

# WAYZATA YACHT CLUB

## BLAKE MIDDLETON FUNDRAISER RAFFLE

*By Steve Bren*

Hey, y'all! Wow! You've all totally surprised me! As most of you know, we recently had a three-week fundraiser for Blake Middleton whereby we raffled off a beautiful Citizen Sailhawk Yacht Timer watch. All the members should be proud of their generosity. With your open checkbooks and deep pockets we raised \$3,235 to assist Blake with expenses from his recent medical issues. In addition to his diagnosis of MS over the winter, during late spring Blake received surgery for gastrointestinal cancer. Blake's prognosis is good and the tumor appears to be benign, but he was expected to be out of work for about a month recuperating. The first two weeks of the raffle were slow, but as people became aware of Blake's prognosis they practically stumbled over each other to buy the raffle tickets to help out Blake. Many members made donations without even wanting raffle tickets at all! Liz Greene, owner of everGreene Jewelers, once again selflessly donated, at cost, the Citizen Sailhawk Yacht Timer watch for the raffle. Why would any Wayzata Yacht Club member shop for jewelry anywhere else? (If y'all may recall, she donated the Citizen watches as trophies for the J/22 Dave Cool Fifth Anniversary Absolute Cool Icebreaker Regatta in May, also).

Thanks a ton, Lizzie, we love and appreciate your generosity and your store, everGreene Jewelers. It was also great to see a fellowship of members, once again, supporting one of our own. Blake, along with the other guys and gals of the Race Committee, work their butts off giving us great course settings, race management and scoring while we're out playing sailboat racers. Blake has run countless lotteries on Lake Minnetonka for us (we call them sailboat races) and it was time we held a lottery for him. Oh yeah, one more thing – the winner of the raffle! Harvey Kalweit, crew on Bruce Tam's Capri 25, "Tsunami", won the watch but doesn't want to keep it!? What will we do? Find the answer in the ADA Regatta article elsewhere in this issue...

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## 4TH ANNUAL ADA REGATTA - SAIL FOR THE CURE!

The 4th annual ADA Regatta will be held on Lake Minnetonka on July 24 and 25th. Wayzata Yacht Club sponsors this event and donations can make a real difference for people affected with diabetes. Since more than 6% of the population has diabetes, it is likely that someone you care about has been affected by this chronic disease which currently has no cure and is the 6th leading cause of death in the U.S. The mission of the American Diabetes Association is to prevent and cure diabetes and improve the lives of all people affected by diabetes. By raising funds for the ADA, you become a voice for the ADA and a partner with them in the fight against diabetes.

Last year's ADA Sailing Regatta took place on July 26-27, 2003. Nearly 100 boats participated and sailors enjoyed two days of racing (despite wind challenges), silent and live auctions, and a picnic dinner and awards ceremony. The event raised nearly \$34,000. A new fundraising component last year encouraged participants to raise money as individuals or as a team to compete for recognition and special prizes. Top individual fundraiser was Nancy Anderson who raised \$1,000 in addition to participating on the boat Rockit. Her team raised \$1,525 overall!

This year's regatta promises to be another fun event! In addition to racing and the usual after race socialization, there will be a silent auction, a live auction, a 4x6 photo of your boat, traveling trophies, and live entertainment. A buffet dinner featuring Lloyd's BBQ Ribs will be available Saturday night as well.

In addition to racing prizes, prizes will be awarded to the top individual fundraiser, the top fundraising boat, and the top fundraising fleet. There are indications that our marvelous competitive spirits are gearing up for the fundraising aspect of the regatta. Emails and phone calls are flying seeking donations, individual boat sponsorships, etc. \*\*\* The Citizen Sailhawk Yacht Timer watch from the Blake Middleton raffle, will be given to the boat raising the most money for the ADA.

Corporate sponsorships, our regatta entry fees, and the proceeds from the silent auction will also be donated to the ADA. The 2004 Regatta Committee has been working hard so that we can significantly top last year's results! Information and tools to help you raise funds are provided online in the Notice of Race on the ADA Regatta link on the WYC website at: <http://www.wyc.org/ada.htm>.

So what can you do to raise funds for this cause?

- Double your fundraising! Check with your employer for a matching gifts program.
- Secure sponsor money! Ask your family, co-workers, friends, and neighbors to contribute to your goal.
- Share your stories! Let the people know how you're preparing for the Regatta and what it means to you.
- Enjoy the process! By participating, you become part of the cure.

Finally, new this year will be a separate "race" for non-racers. The Cruiser's Race will start in front of WYC and sail to Excelsior before returning to WYC. Each boat will start at a specific time based on their boat's estimated speed potential. The first boat back wins the race, but the real winners will be the ADA. This is the perfect event for those interested in the social events and fundraising aspects of the ADA regatta. For further questions regarding the race, contact Dallas @ 952-931-9108.

*For additional information and mail in registration contact:*

**4th Annual ADA Regatta  
715 Florida Avenue So., Suite 307  
Golden Valley, MN 55426**

**or Jenni Hargraves at 763-593-5333 x6787**

Learn more about the American Diabetes Association at: <http://www.diabetes.org>.

## LOWISA 39 REGATTA - AUGUST 1 TO AUGUST 7, 2004

*Lake of the Woods International Sailing Association • Kenora, Lake of the Woods, Ontario, Canada*

The Lake of the Woods International Sailing Association invites you to expand your sailing horizons on one of the most astounding sailing adventure vacations available. Come alive to the appeal of sailing through the amazingly breathtaking waters of Lake of the Woods. Indulge in the sights and sounds of the great Canadian/American wilderness. Feast on the shape of glacial structures chiseled over the centuries of nature's influence. Tall pines, birch and other timber grace the 14,662 islands and 65,000 miles of shoreline. Watch the abundance of wildlife and explore this territory rich with historical significance. The lake itself straddles the international border and extends about 100 kilometers (60 miles) in each direction leading to numerous areas of the lake that hold excellent sailing opportunities. Plans are currently being finalized for one of the most spectacular sailing events in North America. The weeklong regatta is staged by an association of Canadian and American sailors on beautiful Lake of the Woods in Ontario, Canada. LOWISA is a non-profit organization of volunteer sailors. At the May WYC BOD meeting, the Board approved giving 3 race credits for going to LOWISA towards a member's 15-race requirement. The policy allows up to 3 miscellaneous race credits of the 15, if approved in advance by the BOD. Also, there will be FREE crane out and in for WYC boats going to LOWISA. For more information and complete sailing instructions, go to <http://www.LOWISA.org>.

# 2004 J-22 WORLD CHAMPIONSHIPS

By Joe Turner

Alec Cutler of Annapolis, MD, was crowned the 2004 World Champion after holding off reigning champ John den Engelsman of the Netherlands by two points at the World Championship in Annapolis. Cutler was joined by crew Paul Murphy and sailmaker Max Skelley. The regatta boasted 130 boats, the largest fleet ever to participate in a J/22 championship. The first two days of racing served as a qualifying series, splitting the fleet into gold and silver divisions. The three races in steady breeze on the opening day proved to be the qualifying races after the wind fizzled out on the second day. Despite light and shifty conditions for the second half of the regatta, the Race Committee was able to complete three races on day three but had to abandon the second race on the final day due to a 40-degree wind shift. Organizers eventually got off two races to bring the series to eight, with a worst-race throw out. Going into the final day, several teams were in the running for the championship, including 2002 World Champion Terry Flynn. After den Engelsman took a bullet in Friday's first race, it appeared that the champion would keep his title. But when Cutler took a hefty lead on den Engelsman in the final race, the champion retired from the race knowing that Cutler had secured enough points to win. Excerpts obtained from Nancy Noyes, The Capital and [http://www.usaj22.com/2004\\_worlds.html](http://www.usaj22.com/2004_worlds.html).

## Top Ten

- |                            |                         |
|----------------------------|-------------------------|
| 1. Alec Cutler (40 points) | 6. Greg Fisher (80)     |
| 2. John den Engelsman (42) | 7. Matt Beck (82)       |
| 3. Dave Van Cleef (61)     | 8. Marvin Beckmann (95) |
| 4. Henry Filter (67)       | 9. Terry Flynn (98)     |
| 5. Scott Nixon (74)        | 10. Terry Foster (98)   |

For full, final results, go to:

[http://annapolisyc.org.x.m6.net/uploads/results/2004\\_J22\\_World\\_Championship-2004/J22\\_Worlds\\_Final.html](http://annapolisyc.org.x.m6.net/uploads/results/2004_J22_World_Championship-2004/J22_Worlds_Final.html).

What an event. From the moment we pulled into the Annapolis Yacht club parking lot (and nearly lost a wheel off the trailer but that's another story) and saw rows and rows of J-22's sitting on trailers it was clear this was not just another regatta. 130 boats and some of the biggest names in one design sailing had signed up for the largest 22 gathering ever. On Saturday, AYC hosted its Spring One Design regatta, which they limited to J-22's due to the number of entrants. Between 40 and 50 boats started each of the three races. Conditions were much like a WYC Sunday in July: hot, lumpy and light, with plenty of "aircraft carriers" cutting through the fleet. We kept telling ourselves it was just like home and we should be well prepared. A couple of decent finishes but nothing spectacular. Good preparation though. Sunday and Monday were spent rigging, measuring, weighing (boat and crew), inspecting, spending (as Terry put it, "for two \$20 beers they give you a free winch handle") cleaning, putzing, polishing, spending some more and finally, sailing. Monday evening was the opening ceremony, attended by the mayor of Annapolis and governor of Maryland, with Gary Jobson as honorary chairman. Very impressive. AYC was very well prepared and did an outstanding job weighing, mea-

asuring, registering, and getting everyone in and out of the water. From the assigned raft up spot, trailer spot, etc. everything was very well orchestrated. They even had bow numbers assigned by club so all the Fleet 1 boats were together in the parking lot. Except one. "We have one team still on the road from Minnesota" said regatta chairman Ray Wulff at the opening ceremony. Fleet Captain Jappa had broken down in Indiana and spent two days trying to get his van fixed. They were originally granted a two hour extension of the "all boats must be in the water by 1600 hours on Monday" rule. This was extended to a very accommodating "get here when you can and we'll take care of everything Tuesday morning" by Ray after Jappa politely asked, "I'm about to get on I-80 - should I go East or West?" They finally arrived at 0230 on Tuesday, and had their boat rigged, registered, weighed and on the line seven hours later. The regatta began with a southwesterly breeze that would build to 10-15 by the end of the day, the best breeze we would have all week. We were split into four fleets for the qualifying series, and would race against each of the other three fleets twice. There would then be a six race Gold and Silver series, but with the qualifying scores carrying over. We opened with a 23, not what we'd hoped for but not too bad in a fleet of 65. The highlight was watching the second group come into the downwind finish with Lars, Jon and Rod almost catching Greg Fisher for the bullet, and a sleep deprived Jappa, Mike Bowers, and Cool Cup champ Rick Lucas in the top pack in 12th place. Things got even better in the second race when all three of us not only raced together but spent most of it at the front of the fleet, finishing 5th, 10th, and 15th. They then got even better in the third race as we battled defending champion John Den Engelsman of the Netherlands around the course for the lead, finishing 3rd, only to discover Lars had again outdone us in the other fleet, taking another second. Jappa also had another solid finish to put Fleet 1 in 7th, 14th, and 19th out of 130 after the first day. The size of the fleet really became apparent as our finish in the last race, and being in the first group, meant we got to look back at most of the 130 kites on the long reach home. Wednesday was the kind of day the gives PRO's nightmares - and worse. Barely enough velocity, but never stable. Lars and Jappa got some good starting practice in the first group, but the wind was too shifty to get the second fleet off, resulting in two abandonments. We finally got both fleets started by mid afternoon only to have the time limit expire. The word chaos was redefined at some of the mark roundings as the dying breeze and strong Chesapeake Bay current brought both fleets together. The lake sailors in the group (and many others) learned a few lessons as, approaching the weather mark on a long port, had to continue bearing off until we had to set kites to get around the mark in the strong ebb tide sweeping us away. With no races completed, the qualifying series was complete. Three Fleet 1 boats remained in the top 20, with the Women's team and the Turnham team from Duluth representing the Silver Fleet. Now the fun really began. After a decent start we decided to take a "few" transoms to work the right side of the course. A few turned into about 20, then more as we began to lose lanes, then most of the rest when a lefty came through. Despite a 60th place rounding,

and a low 50's finish, we still found ourselves amidst some very good sailors. Welcome to the Gold Fleet. After that thrashing, we settled in. With one top five first mark rounding, we scored two in the low to mid teens, which also enabled us to toss (for now...) the 53rd. The highlight of the day was Lars' 5th in the second race. Jappa continued to score very consistently but unfortunately received a Z flag during a general recall, turning a 17th into a 30th. We were all still in the hunt though, with only one more day to go. The final day was fluky again, with severe thunderstorms in the forecast. We again got "zorched" (new word of the week) after a 4th place weather mark rounding to finish 13th. The fleet was just too tough to get any separation after a good first beat. As the wind died and it began to rain, the general consensus was that we were done racing. A second race was started, but then abandoned after one lap when a 50 degree shift came in. The Race Committee persevered, the course was reset and the final race began. Several boats were able to port tack the fleet, only to lose big when they kept going, and a new breeze filled in from the far left. We were caught somewhat on the right as well, but fought back from the mid 30's to finish 19th, giving us what we hoped would be a top 15 finish. However, this had been a very tough day for many outstanding sailors, including John Bertrand, Chris Larsen, Terry Flynn, Kelson Elam, and unfortunately Lars and Jappa, which would move us into a 9th place tie with Flynn, which he won by virtue of two race wins. While we were obviously happy with that, it was disappointing that it had to come at the expense of the rest of the WYC team, who had sailed so well all week. Alec Cutler of Annapolis, a newcomer to the fleet, recovered from about 20th at the first mark to 8th, to win by two points over defending champion Engelsman. He never won a race, but finished in the top 10 all but once. David Van Cleef, Henry Filter, and Scott Nixon rounded out the top five.

Like any major event, there are a lot of lessons learned - and relearned. Here's what we picked up. They may not apply to all types of boats, but definitely to the similar conditions (lots of boats, "angry jello," etc.) we find on Minnetonka most Sundays:

1. Work on the boat will take (at least) twice as long as you think. Plan accordingly and get it done.
2. Be patient. Even if caught on the wrong side, it only takes one shift or puff to get back.
3. Choose your battles; focus on the war. We were "taken to school" at least once every race by many people we ended up beating in the series.
4. Keep cool. A 12 race regatta, like an 18 race Champ series, is a long event and will have its frustrations. The key is to recover quickly and move on.
5. Keep an open mind; there were definitely times we were not moving, but kept making adjustments to sail controls, leads, rig (when possible) to get us back in the groove. We also had to continually modify our current strategy as the tide tables and what we saw on the water didn't seem to mesh. (Hint: go with what you see on the water!)
6. Manage your lanes. Use blockers, and know who might take it before you tack.
7. Plan mark roundings well in advance. Have a plan for what you want to do around the offset, which gate to round, etc. but be ready to modify that if an opportunity presents itself.
8. Be aggressive at the start, but not reckless. We found that by setting up late (final tack to starboard) - usually between 45 seconds and one minute - that we almost never lost our hole, and had a good sighting on the line. From there in a big fleet, you can just sail for a couple of minutes and let the oxygen-deprived boats drop back.
9. Keep crew weight close together, and centered over the keel in the lump. On the 22, this means helmsman forward of the traveler even on the downwind. We even saw some foredeck crews below deck on the upwind legs and it seemed to work well.
10. Try to relax and have fun - that's why you're there.

## CITY OF WAYZATA - 150 YEAR CELEBRATION

Saturday, July 31, 2004 - <http://www.wayzata.org>

The year 2004 marks the 150-year anniversary of the founding of the City of Wayzata. Exactly one hundred and fifty years ago this summer, two determined pioneers laid out what is now the city of Wayzata. In 1852, O. E. Garrison and A.B. Robinson first came to Minnetonka from Minneapolis. The two men worked to survey the land and in the summer of 1854 they filed the plat at the Hennepin County Land office. The new town was named "Wayzata," a Sioux word meaning the "North Shore." And so Wayzata came in to being... Wayzata Yacht Club has been invited to participate in the celebration! We are expecting quite a few visitors to be dropped off by the trolley and partake of our ice cream and brats we'll be serving at the Club's open house. Steve Bren and Dee Geary will be cooking up brats and handing out information about the club. MWST volunteers will be staffing a booth downtown promoting the sport of sailing to the public. Other volunteers will be greatly

appreciated. Dee has some great looking T-shirts for purchase to commemorate the occasion. You can view them now in our new display case at the clubhouse. In another venue, we are asking if any family members would be willing to give sailboat rides to the public. This will occur right off the ends of our docks as 20 - 40 minute excursions. Participants will receive 2 race credits for each 4-hour stint. This is a hands-on way to show just how much fun sailing can be! Also, there will be the Women's Bay Series races #1, #2 and #3 that day in Wayzata Bay beginning at 10:00 a.m. The only qualifier is that a woman has to steer. This specifically excludes men in drag with wigs on (like last year - you know who you are). We're encouraging a large turnout for the races so we're offering 2 race credits for the day to each boat participating. Save that date! Saturday, July 31, 2004.

## TO FIDDLER'S GREEN



### ***Walt Brantingham - WYC's First Commodore***

Charles Walter (Walt) Brantingham, the first Commodore of WYC, died on Tuesday, June 1, of complications from diabetes. He was 77 years old. Walt raced Ensign #10, Penurious Polecat, from 1965 - 1970, then Yngling #61, Penurious Polecat II, until 1973. He moved to Phoenix in 1975 where he lived for the last 29 years. Walt was the first recipient of the WYC Bail Bond Cup. He used to love to tell the story of being arrested by the Wayzata police after the city issued a warrant for his arrest saying that his boat was illegally moored at WYC. Walt's boat was moored out in front of his house in Crystal Bay at the time. Walt was delighted to ask the Club's attorney to sue for false arrest and the city quickly dropped the charges. The Bail Bond Trophy is still occasionally awarded to a club member who demonstrates love for the sport and for the club. Walt visited the Club Saturday morning, May 8th, while visiting son Henry. He had a great morning watching the lake and the boats. He was humbled, but impressed, when shown the 'past commodores' photos wall inside the clubhouse. He also had the chance to experience the camaraderie and bratwurst feedbag

with many sailors during and after the 1st On the Water Training session. It was so great listening to him recount the history of Wayzata Yacht Club in minute detail. His family will miss him, of course; but WYC members will miss him also, as they owe him a great debt of gratitude for his vision and service creating the beginnings of what Wayzata Yacht Club has become today.

### ***Fritz Strassberger - WYC's Sixth Commodore***

Fritz Strassberger, age 80, of Savage, died March 3, 2004. Fritz served in the Air Corps in WWII. In the early 1950's and for 20 years or more later, he was the sales representative for Buxton Leather Goods. Later he was in real estate. He was past President of the Dad's Association of the U of M. He was also the past Commodore of the Wayzata Yacht Club during 1971 and 1972. Preceded in death by brother, Karl. Lovingly survived by wife of 56 years, Doris; daughter, Jeanne (Tom) O'Donnell; and grandson, Thomas. He was honorably interred at Fort Snelling National Cemetery.

### ***Oscar Gutierrez***

Longtime PHRF fleet and WYC club member Oscar Gutierrez passed away Friday, May 21, 2004 from complications related to cancer. A native of Cali, Colombia, he was a long time resident of Plymouth, MN. He was a Professional Engineer, Mechanical Engineer, a graduate of Rensselaer Polytechnic Institute, Troy, NY. He was proud of his U.S. citizenship. Oscar sailed at Wayzata Yacht Club and also served as a board member. He also served on the board of directors of Chelsea Woods Homeowners' Association. He was a beloved husband and partner, father and son. His wife Adrienne, his six children, Carlos, Maria Elena, Eliza, Adriana, Peter and Ricardo, twelve grandchildren and two great grand daughters survive him. He will be deeply missed.

### ***Chet Hajec***

Our sympathies to the friends and family of long time Bayfield racer and former partner in the boat Quadriga. Chet Hajec, Sailor, Golfer, Friend, age 67, of Saint Paul, passed suddenly on June 3, 2004. Survived by mother, Stella, of Youngsville, PA; sisters, Christine (Patrick) Hartnett, of Warren, PA, Teresa Dietsch, of Erie, PA; brother, John (Sandra), of Spartansburg, PA; nieces and nephews. Chet was a 1955 graduate of Corry H.S., attended Penn State-Behrend, and graduated Fenn College, Cleveland, OH.

### ***Richard Clark***

Rich Clarke unexpectedly passed away early the morning of June 8th. On Monday, June 7th, he was working on "Pennycress" getting her ready for the season when he had a heart attack. He was not alone and was taken to the hospital where he received care and surgery. However, he did not survive the night. Both sons, Greg and David, were at home with Kerrie before the services. Our thoughts and prayers go out to Kerrie Lee and the family. Richard Clarke was the Commodore of the Lake Superior Yachting Association for over 10 years. He provided the leadership necessary to keep the offshore series on Lake Superior going during his reign. He also was a major contributor to the Thunder Bay Yacht Club activities and was a consistent winner on Lake Superior with his C&C 37, "Pennycress".

## MATCH RACING

*By Sean Hendrickson*

June 7th - our first match was blowing 25-35 too much for sailing. Lars Hansen volunteered his time for a great Match Racing Basics speech. We had about 17 people attend the meeting and everyone was fired up for sailing – maybe next week.

June 14th - Monday night we had perfect match racing conditions - 7-12 knots in the bay and sunny skies. We got off 8 starts and W1's, our teams consisted of 8-10 people that we were able to rotate from the on the water Judge's boat, so everybody got a chance to sail. Chez Foley, our official sponsor, has served up Fritz's famous taco bar and drink specials. It's a great place to de-brief and go over the nights sailing!

Next week we should have four boats and plenty of great one-on-one action. We are setting up near the WYC Island, which makes for great spectating! To clarify, you don't need an entire team to come out sailing, we pick teams each time, so whether you're a skipper, bow, trimmer, or want to refine your crewing skills, come on out we'll get you on a boat.

Please feel free to give me a call with any questions. Sean Hendrickson - 612-325-1954.

## GUIDING STUDENTS TO MARITIME MASTERY

*Brian Stensaas, Star Tribune – June 30, 2004*

Located near the east shore of lower Lake Minnetonka, the Lighthouse Island site of the Lake Minnetonka Sailing School bustles with activity throughout the summer, regardless of weather. In case of rain, boathouses, garages and a roomy clubhouse provide adequate room for classroom activities, where students as young as 7 can study the basics of sailing. No wind? No problem. The site has eight canoes and a number of rubber boats that can be used to teach boating safety. And on those perfect sunny days when warm breezes are blowing, more than 115 sailboats can be found on the island, just waiting to be used by the students. This was what Executive Director Cappy Capper had in mind when he took the job a decade ago. "A lot of things were kind of in disrepair when I got here," Capper said. "We only had about 300 kids coming through, and my goal was to make it reasonable for every boy and girl to experience the joy of sailing." Founded just after World War II by the Minnetonka Yacht Club, the school has operated in its current format since 1972. This summer, more than 1,000 children from all parts of the metro area will participate in the school, which caters to a variety of skill levels on two different sites. Both half-day and full-day camps are offered, and students up to age 16 can participate. There are five sessions per summer for each age group, beginning mid-June and running through Aug. 19. Sessions are four days per week for two weeks

and cost \$160 for half-day classes held at the Wayzata Yacht Club and \$320 for full-day classes at Lighthouse Island. While the primary reason kids come to the camp is to have fun and learn how to sail, Capper said participants also walk away better prepared for larger challenges in life. "Children who master the skills of sailing all of a sudden see their self worth and confidence grow," he said. "It's hard to describe the freedom felt with sailing. It's you and nature; not a power boat, not water skiing. It's freedom that's not matched with any other sport." Activities such as relay races, beachside games and swimming are scheduled throughout the day. Campers are required to wear life jackets any time they are on the docks or in a boat. In addition to the camps, three levels of racing courses – beginner, intermediate and advanced – are offered for older members of the classes. High school and college teams also use the sites, and the school offers adult sailing lessons as well. Capper said he would like to see the school branch out to offer more activities for adults and those with disabilities. But for the time being, he is more than satisfied with teaching younger sailors the tricks of the trade. "It's not a job; it's an adventure," he said. "I like to see everyone involved. I get as much joy watching a kid jump into the lake for the first time as I do seeing one of our kids up on the podium at national championships." Brian Stensaas is at [bstensaas@startribune.com](mailto:bstensaas@startribune.com).

## CRANE UPDATE

Our infamous crane hoist has been put to good use so far this season. The lift motor was recently upgraded with a faster motor (18 foot-per-minute from 9 foot-per-minute) with a digital speed control. Now, more than ever, it is imperative you have crane operation training to ensure safe and responsible use. The card reader system and seasonal cards should be ready by mid-July. If you wish to purchase a seasonal crane use card for \$175, contact Steve Bren at [manager@wyc.org](mailto:manager@wyc.org).

## KIDDY REGATTA AT WAYZATA BEACH THURSDAY NIGHTS

Child bound WYC parents have been visiting Wayzata Beach during the Thursday night races. If you're an abandoned parent, think about stopping by with your kids to hang out with some friends. Although there is no official start time, entry fees, or awards, all other International Playground Rules will be strictly observed. Fred Sommers will, as usual, head up the protest committee.

## EAGLE PREMIER SEMINAR TO BE OFFERED AT WYC

THE EAGLE PREMIER is a one day seminar based on the philosophy of living a self-examined, prioritized, integrated, balanced life. The seminar helps participants realize their full potential in every area of life. This seminar will be offered on September 1, from 8:30 to 4 pm. All profits from this seminar will be donated to the Wayzata Sailing Foundation. Yogi Berra famously observed that "Baseball is 90% mental. The other half is physical." This seminar can help you take your game up a notch on the water as well as in your personal and professional lives.

The seminar is taught by Dr. Tom Hill, who at age 50, left the University of Missouri, where he had been a professor and administrator for 26 years, to pursue an entrepreneurial career in real estate franchise sales. In less than 10 years, Tom built a real estate franchise company that did over \$3 billion in sales. Tom sold his company in 1999 and dedicated himself to "giving back" and sharing his life experience with others. One of Tom's passions is to make a major and positive difference in as many lives as possible. He accomplishes this through professional speaking engagements and through his Eagle Institute seminars.

Tom is the author of *Living at the Summit*, co-author of the companion workbook *Life Plan* and he is co-authoring the upcoming *Chicken Soup for the Entrepreneurial Soul*. It is expected to sell over 5 million copies.

### *What will I learn from The Eagle Premier?*

Generally speaking, 90% of those who attend traditional motivational seminars do not put into practice what they learn. Dr. Hill has designed The Eagle Premier to teach the key principles to changing behavior so attendees can easily make these principles a permanent part of their lives.

The focus is on learning the key principles, learning to apply them on a daily basis, and staying disciplined for 18 months in order to change habits – the key to changing behavior. The Eagle Premier is rich in concepts that show you how to make great change in your life and teach you how to embrace that change. Concepts like:

- One idea, well executed, can change your life forever.
- One person, attracted to you because of whom you have become, can change your life forever.
- 85% of the adult population "just doesn't get it." The remaining 15% want to rise to the next level but continue to use the same skills, abilities and contacts that took them to where they are today.
- You are the average of the ten adults you spend the most time with.
- 90% of all behavior stems from a person's sense of self-worth and 90% of all adults, to some degree, have less than adequate self-esteem.
- What gets measured - gets done!

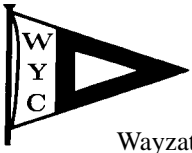
***The Eagle Premier has only ONE purpose: To teach you how to fully integrate the principles of success so that you can create a well-balanced, quality lifestyle.***

For further information, please see the Eagle Premier Seminar link on the WYC website, or contact Leslie Skarra at [Lskarra@swfla.rr.com](mailto:Lskarra@swfla.rr.com)

***It is the soldier, not the reporter,  
Who has given us freedom of the press.  
It is the soldier, not the poet,  
Who has given us freedom of speech.  
It is the soldier, not the campus organizer,  
Who has given us the freedom to demonstrate.  
It is the soldier,  
Who salutes the flag,  
Who serves beneath the flag,  
And whose coffin is draped by the flag,  
Who allows the protester to burn the flag.  
Amen. God bless America.***

*Admiral Jeremiah Denton, U.S.N. (Ret.)  
[Vietnam P.O.W. 1965-1973]*





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**WEATHERMARK** is a regular publication for the members and friends of Wayzata Yacht Club. It is usually published quarterly, with Spring, Summer, Fall and Winter issues. 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, [Scbren@mn.rr.com](mailto:Scbren@mn.rr.com) or [steve\\_bren@yahoo.com](mailto:steve_bren@yahoo.com).