

**TROPHY BANQUET AT NICOLLET ISLAND PAVILION NOVEMBER 12, 2005**

The WYC Annual Awards Banquet will be held again at the Nicollet Island Pavilion, located across from the Nicollet Island Inn on an island in the Mississippi River. Buffet style dinner with Roast Beef Tenderloin, Chicken, Angel Hair Pasta and sumptuous sides and deserts await you. Discounted tickets available for pre-registration. Come early, bid on items at the silent auction, have a great dinner, a concise awards presentation, and dance the night away to **The David K Band** (in the tent with new and improved heaters!) Watch for your invitation around the 10<sup>th</sup> of October.

**Awards Ceremony**

Just a reminder that this is ---- An Awards Banquet ---

2005's awards ceremony will keep some of the changes implemented in 2005:

- The invitation will ask banquet attendees to identify boats on which they have sailed. *Boats without crew in attendance at the banquet will be omitted from the verbal program.* (All boats will still be recognized in displayed trophy pictures, the printed program, and the slide show.)
- Only the top few awards for each boat will be read. (Again, *all* awards will be available in the other formats.)
- Glassware will be available near the registration tables for pick-up before or after the banquet to eliminate sorting and distribution during the awards program.
- Travelers and trophy pictures will be arranged by fleet around the perimeter of the banquet space in an effort to reduce noise between the speaker and the audience. They can be picked up *after* the awards ceremony.
- Those who want to briefly celebrate the hard work of *each* sailing crew will be asked to give their undivided attention and to be quiet. **Throughout the sailing season, the Club advocates and rewards sportsmanship. It's time for one hour of sportsmanship off the water as well.** Those who want to celebrate only themselves will have the option of adjourning to an adjoining room for socializing. **Rudeness will not be tolerated.**

**Photos and Videos**

One of the highlights of the evening is watching your most embarrassing, heroic, fun, harrowing moments out on the water. Get those digital photos **no later than November 1<sup>st</sup>** to Michele Brennom

- email: [mchown00@yahoo.com](mailto:mchown00@yahoo.com)
- mail cd to: 5925 11th Ave S; Minneapolis, MN 55417-3203

Video Format - mpegs or avis. These will be imbedded in a PowerPoint presentation.

Picture Format - jpeg preferred - not too big a file, or the email may bounce back.

**Take a Picture of Your Team in Front of a WYC Burgee**

WYC will provide a WYC Burgee backdrop and lighting (*not* a photographer) for anyone who wants a "formal" picture of their team with their trophies. Bring your own camera gather your crew and trophies after the awards program and take a cool picture.

**Volunteers Needed**

Volunteers are needed to help construct the table centerpieces the previous week, decorate the day of the event 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.

**Traveling Trophies**

All traveling trophies are due back to the clubhouse – **clean, dust-free, polished, and engraved** – no later than the Frostbite race on October 29<sup>th</sup>. Fleet Captains are responsible for ensuring all trophies are returned by the 29<sup>th</sup> - they will hunt you down if yours is missing! Trophy chairs Nicolie Hendrickson, 612-308-5434, and Judy Woellner, 612-419-7545, will be creating a new inventory system – please contact them if you know of any misplaced travelers.

# WBA THE BURGER MARKET

## CHAMPION OF CHAMPIONS

*Wednesday, August 24th at MYC Island*

Congratulations to Blake Middleton and Jenny Wilson for being crowned Champions of the Known Universe. This was no fluke, last year Blake was 2nd. Yes, he can do more than drive a powerboat. Chris Andert, representing WYC and the Sonar fleet, was second with a posse of MYC racers close behind. Spectator turnout from WYC was miserable. Won't you people do anything without the promise of free beer? Complete results and photos are at: <http://www.dallasjohnson.net/Photo/Champions.htm>.



## CHICAGO MAC

*By Dallas Johnson*

Congratulations to Bill Peterson, three generations of Nimmers, and the entire crew of Chewbacca for winning Section 1 of the Chicago Mac. Other WYC entrants included Quintessence III with a very respectable 4th, and Chippewa (who won Fleet A at Race Week this year) with a mid-fleet finish in the very competitive Farr 395 Class. Lars Hanson won the J105 class with IL sailor Brag Wagner on Gigi, USA #424. I don't keep track of this stuff, but I'm going to unofficially declare this as AIS's best showing ever at the Chicago Mac. See all results at: <http://chicagoyachtclub.org/racetomackinac/results.cfm>.

## SILENT AUCTION: VOLUNTEERS NEEDED!

*By Mary Foster*

Once again the silent auction will be a part of the WYC Banquet. This year more than ever donations and volunteers are needed to support the Wayzata Sailing Foundation. With the continuing operations of the new Wayzata Sailing School your time, efforts and donations will go a long way in achieving the goals set forth by the Wayzata Sailing Foundation! As a long-time WYC sailor (J/22, Speed Buggy, #1048), WSF Board member, past WYC Board member, and parent of a future youth sailor, I feel so passionate about the mission of WSF and am so proud of their accomplishments that I've volunteered to coordinate this year's Wayzata Sailing Foundation Silent Auction. I would like to solicit your help. The last two years through the excellent leadership of Meghan Nimmer and Jay Gartin, the Silent Auction has raised over \$10,000 annually. I believe that in 2005 we can, with your help, meet if not exceed, that amount! Here is your chance as a fleet, crewmember or Corporate donor to make a difference in a sailor's life! Currently, I am looking for volunteers for various responsibilities. Please feel free to contact me at home 952-474-1638, cell 612-961-1173, or e-mail me at [Mary@thefosters.org](mailto:Mary@thefosters.org) 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. I am looking for volunteers to assist in the areas listed below.

- Solicitors for Commercial Vendors
- Solicitors for WYC Donors
- Table Runners
- Set-up at the Banquet
- Guard to watch merchandise at banquet
- Collection Site Coordinator
- Collection Helpers
- Cashiers at the Banquet
- Delivery persons with a Suburban or better vehicle
- Donations, Donation, Donations

With only a few weekends of racing left, I will make the delivery of your donation as easy as possible. Please contact me by email or phone to arrange the most convenient option for you. I can also have them picked up before or after races or other locations with advanced notice. Thank you in advance for your donations and volunteering efforts. We are looking forward to a fun, successful silent auction. Special thanks to the past Chairs who have made this event a pleasure to continue in their footsteps.

Contact:

**Mary Foster**

**952-474-1638 home**

**612-961-1173 cell**

**[Mary@thefosters.org](mailto:Mary@thefosters.org)**



# Wayzata Foundation Cup Series



Have you ever said to yourself “Gee, I wish I could have had two or three places better in that race; I’d even pay good money for it.” Well, here’s your opportunity. Not only that, it’s tax deductible!

Here’s how the Wayzata Foundation Cup works. Like last year, the scoring is superimposed on the Commodore Cup series.

There are two ways to win; within your class and overall for the entire fleet using PHRF time-on-time handicaps. **To add a twist, you can buy ‘SCORE IMPROVEMENT PLACES’ to lower your score.** For example, let’s say you buy five ‘SCORE IMPROVEMENT PLACES’ in a race and place third. Your net points will be recorded as -2 point. The ‘SCORE IMPROVEMENT PLACES’ will also apply to the overall PHRF handicap scoring. Ties are sure to occur and will be honored.

Registration is \$30 per boat. At that time you can buy ‘SCORE IMPROVEMENT PLACES’ to be subtracted from your finishing position. **Both registration and ‘SCORE IMPROVEMENT PLACE’ fees are tax deductible.**

The rates are:

Fee	Score	Improvement Places	Cost per place
\$10	1	place in one race sailed	\$10.00
\$20	3	places in one race sailed	\$6.67
\$30	5	places in one race sailed	\$6.00
\$40	7	places in one race sailed	\$5.71
\$50	10	places in one race sailed	\$5.00

Registration will be from 7:30 - 9:00 AM on the day of the first race. You can buy ‘SCORE IMPROVEMENT PLACES’ for each race. We will accept registrations after that but you will not be scored for races already run. Later in the series you will also be able to buy additional ‘SCORE IMPROVEMENT PLACES’. The deadline for buying additional

‘SCORE IMPROVEMENT PLACES’ will be 9:00 AM on the day of the race. Payment may be by cash, check, Visa or Master Card.

Crews! Get together and buy additional ‘SCORE IMPROVEMENT PLACES’ for your boat.

Prizes will be awarded at the party after the fourth race, October 22. Individual class prizes will be awarded using the usual WYC average fleet attendance method. The overall PHRF handicap prizes will be awarded to the first ten places.

The proceeds will go to the Wayzata Sailing Foundation for the Sailing School. You will get an acknowledgment letter for tax deduction purposes.

## LOWISA #40 EXTRAORDINAIRE

July 31 - August 6, 2005

The LOWISA 40 committee would like to thank everyone who participated and supported this year’s regatta and events. Our participants and sponsors made our success possible. We would especially like to thank our families, past committee members and the many volunteers who worked tenaciously behind the scene contributing in every aspect. For complete recap from Keith Hartman “In the Mood” and other historical results visit: <http://www.lowisa.org/history/40/40index.htm>.

## WYC SHIP STORE

Please take note of the Ship Store in the club house and order T-shirts, sweatshirts, tanks, and hats that you might need. The store is located on the south wall behind the glass. These are not trophies (as rumored), but items for your purchase. Order forms are in the corner of the glass case. Send your form along with your money to Beth Rosenberger (see log). Your dollars help support the youth sailing programs at WYC. These make wonderful Christmas presents! Please allow 2-3 weeks for shipping.

## CAPRI 25 2005 ONE DESIGN NATIONAL CHAMPIONSHIP

By Bruce Tam

On September 9-11, 2005, the Wayzata Yacht Club Capri 25 Fleet hosted the 2005 Capri 25 One Design Championship Regatta. The Regatta attracted a fleet of 25 participants to Lake Minnetonka. Wee Bee Stee, from Toronto, Canada made the trip to Lake Minnetonka, to make this an International regatta.

### Day 1

With four races scheduled, the 8 to 10-mph Southerly breeze greeting the fleet Friday morning promised a long day of racing. The four races were Race 1 - W2, Race 2 - W2-1/2, Race 3 - W2, and Race 4 - W2-1/2. As I write this the courses it seems like a lot of upwind downwind. In after race discussions a lot of crews remarked that they could not remember a complete race, just some good legs with the race it belonged to unknown. Quite a few said they just kept going around until their number was called. After four races the top 5 boats were Jalapeno, Honeymoon's Over, Code Blue, Magic and Tsunami.

### Day 2

Saturday greeted the Regatta with South winds blowing 15 to 20 in Wayzata Bay and 20 to 28 in the main lake. The day's weather forecast warned of gusts over 30 later in the morning. Race 5's course was a long distance race starting in Wayzata to Excelsior Bay to Brown's Bay to Excelsior Bay and finishing in Brown's Bay. The wind conditions looked to be a test of the boats and crews. In a pin end favored starting line, the testing of boats began, with Jalapeno having a collision in the crowded pin end and having to retire to make repairs. After much tacking from Wayzata Bay to the main lake, reminiscent of many

Commodore Cup races, the fleet sailed into a gustier wind. Just after entering the main lake Tsunami was forced to retire due to loose spreader bracket. The regatta placing was starting to get interesting with two of the top 5 boats out of Race 5. However, the racecourse was not done with the fleet. The next boat to retire was Magic with a broken mast, followed later by Honeymoon's Over with a broken gooseneck and Lickety Split with a broken mast. Making a total of 5 damaged boats, 4 of which were in the top 5 after 4 races. In addition to the damaged boats, the gusty wind produced many downwind broaches. An example of the action was a radio exchange between the Judges boat and the mark boat. Judges boat - "How are the boats doing down wind?" Mark boat - "They're doing okay. Oh there goes one - Ahhh, make that about six." The line honors for the race went to Rockit, which had an impressive lead on the finishing downwind leg. With the wind building the Race Committee concluded racing for the day. At the end of five races the top 5 finishers were Code Blue, Rockit, Looscrew, Catapult III and Quick Draw.

### Day 3

Sunday's race schedule called for 2 races, which would make a total of 7 races. The regatta rules allowing best 6 of 7 scoring had everyone looking to better their position. The wind was from the South-Southwest at 8 to 12 for the final two W2 races. The racing was close with the downwind finishes coming in tight groups of 4 to 6 boats. Many boats improved their position but Code Blue held them off for first place overall, with Dakota, Jalapeno, Molly Buses and Sudawn making up the top 5 scorers. **See the final results at <http://www.wyc.org/results/series>.**

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## J/22 DISTRICT CHAMPIONSHIP/EVERGREENE CUP

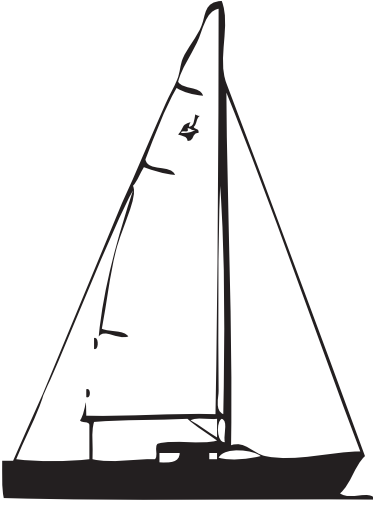
By Jappa

J/22 Fleet # 1 sailors were once again greeted with perfect sailing conditions on Saturday, September 18, when they set out to sail the First annual everGreene Cup. The regatta also served as the Western Great Lakes Districts Championship. It was renamed this year to reflect the generous gift in form of a beautiful traveling trophy given by everGreene Jewelers. This year a record number of 24 boats had registered. Six races were scheduled for the regatta with hopes of sailing 4 on Saturday and 2 on Sunday. The first race started out in 15-mph wind from the south and building as the race went on. The race committee had set a W3 course, excellent choice for the conditions. The "Speed Buggy" masterfully sailed by Thorn (Mr. NA) Turner and the Fosters (Terry/Mary) caught an early lead on the left side of the course and proved to be unbeatable to the finish line. The Norwegian Woody team followed them with Kevin Kenny and Paul Burlingame onboard. Let's Boogie with the "A" team, led by Billy Allen, on board came in a close third. Close racing was experienced throughout the whole fleet. Lots of tight roundings were had by most! Race two saw even better breeze and the Angry Loaner (Old Skool) with the much feared, World Championship; team of Petersons/Brennoms taking the gun. A 4<sup>th</sup> in the first race definitely made them contenders after such a nice win. Let's Boogie and Speed Buggy followed in the two next places. The fleet was again challenged with very tight racing and many "interesting" buoy roundings. Not to mention some innovative ways of making penalty turns. The breeze let up a little for race 3. The dreaded combination of Brasch, Bowers and Dyer found the "overdrive" button to score a solid first in this race. Speed Buggy and Let's Boogie followed in the next two places. This secured a 2-point lead for the Turner/Foster team over the Boogie A-team. The A-team held a 6-point lead over the next group with Norwegian Woody, Bowers/Brasch/Dyer and "the Angry Loners" each one point apart. Tensions were high before race 4! Race 4 proved to be another stellar performance of the Bowers/Dyer/Brasch Team. They had the speed and the smarts to pull off another 1<sup>st</sup>. The

"Loaners" who had regained their composure after a disappointing 11th in the previous race followed them. Roger Carlson came out of the corner to a solid third! The day ended with Speed Buggy and Boogie tied for first, Speed Buggy winning the tiebreaker. And the illustrious Dyer/Brasch/Bowers team in third much due to their stellar sailing in race 3 and 4. The day wasn't over yet. Nick Anderson organized a great party. Bill Allen brought the E-boat bar, which turned out to be a great success. The Chili was excellent and the beer/rum was plentiful partly thanks to the Angry "Loner" himself, John Peterson (and Diamond Reef Sails & Canvas) who donated numerous bottles of rum plus a keg. Not to forget Michelob Ultra who sponsored us with "kegs'a'pleny". As well as many others (Dave Crum) who donated even more rum. Sunday came with just enough breeze to take the fleet out to the racecourse and that was it! Everybody wanted a shot at the 2 leaders but the wind gods said no. The racing was canceled at 11 AM when it was obvious that no more racing could be had that day! That concluded the 2005 inaugural everGreene Cup. Terry Foster, Mary Foster and Thorn (Foster?) Turner won with 12 points. Bill Allen, Nick Anderson and Mark Oppen loosing the tiebreaker came in second also with 12 points. Mike Bowers, Dave Brasch, and John Dyer came in third with 16 points. Special thanks to everybody who made the regatta happen. Nick Anderson for not only bringing everGreene Jewelers onboard, but also bringing on Michelob Ultra as a sponsor and making the party happen. To Billy Allen for bringing the E-boat bar, a mainstay at any sailing party and for sponsoring us with Quantum stuff. To George Hansen for once again bringing Helly Hansen and West Marine in as sponsors! The day was ended with a short fleet meeting where next years NA's was discussed and George Hansen was elected new fleet captain by acclamation. It was with great pleasure I handed over the torch to George, as I am sure he will bring the fleet to new heights both in participation and members. Finally, thanks to all of Fleet #1! You are the ones that make J/22 sailing fun! **See the final results at <http://www.wyc.org/results/series>.**

## J/22 FLEET #1 NEWS

By George Hansen



Hello. I hope this finds everyone doing well. If you are like me, you are probably at work right now, still wishing we could have held at least one race on Sunday - just to have another shot at Speed Buggy and Let's Boogie. But sincere congratulations to both of those boats, and to team 963 for a well sailed EVERGREENE CUP. I would like to add a special thanks to Liz Greene of everGreene Jewelers for her donation of the beautiful perpetual traveler trophy to be awarded the winner of each subsequent EVERGREENE CUP series. As most of you know, on Sunday, in a somewhat informal and spontaneous manner, I was nominated to succeed Jappa as J/22 Fleet #1 Captain. This came as quite a surprise to me, but seemed to have broad enough support from the fleet, and without any other nominations, I happily accepted. I am eager to represent Fleet #1 as your Captain, and I look forward to fulfilling the goals and visions of our members. I am very happy to say that Fleet #1 has a tremendous amount of momentum right now. We are coming off one of the best seasons we have ever seen, with our fleet and regatta numbers at an all time high.

A few highlights:

- USA J/22 Fleet #1
- 43 boats on the Fleet #1 Roster
- 24 boats @ EVERGREENE CUP Regatta
- 2006 J/22 North American Championship Host Club
- J/22 U.S. Technical Committee Chairman - Lars Hansen
- Team Oranje - J/22 Worlds Participant - Holland
- 8 teams @ 2005 J/22 North Americans - Oklahoma
- Rolex Women's International Keel Boat Championship participant - Team Hot Flash
- 10 Different 2005 Champ Series Race Winners
- Most female helmswomen of any fleet - WYC and nationwide.
- 5 Fleet #1 members on the WYC board of directors

Our reach extends into all areas of the WYC and into the greater sailing community beyond. With the depth and breadth of our fleet, it has become common to hear people refer to the J/22 fleet as the premier fleet on Lake Minnetonka - a fact that is hard to dispute. While other classes have slowly declined, Fleet #1 has experienced steady growth, adding boats each and every year. How many times have you heard, "I should just get a J/22." People are coming to realize what so many of us already know - the J/22 is a great boat, and a great fleet. We are in a unique position to utilize the upcoming season, and especially J/22 North Americans, as a catapult to propel our fleet forward within WYC and the J/22 class nationally. With the talented team of individuals in our fleet, we have the platform and ability to show why we deserve the J/22 Fleet #1 designation. Over the next few months we will be putting together important elements for the 2006 WYC season and 2006 J/22 North American Championships. We will be working to enlist help from our fleet and others. I encourage each and every member of our fleet to find a way to participate. Even if it something small, everybody's participation counts. Also, I would personally like to spearhead the charge to recruit new members to our fleet. It is conceivable that we could have 40 local boats racing for the EVERGREENE CUP by the end of next year. If you hear of someone that is interested in racing a J/22, please let me know. We have numerous resources available to help those that are interested in joining our fleet - so do not hesitate to let me know who that might be. Finally, with all that is planned for 2006, it is important to make sure we communicate with each other. If there is something that you have to say - something you want to see - something you want Fleet #1 to do - let me know. I am here to help. I personally look forward to the challenge of making our fleet the best it can be. Thank you for your support. **P.S.** Thank you to Jappa for a job well done. Our recent success is a direct result of the excellent job he has done. Thanks Jappa! Sincerely, George Hansen - J/22, #820, 612-940-2702 cell, [georgeh@nowmicro.com](mailto:georgeh@nowmicro.com) email.



### WYC CRANE-OUT – 2005

Crane-out will take place on four consecutive Saturdays, beginning October 15th this year. Cost is \$50 for those who had not previously purchased a crane card. Please bring cash or a check made out to Wayzata Yacht Club. 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! Look for the sign-up sheets at the clubhouse to reserve a time slot for lifting your boat out. Crane-out time will be from 12 pm– 3 pm at 5 boats per hour. **Sign up for the next consecutive time slot on each sheet so there will not be any downtime while craning.**

## NEAR TRAGEDY AVERTED

*By Craiggae Smith*

Lake Minnetonka, Sunday, May 22, 2005, the breeze was a steady 18-ish, with gusts to 45mph for the 3rd A. The RC was flying code flag Yankee so everyone aboard the Capri 25 LOOSCREW had their life jackets on. We were on the first downwind with chutes up when ROCKIT broached just ahead of us. She was pinned down with her keel pointed into the wind. I remember telling skipper Joe DeCarli that we may need to lend assistance. We must have sailed into the same microburst for, a moment later; a near 90-degree gust slammed us to leeward. I've broached many times on the Lindenburg 26 FINLANDIA, but I've never seen boats go over so fast or so hard. I was sitting on the lifeline chest deep in water with the companionway only inches above the lake (we did not have the boards in). The boat didn't want to get back on her feet, so Joe & I got on the keel. When the boat righted, she took off leaving us behind in the water. I pulled my manual inflator cord and was relieved to hear a reassuring whoosh as the jacket inflated. The water wasn't that cold. At first I was more concerned we might get run over by another boat. I tried looking up the lake, but with 3' waves, all I got was a face full of water. Joe reassured me that the next boat would pick us up. But boat after boat sailed past before I yelled HELP! The reply "are you okay" was purely rhetorical. Annoyance turned to near panic when we spotted Joe's wife Joelle in the water about 50 yards away. She had been tangled in the kite under the keel until she managed to get free. She is not a strong swimmer and sensitive to cold. We had been swimming for maybe 10 minutes before Bailiff One rescued Joelle while Scott Erdmann and the crew of J/24 "007" pulled Joe and I out of the lake. The remaining crew had been struggling to get the boat under control (the kite was wrapped around the keel/rudder). We all got put back on the boat and sailed her in after we radioed the RC to let them know we had retired "with all crew on board!" We were pretty lucky: just one sprained finger. We lost a throw-able and the windex but gained a renewed respect for the lake. Several boats retired that day. Carmella Zagone had opened her head on Magic and Lickety-split was already back at the dock with a busted tiller. Rocket arrived soon after.

## LESSONS LEARNED

I'd like to remind all sailors that helping others in distress is not an option - IT IS REQUIRED! They made it rule #1 for good reason. This is just a sport and no race is worth someone's life. I would like to thank Davie Onan Jr. and the crew of Bailiff One for pulling Joelle out of the lake and I'm pleased to report 007 was awarded redress for time spent rescuing us. Slow but under control is faster than sinking. Put the companionway boards in BEFORE you need them. When taking a walk on the keel, bring a line with you so you have something to hold

onto when she rights. Next time the RC requires lifejackets, I'll wear a foam jacket. Inflators are nice if you wouldn't otherwise wear a jacket, but if you really need one, give me the simplicity and reliability of foam. Inflators need to be tested and re-armed annually. Mine was 2 years old and this was the first time I'd ever pulled the cord. Even if it inflates, bladders are easily punctured and rendered useless.

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## CENCO SAIL TEAM

*By: Gary Malinowski,*

*Dated: 07-27-05*

For those of you who have heard the rumor, there has been a new sail team introduced to the WYC. This team, headed up by our own Gary Malinowski, was created as a company team in response to their parent company's international challenge. Gary has pulled together five newcomers to sailing and one scow sailor to prepare them for the three-day sailing challenge which will be held the last week of September in Marseille, France.

Cenco International is a local subsidiary of the Safran Group, which is a multinational company based in France. This year the Safran Group will be hosting their 15<sup>th</sup> Sailing Challenge September 30<sup>th</sup> through October 2<sup>nd</sup> out of Marseille, France in the Mediterranean. The challenge will consist of three day-sails starting in Marseille and ending each evening in a different town for the next two nights and ending back in Marseille for the third evening. Last year more than 350 Safran Group employees manned 52 sailboats in the spirited, yet friendly competition; and was sailed out of Pornichet, France in the Bay of Biscayne. The crews represented thirty facilities at fifteen Safran Companies, including mariners from Belgium, Canada, China, Britain and their home country France. This year they are expecting an even higher attendance with added representatives from Poland and the USA (our own Cenco Sail Team). The Sailing Challenge is more than what would be expected from a normal regatta. This event will consist of three single day races, a daily quiz and social graces that will comprise the overall score. The races are fairly straight forward with advance notice of which towns we will be sailing to announced a few weeks before the actual event and the final course selections given the morning of the race during the skippers meetings (all in French). The daily quiz (they tell us they'll translate this for us) will also be handed out during the morning skippers meetings which will consist of general questions on world events, brain teasers, company facts, and "obscure" local knowledge; these quizzes are turned in at the end of each race to the committee boat for scoring. The third criterion is the social events, which I hear, can consist of the sharing of local samples from some of Frances best wineries and eateries. We are working on our own local specialties which both represent our country the USA, our beautiful state of Minnesota, and our own team. Rumor has it that one of the team members is a master brewer. The Cenco Sail Team would like to express their appreciation to the entire WYC.

We have received excellent support from the individual Board members and the Club as a whole in our preparation for this upcoming Sail-Challenge. When we went into this Challenge, most of the team had no idea about the art and science of sailing. From the spring training sessions till the event we will continue to learn as we hope to become more avid sailors in the future. We would also like to thank WYC, which has opened its facilities to us, provided us with outstanding training instructors and Club members who have generously allowed us use of their personal sail-boats for learning and for practice. If you are interested in learning more about the Safran Sailing Challenge or the Cenco Sail Team, please feel free to contact Gary Malinowski (WYC crew member) or any of the team members. We will be happy to provide you with any details regarding our efforts, the Challenge itself, or additional praise of WYC and its members.

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## QUALIFYING MEMBERS

*By Bert Foster*

Thomas Brown, Sonar, Tally Ho, #40, notified the Sonar Fleet recently, "As the club rules specify, I need to let the fleet captain know if a change in skipper is anticipated. I'll be turning the helm of Tally Ho, #40 over to Shaina Brown, my daughter, for the Burton Cup on 08/27/2005."

Following, is Bert's clarification:

Because of the previous notification, I thought it might be helpful to send you my response to Tom explaining the SI rule and the why it is that way.

It was nice for Tom to let the fleet know Shaina is skipping Tally Ho, but is not required. Who is skipping or driving at the WYC has nothing to do with the WYC SIs. The SIs only deal with the need to have at least one "PAID QUALIFYING MEMBER" on board DURING THE RACE. That can be:

- "Any Family member" on any boat any time whether they own that boat or any boat,"
- "Any Annual member" on any boat any time,"
- "Any Crew member" can serve that requirement up to 3 times a season on up to 3 different boats or all on the same boat 3 times."

In addition there is the requirement that any one boat can have a crewmember be the qualifying member on board only 3 times a season. And any time there is to be a crewmember be the qualifying member on board the Fleet captain must be notified before the race.

Now in Tom's case: If Tom is on board, but Shaina is driving, he, a Family member, is the qualifying member. If Tom is going to sail on another boat and Shaina is the only "paid WYC member" on board, then she needs to be the qualifying member. However, Shaina is a "qualified paid family member" because she is Tom's in college daughter (immediate family under 25 - See By-laws) and because of her "Family status" no notice is required and she can be the qualifying member as often as Tom will let her have the boat. However, were Shaina a regular \$70 paid crew member,

notice would be required and the fleet captain is required to log that Shaina has then used up 1 of her 3 times to serve as a qualifying member and Tally Ho has used up 1 of its 3 times to have a crew member be the qualifying member. This has been the WYC rule for 25 years. The purpose is 2 fold:

1. To require some members who are a partner in a boat and will be racing the boat frequently without the other partner on board, to pay the higher membership fee of the annual membership because their benefits are higher.
2. Allow family members to turn their boat over to their crew up to 3 times a year, when they are gone on vacation, but not abuse the privilege.

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## FIRST MINNETONKA CITY BANK FALL REGATTA

*By Steve Bren*

Our annual Fall Regatta was, once again, sponsored by First Minnetonka City Bank, our banking and finance provider. FMCB also provided the beautiful trophies of white sailboats on black granite bases, which were awarded the winners. The weather cooperated by keeping the sailors mostly dry - with winds of 8 to 12 mph. We turned out 64 boats, hearty souls all. The PHRF Fleet provided the highlight of the weekend with their annual, dynamite chili feed; with four huge roasters of chili with cornbread served amidst the fall colors. Thanks to Don and Susan Sundell, Dave and Susan Fleming, Adrienne Guitierrez, Beth Rosenberger, Kimmi and all the others of the PHRF Fleets who volunteered to make this a fun and wonderful event. For the complete list of finishes by fleet, see <http://www.wyc.org/Results>.



### WYC TRAVELING TROPHIES

Remember to return your traveling trophies to the clubhouse before the awards banquet – definitely by October 29th. 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 inventory and the awards program. This year early return of trophies is particularly important, as Judy Woellner and Nicolie Hendrickson are requiring a careful inventory of all WYC traveling trophies. This is to verify their condition and track down any that are missing. Please help us out with your early return of trophies – don't wait until the last minute, as inventory will be very difficult. Also, beginning this year, we will be asking every trophy winner to sign out traveling trophies awarded them before taking them home.

### TROPHY GLASSWARE – 2005

Be aware of the deadline of October 20, 2005 for ordering extra glassware on the colored inserted order form. You can go to <http://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 2005 sailing season.





**Wayzata Yacht Club**  
P.O. Box 585  
Wayzata, MN 55391-0585

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## **ROLEX WOMEN'S INTERNATIONAL KEELBOAT CHAMPIONSHIP**

*FOR THE BENGT JULIN TROPHY*

September 17 - 23, 2005

Check out the best women sailors this year. Some are from our very own WYC.  
See <http://www.ussailing.org/riwkc/> for daily reports, overall standings and final results.

### **BOAT NAMES AT ROLEX INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP**

Do you ever look at a boat name and wonder what the background is behind the naming of that boat? At US SAILING's Rolex International Women's Keelboat Championship, if an award were given for the funniest boat names, it would probably be a toss-up between "*Hot Flash*" and "*Who's Your Daddy?*" The names may not sound as funny but the background stories behind each boat make the names stand out: *Hot Flash* boasts a crew of middle-aged women while *Who's Your Daddy* is made up of a team of three pregnant women (the team was forced to pare down from four to three members in order to make the 600-pound crew weight limit).

### **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 @ 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 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), [steve\\_bren@yahoo.com](mailto:steve_bren@yahoo.com) or [Wbren@mn.rr.com](mailto:Wbren@mn.rr.com)