9 INTERNATIONALS – SONGBIRD DEFEATS FRIENDS AND FOES

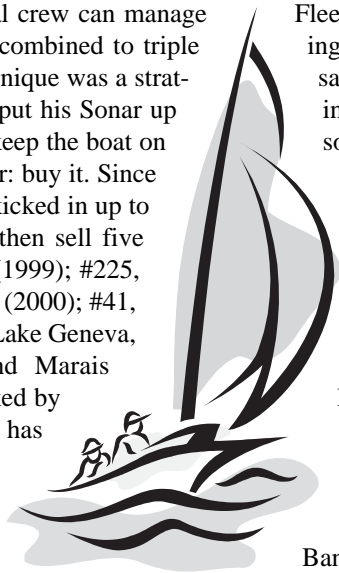
Songbird of Wayzata Yacht Club won the S2 7.9 International Championship, Amateur Division, and placed second overall. The Championship Regatta was held in Menominee, Michigan from August 21-23. Seven boats represented Wayzata Yacht Club: Songbird, Skyhawk, Wavelength, Shadow, Island Flyer, Religious Experience and Whirlwind. In addition to having a great time, many Wayzata Yacht Club boats made an impression. Skyhawk had an up and down regatta which included a miraculous fourth race. They were several minutes late at the start but clawed their way back to a fourth place by playing the shifts. Skyhawk finished eleventh in the regatta. Wavelength scored big party points with free rum drinks Friday night and of course Tom Elsen gave his usual inspiring speeches as S2 7.9 Class President. Tom also won the owners division in the centerboard grinding contest organized by Mike Bares. However, unbiased observers reported that Roger Friedell (co-owner of Songbird) would have won but there was a time keeper error. Shadow, Island Flyer and Whirlwind gained valuable regatta experience. Speaking of experience, Religious Experience won the unofficial party championship and won the boat name taping award for being renamed No Real Experience.

Nine races were held during the regatta under a wide variety of Great Lakes wind and waves. Spike Boston, a sail manufacturer and professional sailor, raced Frequent Flyer and took first place overall. Songbird was sailed by Dave Richfield, Roger Friedell, Mark Oppen, Mike Bares and Jordan Woods-Wahl. Jordan filled in for Rob Hahn who couldn't make the regatta because he took a wonderful car trip in 100 degree heat to visit Southern in-laws. Good judgment, Rob. Songbird attributed a successful regatta to several forces all coming together at the right time. These included the experience at Wayzata Yacht Club of sailing in a relatively large and increasingly talented S2 7.9 fleet and the experience of sailing with well over 100 boats on Thursday evenings. Songbird had many memorable moments including: winning the first race; the last leg of race 5 when tactician Mark Oppen called every shift and they vaulted from seventh to first; the best quote of the regatta during race seven, "Dave, stop thinking and just go fast;" race nine when they needed a good race and pulled off a second place start and held position the entire race; and finally the ride home bringing some regatta hardware back to Wayzata Yacht Club.

THREE STRATEGIES FOR SONAR FLEET EXPANSION

By John Sligh

In 1998, Sonar Fleet 5 had dropped to only four boats racing regularly. Fleet 5 did not want to merge with PHRF, plus the lack of competition at home was proving a detriment for regatta racing off Lake Minnetonka. The Fleet needed to attract sailors back to the Sonar, which is ideally suited for racing. Sonars are fast, the cockpit is large and comfortable, and minimal crew can manage most races. Ultimately, three strategies have combined to triple the number of Sonars racing regularly. Most unique was a strategy that evolved when one of the non-racers put his Sonar up for sale. What could the Fleet do not only to keep the boat on the Lake but to get it back on the line? Answer: buy it. Since 1999, "investors" from within the Fleet have kicked in up to \$1,500 apiece in personal funds to buy and then sell five used Sonars: #311, Ship Weck, off the Lake (1999); #225, Banue, from Lake Carlisle in southern Illinois (2000); #41, Azor, off the Lake (2001); #231, Molly, from Lake Geneva, WI (2002); and #200, [TBN], from Grand Marais (2003). Each Sonar and trailer has been checked by one of the investors prior to purchase, each has been sent to Stosh for any necessary repairs to make it racing ready, and then each has been sold for only the purchase and repair--no profit and no interest--and under one condition: the boat has to stay on the Lake and be raced. The second strategy has been a total Fleet effort to increase all skill levels. No one who is consistently at the bottom of the Fleet is going to stay interested in racing for long. No one who is consistently at the top of the Fleet is going to stay challenged. To maximize competition in the Fleet, key crew switch boats to exchange racing techniques, skippers regularly discuss tuning post race, and helping one another is the norm rather than the exception. This spring owners split expenses for one of the



nation's top Sonar racing teams to share their expertise with the Fleet. Steve and Melissa Shepstone (Watertown, CT) taught Sonar racing strategy over a three-day period, using a 3-hour chalk talk, on-the-water drills, and video taping. A third strategy to increase membership was to increase the Sonar "friendliness factor." Fleet members work at registration tables for the spring racing seminars, skippers try to find crewing spots for new sailors, and the fleet captain publishes a list of people interested in crewing. Fleet members take turns hosting socials about once a month during the racing season and once during the winter. Each September, three or four Sonars have traveled to Lake Geneva, WI for the North American Championships. Three nights of socializing and three days of competing against some of the nation's best Sonars have further united the traveling WYC Fleet 5 owners and crew. What have these three strategies accomplished? When the latest investment boat hits the line, the number of Sonars racing regularly will have tripled in five years. Competition has also picked up. Ship Weck, #311, the first boat purchased by the investors, just placed 2nd in the ADA Regatta/Great Lakes Sonar Championship. Banue, #225, and the second "investment" boat, took 2nd in the first ADA race and placed 5th for the regatta. In fact, the nine Sonars racing on the first day finished within six minutes of one another, very competitive considering the light wind. Sailors looking for a reasonably priced first boat (strategy one), racers looking for a Fleet that will share expertise and encourage competition (strategy two), and/or people wanting to enjoy the sport off the water as well as on it (strategy three) are the folks for whom Fleet 5 is perfect. Contact John Sligh, Fleet 5, Captain.



WYC TROPHY PHOTOS

You will, again, be able to select your trophy photos online at www.wyc.org/photo beginning in early October. Additional trophy frames and 8" x 10" or 4" x 6" photos may also be ordered. Check the web site for informational updates and link.

WYC TRAVELING TROPHIES

Remember to return your traveling trophies to the clubhouse before the awards banquet – preferably by October 25th. Please be considerate and take the time to polish your trophies for the next recipient. Even if you have won the same trophy again this year, you are still required to polish it and bring it to the banquet for the awards program.



TROPHY GLASSWARE – 2003

Be aware of the deadline of October 17th for ordering extra glassware on the colored inserted order form. You can go to www.wyc.org, click on Results, click on Boat List, then click on your boat sail number for a complete listing of the trophy glassware you've won during the 2003 sailing season.

The Saga of the Crane continued from page 1

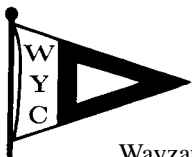
Among the many people who invested their time and energy in this process were Bert Foster, Tom Elsen, Pete Willenbring, Pat Maloney and Dallas Johnson. They came up with a concept for a conventional fixed crane mounted on a dock on the west property. Their idea had a number of advantages:

- The location kept the crane out of the sightline of all but one or two of the neighbors.
- The west property was a marina before Wayzata had a zoning code, so we were in a more favorable position to obtain the necessary permits to add an essential piece of marina equipment like a crane;
- Placing the crane on the dock meant that boats could approach two at a time and at a right angle to shore, while only sacrificing one dock. Had the crane been placed ashore, we would have needed to remove two or three docks to allow boats to approach the crane singly and parallel to the bulkhead
- Placing the crane on the dock preserved all the existing parking in the family member lot.

Because the LMCD regulates docks, this approach required obtaining a permit from the LMCD as well as reaching some kind of agreement with the City of Wayzata. Following Tom Elsen's presentation and supported by Dallas Johnson's excellent graphics, the LMCD unanimously granted the WYC a permit at their February 27, 2002 meeting. At around the same time, Club member Chris Holm used his personal acquaintanceship with Wayzata Mayor Barry Petit to introduce Bert Foster and other Board members to the Mayor and begin a dialogue about City/Club relations in general, and the crane in particular. As a result of these preliminary discussions, concerns on both sides were aired and our relationship with the City was put on a very positive and constructive footing. The WYC Board then decided to proceed with the process of obtaining a Conditional Use Permit for the crane for the City. The City staff did a tremendous job in guiding us through the City's hearing and permitting process, ensuring that all parties were heard and that our case was presented fully and fairly to the Planning Commission and City Council. Planning Liaison Chris Slania was most directly involved in this process, but Public Service Director Dave Dudinsky, Police Chief Kevin Kelleher and City Manager Al Orson displayed a very high degree of professionalism in handling what had historically been a very problematic issue. After almost a year of behind-the-scenes activity to surface and resolve concerns by the City and our neighbors, we appeared in front of the Wayzata City Planning Commission on March 3, 2003. Thanks to an outstanding organizing effort by Pat Maloney, the room was filled with members, friends and supporters of the WYC. The U of M sailing team was there, as were representatives from the LMSS, MWST and a cross-section of our membership. Also key to the presentation were a set of composite pictures prepared by Dallas Johnson showing the Minnetonka Crane superimposed over the west property and scaled to make the crane appear to be 26 feet tall. These pictures were to take on critical importance in the "last act" of the crane saga. The planning commission was clearly impressed with our case and the depth of support from the sailing community, and voted unanimously to forward our application to the City Council with their approval. While the City did impose some new conditions on the operation of the crane, these conditions were entirely reasonable and workable to meet the Club's needs while protecting the neighbors and public. On April 15, we were in front of the Wayzata City Council. Several of the City Council members commented favorably on the appearance of the crane as represented by Dallas' composite pictures. The Council then voted unanimously to approve our permit. We were on our way – or so we thought. Within days of obtaining the permits from the LMCD and the City, Pete Willenbring had begun the detailed engineering of the crane and supporting dock structure. During this process, Pete discovered that the detailed drawings submitted to the LMCD more than a year previously and subsequently to the City of Wayzata were in error. One critical dimension, the height from the parking lot to the bottom of the crane arm, was shown as 15 feet. This should have been 25 feet, and was probably a typographical error. In any case, that dimension was specifically referred to in both the City and LMCD permits. As engineered, the bottom of the crane arm would actually be about 24 feet above the parking lot. Could we go ahead and just kick the crane up 9 feet without getting our permits amended? Both the City and the LMCD said "No", so it was once again back through the public hearing and approval processes with both the LMCD and the City. Dallas Johnson, or rather Dallas' composite picture of the crane, is the hero of the story. Both the LMCD and the City stated during their hearings that they had originally approved our application based on that picture. The 9-foot change in the engineering drawing was not a problem so long as the crane would still look like the picture that we had presented them back in 2002 and early 2003. Once again, the LMCD and the City of Wayzata unanimously approved our application. This time, with exact and correct engineering drawings included. That's the end of the saga. A multi-year effort supported by a cast of thousands (well, dozens at least) ended in success. And not only did we get a crane out of the deal, we strengthened our relationships with the City, our neighbors and our friends in the sailing community. Not bad for a mere 35+ years of work.

WYC CRANE-OUT

Crane-out will take place on Saturday, October 25th this year. Look for the sign-up sheet at the clubhouse in mid-October to reserve a time slot for lifting your boat out. Cost is \$35. Please bring cash or a check made out to Wayzata Yacht Club. So to recap: First priority will be going to those already signed up at crane-out, and we'll fill in with those who just show up – as time permits. So sign up or you could be waiting a while!



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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 @ Register Here" icon at <http://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 and to include the months of Apr./May, Jun./Jul., Aug./Sep., Oct./Nov., & 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 **612-701-3230**, Sbren@mn.rr.com or steve_bren@yahoo.com.