

**COMMODORE'S CORNER**

*By Merry Beth Hovey*



The ice is melting, and the mid-winter fleet parties have begun. For those of us who have not had the chance to sail in warmer climates this winter, it's time to start thinking about sailing again!

It's been a busy winter at the Wayzata Yacht Club, with board members and staff working hard on your behalf, planning new strategies for the race course, summer regattas and getting ready for spring training and the 2007 season. We are honored to be hosting the Midwest Junior Olympics, the C420 Nationals, and other prestigious events this summer. We are in the midst of a much needed face-lift of our facilities, or as Steve Bren refers to later in this publication, our Xtreme Makeover!

We are entering the fifth year of our Strategic Plan, which was developed in 2002 to help us reaffirm the Wayzata Yacht Club's Vision and Mission. The strategic planning team identified and prioritized strategic initiatives that would help us to plan fully grow our club and further that mission. In 2005 the board re-assessed and re-aligned these goals, many of which I am proud to say have been accomplished. An abbreviate recap:

**Vision**

Wayzata Yacht Club is a hub of dedicated, passionate sailboat racers nationally recognized for its leadership and growth of a preeminent, innovative regional sailboat racing community.

**Mission**

The mission of Wayzata Yacht club is to:

- Provide and promote an affordable variety of high quality, competitive sailboat racing.
- Advance the sport of sailboat racing.
- Support other racing programs.
- Recruit new members.
- Promote training and development.
- Improve facilities.
- Provide a relaxed, social environment.

**Strategies**

The strategic areas of focus for both ongoing programs and special initiatives to achieve the Wayzata Yacht Club Vision and Mission are:

- Sailing Programs
- Property and Facilities
- Social, Membership, and Administration
- Financial
- Apostle Islands
- Expansion

Our mission is at the crux of everything we do: the addition of the Wayzata Sailing School, the enhancement to our docks and properties, the crane, the re-vitalization of new member recruitment, the hosting of national regattas, and our support of expanded Lake Superior sailing, have all supported these strategic areas of focus.

**There is a cost to all this fun.**

I want to address some rumblings I have heard about the cost increases at our club this season. One of the key responsibilities of your directors is to be fiscally responsible while fulfilling our mission. The board voted to keep the membership cost *flat* this year, and to adjust the methodology

for calculating mooring fees to the more standard method of “per foot”. This caused quite a jump for some, and less change for others- 2007 is an adjustment year to get on track with the new system. To give you an example of the complexity of the previous formula, we had 8 different 23’ boats in the marina, and 8 mooring fees that differed as much as \$400! The increase in fees was needed to offset the rising costs of doing business. At \$80 per foot, we are still less than half the going rate on the lake of \$180, which speaks to our mission of affordability.

### **Real Estate Taxes.**

We are fortunate to have our club located in the heart of a beautiful area. This real estate does not come without a cost. We are in the midst of an ongoing battle with Hennepin County tax assessors over the valuation on our properties. Our yacht club is comprised of 4 different parcels. **Since 1999, our property taxes have risen over 100%.** Based on the recent sale of two marinas on the lake, the assessors are once again trying to make a case to substantially raise our tax rates (another 100% over the next 5 years). Last year was 28% and the year before that was 17%. As a non-profit organization operating under a Conditional Use Permit from the City of Wayzata, we have huge restrictions and limitations on our land; however, they have no sympathy for the fact that we chose to rent our slips out for less than

half of market value. Stay tuned as we take on this battle; we will need your support!

### **Racing Costs.**

Thank goodness for sail power! Gasoline costs on the lake are up over 50%, and our hardworking committee boats are in need of new engines and bottoms. It’s all about the racing, so we need to keep those boats and our race committee funded!

### **Facilities.**

With the increase in membership, comes additional wear and tear on our facilities, and of course – more beer. For the past 20 years we have repaired broken and rotting areas, painted and stopped the leaks. Our furniture has seen its better day, and we have suffered through bad sound systems, and stinky bathrooms. A phased, major remodel has been in the plans for a while, and the decision was made to do it all at once for cost efficiencies. It is going to be awesome! The annual capital expenditure for this project is within the same range as the capital investments we have made over the past 3 years, and the team is looking forward to sitting in chairs that don’t cause backaches!

Thanks for hanging in there and reading my long missive – see ya on the water! MB

## **WAYZATA YACHT CLUB “EXTREME MAKEOVER”**

*By Steve Bren*

What do you watch on TV during the winter months? Some of the shows I watch are Extreme Makeover, Flip This House, Trading Spaces, etc. Well, that’s a lot like what’s going on at the yacht club this winter! We are giving a facelift to the interior of the building that has seen a lot of use over 21 years since it was built. It all began last year, when Scott Brigham asked for volunteers to create a design/review committee to bring to our clubhouse a fresh new look for 2007. Nicolie Wheeler took the helm and along with Dutch Bull, Don Sundell, Judy Woellner and Tom Verburt began acquiring the design and bids for the interior work. Merry Beth Hovey, our new Commodore, has provided valuable oversight and has great experience as she just recently oversaw the renovation of an \$800,000 addition to the Hill School, Orono, which was completed on time and under budget. After reviewing three different builder/remodeling teams, the committee hired Steve Cool of SOLEIL Design/Build to be the general contractor for our remodel. A word about Steve - if you have ever been fortunate to see the house he is building or some of the jobs he has completed, you would have witnessed the great design skills he brings to his projects. He has a great company, with long-term subcontractors. SOLEIL Design/Build offered the best price by far. To-date, we have the new tile in, replacing the old terracotta tile. The ceilings have been refinished. All the walls are sporting a new color and texture. And a new lighting package is being identified. In March, Steve has engaged his workmen to reface the old brick on the fireplace with a new stone look and firebox. It looks Awesome! The firebox will supply much more heat. New wood trim is being added throughout. The new built-ins have been installed, and will be stained by Nick Anderson. The bathrooms are being refurbished. In the Men’s we have “ultra extension” “cow-catcher urinals“. The latest technology. In April, the new carpet will arrive, thanks to Bruce Lanners, who offered to supply it to us at his cost. And finally, we will have new furniture to replace our old director chairs and venerable old fiberglass couches...that will look more at home donated to a detox center. Lighting and Fans, and Artwork, by our outstanding resident photographer, Dallas Johnson, will be the finishing touches. We hope you will really enjoy the new look, and be proud to say, “This is MY Yacht Club”! So instead of “Flip this House”, it’s “Flip this Yacht Club”. Except, of course we’re not selling it! Many people on the board are investing a great deal of time and effort to bring all our great members a brand new, fresh interior by this spring when you all return. We will be closed for use until April 1 due to this project.



**ADA SAILING REGATTA - SAVE THE "NEW" DATE  
7TH ANNUAL AMERICAN DIABETES ASSOCIATION  
SAILING REGATTA, JUNE 9TH AND 10TH, 1:00PM**

We are again honored to be working with the American Diabetes Association's to host our annual ADA Sailing Regatta. As a club, this is our primary opportunity to shine by giving back to the community

We've made some changes to the event this year to improve its profile on the racing calendar. Most importantly, the date has been moved to June 9th and 10th. This is early enough in the year that we hope to avoid some of the mid-season burnout that happens near the end of June. The time for the race has also changed to 13:00 starts. Racing will begin after lunch with social events beginning immediately after the races. So you've got your mornings free, and the earlier date means we will absolutely, positively, without a doubt have excellent wind and weather.

We're floating a suggestion to run the ADA Regatta as all PHRF with new fleet splits. We'd have different boats to race against for a weekend and we'd be assured of decent sized fleets. Please vote your choice at [www.WYC.org](http://www.WYC.org). This is just one potential change you see in this upcoming event.

As always, we'll have two great days of racing, a silent auction, picnic dinner, entertainment, beverages and snacks. And all funds raised will benefit the programs of diabetes research, information services, advocacy efforts and summer camps of the American Diabetes Association.

This is the time of year for our club members (that's YOU) to reach out to our employers and contacts in search of corporate sponsors. A complete PDF sponsorship packet is currently available online at [www.WYC.org/ADA.htm](http://www.WYC.org/ADA.htm). Many employers earmark funds specifically for employees interested in giving back to their community, so think about being an ADA Regatta representative at your company. Sponsors will also receive various exposure opportunities based on their commitment level. See the insert for various monetary levels of potential sponsorship:

1st Mate Sponsor Level	\$ 1,000
Captain Sponsor Level	\$ 2,500
Commodore Sponsor Level	\$ 5,000
Admiral Sponsor Level	\$ 7,500
Presenting Sponsor Level	\$10,000

Following are links to the sponsorship suggestion and agreement forms:

<http://wyc.org/ada-07-sponsor-proposal.pdf>

<http://wyc.org/ada-07-sponsor-agreement.pdf>

Diabetes has reached epidemic levels and by participating in this event you will be part of the American Diabetes Association's efforts to put an end to diabetes, a disease that affects more than 293,000 Minnesotans and 20.8 million Americans. There has been so much good news lately regarding a cure for Diabetes, but there's still so much to do to finish the work. We look forward to seeing you Sail for a Cure!

For more information, contact Jenni Hargraves 763-593-5333 ext 6787 or Susan Klimek 763-593-5333 ext 6591 at the ADA office or email at [sklimek@diabetes.org](mailto:sklimek@diabetes.org).

## Commodore's Special Award

*By Scott Brigham*

**The Commodore's Special Award** was started by past commodore Bob Slocum in 1980 to recognize help that he received in the years of low water at the yacht club. **Selection:** This award is an adjunct to the Bail Bond Trophy, to be awarded by the commodore for special service to the club. It is not necessarily awarded every year, and is intended to be reserved for special occasions where an individual or group of individuals performs in an outstanding fashion. This year the 2006 Commodore's Special Award is being presented to a person who put in a sincere, professional and outstanding effort to pull off one of the most successful nationally recognized regattas that the yacht club has ever held. I didn't even know this person prior to the J-22 North Americans. I just started receiving e-mails asking for my participation in the J-22 Media Event. For those of you who don't know it, the J-22 Fleet did many things to increase the media exposure for their many sponsors. You know it's an important part of the game to make sure that for their dollars, sponsors receive what "Marketing Folks" call - impressions!!! This individual took the task very seriously. He gained the commitment of sponsors like: The Wealth Enhancement Group; Minneapolis St. Paul Magazine; Al and Alma's Supper Club; and Brenk Brothers. He Organized the J-22 Fleet #1's entrance into the James J. Hill day parade giving the Yacht Club increased community awareness. He hauled his boat, put it on the trailer, and used it for the float. I'm going to show you a video of the outcome of the Media Day. As some of you know Erick Perkins from Kare 11 came out to the media event. The Media Event was an opportunity for sponsors of the J-22 North Americans to get out on a J-22 for a sailboat race. Each boat had to have a sponsor and contribute \$300.00. The event was a total blast and raised over \$2,000 for the Wayzata Sailing Foundation. Eric Perkins had such a great time that he used his own video camera during the race to film his experience and then report on it and the Wayzata Yacht Club for his news broadcast. This gave the yacht club, and sailboat racing needed exposure to the greater Minneapolis area. We need exposure for our sport. We need people to volunteer their time. We need motivated people to take immense pride to do it right. To quote Thorn Turner from the J-22 fleet: "This person was instrumental in making the regatta happen. What was interesting is that he literally came out of the woodwork; none of us really knew him all that well. He just stepped in with enthusiasm, initiative and ingenuity to make it all happen. He made a huge contribution to the fleet and the club". For his efforts to gain sponsors for the J-22 North Americans, added Media Attention for the event, the club and the sport and for helping to raise over \$2,000 for the Wayzata Sailing Foundation, This year's Commodore's Special Award is presented to **Steve Paidosh**.

## Bail Bond Award

*By Scott Brigham*

**The Bail Bond Award** was given to the Wayzata Yacht Club in 1966 by an anonymous donor to be presented to our first Commodore, Walt Brantingham. The award is called the Bail Bond Trophy because the City of Wayzata issued a warrant for Walt's arrest for illegally mooring his yacht at the WYC. Fortunately Walt's boat was moored in front of his house. Walt with the Club's attorney sued for false arrest and the City dropped the warrant. **Selection:** The Bail Bond Trophy is to be awarded by the Commodore to the person who has demonstrated the greatest love, spirit and care, for the Wayzata Yacht Club. This trophy is not necessarily awarded every year and is reserved for recognizing individuals for extraordinary efforts. This year

the Bail Bond award is being presented to an individual with the patience of JOBE. He has been my council for the past few years in dealing with some very difficult issues. As some of you may know, there has been a great deal controversy in high school sailing and how schools recognized teams, coaches, and valid student competitors. This person inserted himself into the controversy with a plan to reconcile, rebuild, and request that parents and students concerns and thoughts be considered in an environment of respect and cooperation. Very difficult meetings were held with principals, superintendents, parents, students, and others with less noble goals. Through all this he kept to his principals of respect, tolerance, and honesty. As some of you may know, we have been working with the City of Wayzata to rezone the yacht club to allow for the permitted activities of a "yacht club". The Yacht Club is currently zoned Residential, and operates under a restrictive conditional use permit. The PUD would allow us to expand the clubhouse slightly, build the new sailing school building in the west lot, and undertake other general improvements to the facility. This person has led the campaign to get this done for over a year. He has shown remarkable patience with a dysfunctional city government and downright hostile neighbors. This person has exhibited outstanding fortitude, and endeavored to get this project done.... and in all likelihood to the detriment of his job, his family and his sailing schedule. As a result of these personal tireless efforts, the Planning Commission sent our PUD on to the City Council with recommendation to approve this fall. We have had a bit more difficulty with the City Council, but we expected that to some degree. After all it's an election year, and Council members form postures not policy. We will continue to work on the plan as it feels like the right thing to do for the future of our club. I have watched this person give selflessly to the club over many years. I have watched him deal patiently and respectfully with people who truly did not deserve his kindness and consideration. Above all, I have watched him make the right decisions over and over again with a smile, and a pleasant attitude. For his efforts over many years on behalf of the yacht club, the PUD project, and his management as the VP of the sailing school, this year's **Bail Bond Trophy is awarded to Mark Janda**.

## Andy Crew Award

*By Mark Oppen*

**The Andy Crew Award** was given to the Wayzata Yacht Club by Ross Bishop in memory of his brother Andy Yender. Andy died crewing on Ross's Etchels 22 in Lake Michigan at the Chicago North American Championship. **Selection:** Traditionally, the Andy Crew Award has been given to an outstanding crewmember and then that crewmember would get together a committee of previous "Andy" winners to select the recipient for the following year. This is the 26<sup>th</sup> year this award has been given. This year's award winner is most deserving, and the **2006 Andy Crewmember is Mike Bares!**

## The Sportsmanship Award

**The Sportsmanship Award** was donated to the Wayzata Yacht Club in 1968 by Paul Geyer. Paul was an active sailor in the club at that time, and created the award to recognize another sailor who he felt had "hung in there" and competed under circumstances that would have been overwhelming for most people. **Selection:** This award has been given for both a single act of sportsmanship or on-going sportsmanship behavior on and off the racecourse. The **2006 Sportsmanship Award** was awarded to **Dallas & Amy Johnson**.

## Doc Sam Award

**The Doc Sam Award** has been donated in memory of Doctor Sam Solhaug who died in 1996 and who was a long time and original member of the Wayzata Yacht Club. Known to all as Doc Sam, he loved sailing and would spend the majority of his free time from spring to fall sailing. He also enjoyed racing and had a persistence and "never quit" attitude that was more important than winning and that he instilled and encouraged in others. **Selection:** Awarded annually to the sailor(s) selected by the WYC race committee as one who has demonstrated Doc Sam's love of sailing, love of racing and in particular his persistence and "never quit" attitude during races. For always being there, happy, enthusiastic, looking for fun and taking on many new crew who have now come to love sailing the **2006 Doc Sam Award** is deservedly given to **Bob Carpenter**.

## Boat of the Year

**The Boat of the Year Trophy** was donated to the Wayzata Yacht Club by Quiet World Sports in 1975. It is to award both excellence in achieving first place finishes and a participation award for sailing many races. It originally came from a time when the yacht club only had a few fleets, and at the end of the year they took the two or three leading skippers in each fleet and had a sail-off in Ensigns. As the club grew, it became difficult to get borrowed boats, so the sail-off was dropped and instead was given to the boat with the most first place finishes during the season. **Selection:** Starting in the 1993 season, the first place finishes are weighted by the number of participants for that fleet in each race, and is awarded to the boat that accumulates the most points. The **2006 Boat of the Year** award was presented to **John Sligh, Sonar, Gusto, #464**.

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## BUOY FIELD UPDATE

*By Steve Bren*

All the buoys have been inspected all the way down to the business end where the fish play. New chains and ropes have been attached. Ten (10) new buoys have been installed. Mooring blocks, weighing a ton each, have been replaced on three buoys this year and four buoys last year. The **critically important** thing boat owners need to remember is to **NOT TIE TO THE TOP OF THE BUOY**, as this is what is causing consistent chain chafing and breaking. The sole purpose of the buoy is to hold your rope to grab that must be attached to the main chain **BELOW** the buoy. Please make this change immediately to avoid having your boat end up on a beach somewhere.

## PARKING LOT ETIQUETTE

Fewer cars have been able to park in the west lot due to the parking skills (or lack thereof) of some members. Please park as close to the next as feasible without denting doors and especially not leaving 3 feet between vehicles. Some vehicles are receiving the dreaded orange (bad dog) sticker because their drivers are taking up 1-1/2 spaces when parking. This allows many fewer vehicles to use the lot, especially on Thursday nights. Please do your part in alleviating this problem and dissuade us all of the belief that Ray Charles has risen and is now our valet parking attendant.

Grey's Bay Shopping Center has offered the use of their parking lot to WYC during our Thursday evening and Sunday races. Please park there and please **DO NOT** park in the adjoining neighborhood streets. Your car is safer and the walk is about the same. And also consider having Bob cut your hair, picking up some clothing at the Foursome, eat some pancakes, select some jewelry for your girl, or maybe get some Duct Tape for your crew at the hardware store. Better yet, purchase a crew membership and receive a parking sticker for the East parking lot. Go to the "**Join WYC Membership info**" link in the top right corner at [www.wyc.org](http://www.wyc.org) for an application or find an application at the clubhouse.

## FAMILY MEMBERS - CREW MEMBERSHIP DRIVE

WYC is having a crew membership drive to encourage regular crew who come out quite often to join the club as paid crewmembers. There is a reasonable expectation that regular crew (those who race in three (3) or more races during the season) will join as paid members and not piggyback as freeloaders. You can help in this regard by asking those who help you crew your boat regularly to join as crew and get all the benefits of the "Best Yacht Club on the Lake" (see review in the July, 2005 "Navigator"). Have them go to the "**Join WYC Membership info**" link in the top right corner at [www.wyc.org](http://www.wyc.org) for an application or find an application at the clubhouse.

## IMPORTANT NOTICE!!! CRANE IN SIGN UP SHEET FOR APRIL 28<sup>TH</sup>

**WYC will have a sign up sheet at the club posted by April 21st, 2007.** Approximately 8 spots per hour are available. This will help eliminate the huge conga line. Please sign up because these people will be organized and be able to pull in and have first service in their time slot (8:00 – 4:30). Have everything ready to go when you show up - lines out, paint ready, etc. Have a 2nd person as a driver ready to take your trailer completely out of the West lot as soon as you're launched to prevent gridlock (**very important**). So to recap: First priority will be going to those already signed up at put-in, and we'll fill in with those who just showed up – as time permits. So sign up or you could be waiting a while!

## LARS MIDNIGHT SAIL SAGA

*CC: Darwin Award Nomination Board*

*By Lars Hansen, October 31, 2006*

The word is often overused but “epic” describes our night. After an initial balk at going sailing I realized that with temps still in 40's and winds predicted to be in the 30's it was time to go. Unfortunately with the short notice only Kurt and I were able to make it out. After a stop to buy batteries for the lights we met at the club around 7pm. A quick survey showed that with the west winds conditions in the harbor were just sheltered enough that the two of us would probably be able to get away from the dock without too much trouble. We rigged up with spin gear and no jib, added 6-8 turns on the shrouds and untied the boat. After backing the boat out of the slip we got a good bobsled push into the wind and started to hoist only to find the halyard wrapped around the lower and stuck. We have yet to leave the harbor and we are already in trouble, the bow is being blown down and I'm headed back towards the dock. However we managed to build enough speed to spin one more time while we got the halyard straightened out. Luckily we got a slight lull in the wind and made the hoist work. Once we get out of the harbor and the main trimmed in we take off. This main was the last of the red numbered sc2's in the garage and seemed like a good choice for the night. With it we were silently skipping upwind through some of the bigger waves I've ever seen in Wayzata bay. We worked out of the shelter of the bay into the main lake for our first taste of winds in the 30+ range. With no jib the boat felt just like a big Laser, main trimmed hard, traveler down to the seat back, back stay cranked and vang on as hard as possible we just blasted over wave after wave, sometimes smashing the next wave into vapor that just came back and soaked us. It took a beer or two to make it all the way up to the entrance to Lafayette Bay. Once there we had a little discussion on the merits of flying the spinnaker and how we were feeling. Then I decided, this is why we came, lets do it. In the shelter of the windward shore the set was way too easy. We gybed to get pointed in the right direction and settled in for the ride. Odd thing, it seemed like all the wind went away. We were sailing along ok just no big deal. I felt like I'd been pimped again. Perhaps what we didn't factor in was how fast we were going downwind and hence the lack of apparent wind. Once out in the middle it was a different story, we were moving. A little turn or a big wave on the bow and it would put the boat out of balance a bit and suddenly the sheets would super load and require a quick nudge on the tiller to get her back. The boat would then slip into super quiet full speed planning. 10-foot wake on either side and a huge rooster tail. I can't remember a time when we went so fast so smoothly; it was eerie how quiet and slippery it was at speed. I still thought the wind had died gone away but after 2-3 minutes we were all the way back to Spirit Island and running out of lake. We had prearranged not to try gybing in 30+ and so we did a nice leeward drop, strapped in the main again, turned the boat upwind and surprise the wind was still honking maybe even more than before. We decided to try that one more

time. So we slogged up hill again, drank another beer and got set for the next downhill. Same drill at the top of the lake, another very easy set. We started down the lake this time a little more confident. We were starting to get going pretty good when in an attempt to heat it up for a little more speed we rolled it right over, splat, bang, crash. Vang off, spin sheet eased, rudder out of the water we just sat there flogging. We tried twice to get it turned downwind but no luck. At first the spinnaker developed a few vents where the glued seams opened in the cold but by the time we got the kite down it was shredded. Oh well, the main had us going pretty good. We found a good line in the water and pretty soon we were planning down swells in Lake Minnetonka. As we got down near the Gazebo point the waves were really starting to build. Into Robinsons bay we surfed. As I was thinking about the lee shore now on three sides I mentioned we might not want to get any further down into the bay. Kurt was driving at the time and started to spin the boat back into the wind. As we spun I felt the boat start to roll over so I thought that if I eased the sheet a little as we turned we might not heel over quite so much. Well not to be. Once the boat started turning into the wind it just kept going. We rounded right up, the main luffed hard for a second and then it went. Zippered open right through the numbers from leach to luff. I took over the helm and tried to figure our next step. If we could hold this line we might just make it over the point and back to Wayzata Bay. Not! We were not making it. Now I was starting to think: Can we find the jib and a set of sheets and get it rigged before we get blown up on shore? Is the anchor ready? Can I even tack? Who can I call? At one point I see yard lights come on just to leeward of us. Someone must have seen or heard us and wondered WTF is going on out there. I try to tack and by some stroke of good luck we make it. Now we're headed back towards the Gazebo, unable to clear the other point but making progress to windward. The main is a mess. The top third is flapping free like a flag in 30+, the middle of the main below the tear is also ragging, the only part working is a small triangle from the spreaders down to the boom, and the noise is deafening. Kurt is still trying to find enough parts to make the jib work when we get to the other side of the bay. Still unable to make it over the point I go for another tack. NOT! This time the boat stops turning way before we even get close to head to wind. Then 30+ takes over and we are immediately blown back down towards the oncoming shore. Now I have one chance to get the sheet eased, bow pulled down, and speed up and carve a gybe before we run out of lake. We were probably 4-5 boat lengths away from the shore when we finally get gybed away. That was close. After the gybe I was able to head up and it looked like we might just make it over the next point. It was close but we made it over the point with a few boat lengths to spare. Once into Wayzata bay we took down the main to stop the noise and sailed home under bare poles all the way to the slip. As we finished putting things away I noticed things starting to ice over. The temps had dropped 30 degrees from 4:30 to 11:00. Another half hour on the water and we might have had a nasty time.

## **Bert Foster Goes for Gold in Beijing**

Wayzata Yacht Club's very own Bert Foster, and his considerable entourage, is on a "quest" to represent the United States in the 2008 Paralympic Games in Beijing, China. The games are scheduled to be held September 6-17, 2008, and sailing events will take place in Qingdao, a coastal city located 430 miles east of Beijing.

The Sonar, which Bert has been sailing (on #22 Sesame Street with partner Ernest Brody) at WYC, is the official three-person keelboat for disabled sailors in national and international competition. Bert qualifies as a disabled sailor, having lost the use of his right arm in a hunting accident 40 years ago. His competitors in the WYC Sonar Fleet 5, who have watched Bert and Ernie take home trophies for two decades, can only imagine how many more trophies they might have won if Bert had two good arms!

In August 2006, Bert traveled to Newport, Rhode Island, to participate in the Thomas C. Clagett Jr. Clinic and Regatta, and to familiarize himself with the world of disabled sailing. Following the Clagett Regatta, Bert decided to form his own disabled team, and set out to find the best crew, the best boat, the best coach, spend as much time as possible training, and compete in as many disabled and open Sonar regattas as they could manage, leading up to the Olympic Trials in Newport, RI, in October 2007.

In addition to Bert at the helm, other crew members are Jim Thweatt of West Sacramento, CA, main sheet trimmer, and David Burdette of Baltimore, MD, jib trimmer. Disabled events are sailed with main and jib only, no spinnaker, and an auto-launching wisker pole for wing-on-wing downwind sailing.

The boat is Sonar #757, Captain Hook, built by Ontario Yachts in 2006, and outfitted with a padded bench across the front of the cockpit for paraplegic jib trimmer David Burdette, and a metal bar behind the bench to assist the single-leg-amputee main sheet trimmer, Jim Thweatt, as he maneuvers from side to side on one leg, because the disabled sailing rules do not allow him to wear his artificial leg while racing. There are also numerous grab bars and padding on the boat to assist and protect the disabled crew.

The team is coached by Gordy Bowers, former Olympic sailor; former Olympic sailing team coach; and instructor, coach and friend to many Wayzata sailors. Gordy has been traveling with the team, spending countless hours, on and off the water, helping them improve their sailboat racing skills and understand the nuances of coastal salt water sailing and international competition.

Of course, a team of disabled sailors needs a staff of able-bodied assistants to take care of the boat, the equipment, and even the sailors themselves! Team Captain Hook is fortunate to be accompanied at all regattas by Bosen Ernie Brody, who assumes full responsibility for the care, equipment, modification and practice/racing preparation of the boat. Ernie is assisted by Stephanie Brody and Carmella Zagone, the best shore crew of any Paralympic Team!

Since the Clagett Regatta, Bert and the team have competed in the Olympic Pre-Trials (Newport, RI, October 2006), the Americas Disabled/Open Regatta (St. Petersburg, FL, December 2006), the Alex Caviglia Bluewater Regatta (Miami, FL, January 2007), the Rolex Miami Olympic Class Regatta (Miami, FL, January 2007), the Sonar Midwinters (Key Biscayne, FL, February 2007), the St. Petersburg NOOD (February 2007), the 17<sup>th</sup> Annual Midwinter Shake-a-Leg "Shake Your Luck" Regatta (Miami, March 2007) and the Disabled Midwinter Regatta (St. Petersburg, March 2007). Team Captain Hook has qualified as the second of three teams on the United States Disabled Sailing Team. You can read more about Team Captain Hook, including pictures and regatta reports, on the team website [www.paralympicteamcaptainhook.org](http://www.paralympicteamcaptainhook.org). On the website, you can sign up to receive email reports and updates from the team.

Team Captain Hook will practice sail at Wayzata Yacht club for one week each month during May, June and July. They will compete in the American Diabetes Association Regatta June 9-10, and also in some Thursday and Sunday club races.

The cost of the ten regattas sailed so far, and the ten remaining regattas leading up to the October Olympic Trials, is projected to be \$150,000, which far exceeds the team members' personal ability to fund. Through the help of Scott Spaeth, former WYC Commodore, Paralympic Team Captain Hook is established as a 501(c)(3) charitable foundation. Tax-deductible donations of any amount are gratefully appreciated, and can be mailed to Paralympic Team Captain Hook, 19150 Park Avenue, Wayzata, MN 55391.

## Kattack<sub>tm</sub> At Wayzata Yacht Club

Wayzata Yacht Club has arranged to include Kattack as part of the 2007 racing program. For racers this will mean a continuation of the same entertaining and educational race replays that we enjoyed last year. In 2006 Kattack used the WYC J22 and J24 fleets for beta testing of their software. This year WYC will be running the software, and the program is being expanded to include everyone at the club.



**KATTACK™**  
Performance App

### What's Different?

- Everyone's Invited! Anyone can participate and all fleets are included.
- Data can be collected for any racing, not just Thursday nights.
- Sailors will need their own GPS units, and will be responsible for setting up their GPS units and bringing them to the clubhouse after racing.
- A subscription to Kattack will be needed to view the races online at home.

### What Do the Fleets Need to Do?

- It's more fun when everyone is playing. Use the Subscription pre-season offers to ensure as many fleet members as possible sign up.
- It's more fun when everyone is on the same page. Some fleets might want to designate certain races or series' as Kattack races, other fleets might want to track all races. It's up to you, but make sure you are all on the same page.

### What Do Sailors Need to Do?

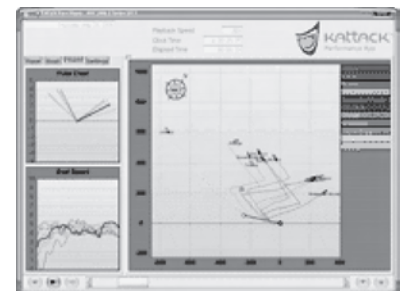
- Do you have a GPS Unit? You'll need one.  
Hand held GPS units are inexpensive and easy to operate. The Kattack website has several recommendations for which GPS units work best, with links to Amazon.com for purchasing. While many GPS units can work, hand held units with data ports are the easiest to download data from.
- Rechargeable batteries and a system to easily mount your GPS are highly recommended. Mounting recommendations are also on the Kattack web site.
- Label your GPS unit with your name, boat and contact information.

### How Will It Work?

- When you leave the dock for the day, start your GPS and reset the tracking for the day. Visit [www.Kattack.com](http://www.Kattack.com) for setup instructions if you don't know how.
- Mount the GPS to your boat in a secure location with a view to the sky, then forget about it.
- After racing, bring your GPS to the Kattack desk at the clubhouse for downloading.

### How Will We Watch?

- Races will be played on the big screen at the club after the races.
- Subscribed Wayzata Sailors will receive additional beta race analysis software at no charge as it becomes available this spring.
- View the races online with the Kattack Race Player where you can closely analyze the race data and see the details of the race. Subscriptions will be \$75 until May 31<sup>st</sup> and \$99 after that for an annual subscription.



**Find a place in your budget for a GPS unit and get ready for a great season of *Raising the Level of Play* at Wayzata Yacht Club.**

*"Kattack instantly explains the racing in a detailed and entertaining manner. World class tacticians and people new to the sport can all learn from the Kattack Race Player data." Gary Jobson*

## GIVING BACK AT WYC

Wayzata Yacht Club aspires to be a generous and welcoming member of our community. We are all fortunate to enjoy our sailing on Lake Minnetonka. Giving back and helping to introduce others to sailing is one way that we express our gratitude for how much we enjoy sailing. There are MANY people at WYC who participate in a variety of worthy causes, and we commend all of you for those activities. Because there are so many opportunities to give back to our community the WYC typically chooses to focus our combined efforts as a club in several focused areas. First we give back to our sport, second we give back to the community, third we respond to unexpected needs.

### Giving to Our Sport

Through the Wayzata Sailing Foundation we support many activities including community access to sailing, certified instruction, youth sailing camps and racing programs, and we regularly host youth regattas. Primary fund raising events for the WSF include the Foundation Cup during the Commodore's Cup Series and the WSF Silent Auction at our Fall Banquet. We also support the Mike Plan Youth Sailing Fund. In addition to this many individuals contribute to the WSF via annual gifts or estate giving.

### Giving to the Community

The WYC is honored to partner with the American Diabetes Association with our ADA Summer Regatta. With the assistance of the ADA Staff, this regatta brings together WYC sailors and corporate donors to raise funds for the ADA. Yes, we receive trophies if we win, but this event is all about giving back to our community as a whole.

### Giving to the Unexpected

Since many of the greatest needs are unexpected needs we try to pick one unique cause per year that we put our combined efforts behind. This may revolved around the needs of a club member, a natural disaster, or a club related cause. It is always something with a connection to the WYC community that is driven by a WYC member. Past contributions include Katrina Relief via LA sailors, Tsunami Boat Building Relief, and the Team Sail MS Walk.

This basic philosophy is intended to allow our club to make significant impacts in areas that we focus on without causing "giving burnout". Over the years we have accomplished many great things and we thank you for your ongoing support.

## ENSIGN MIDWINTERS, MARCH 16-18, 2007

Ensign sailors from around the country converged on Dunedin, Florida March 16-18, 2007 to compete in the annual Midwinter Championship. The first day saw good breeze from the south at 15 knots, which eventually shifted to the west and diminished to 10 knots. The fact that the first two races were held in a downpour did little to extinguish the enthusiasm of the fleet, especially those from areas where March precipitation usually still requires shoveling. After 5 races on day one, Travis Van Neste of Minneapolis, MN held a narrow one-point lead over local sailor and Ensign builder Zeke Durica of Dunedin, FL. Saturday brought much more breeze from the north in the mid-20's with gusts into the 30's, so the sailors wisely decided to get an early start on St. Patrick's Day celebrations in Dunedin. The final day was a glorious day for racing north of the Dunedin Causeway, with northeasterly winds of 12 to 18 knots, lots of sunshine, but cool temperatures. Zeke Durica came from behind with three bullets in the last three races to take the championship. Travis Van Neste sailed consistently to finish second, and Tom Keesling of Denver, CO rounded out his series in third place.

No.	Boat	Skipper	Home port	1	2	3	4	5	6	7	8	T
972	Artful Dodger	Durica	Dunedin, FL	2	1	2	(3)	1	1	1	1	9
1128	Pegasus	Van Neste	Minneapolis, MN	1	(3)	1	1	2	3	3	3	14
1492	Christopher C	Keesling	Denver, CO	3	(5)	3	4	3	2	2	4	21
1704	Spirit	Porter	Dunedin, FL	(6)	4	5	5	6	4	5	5	34
319	Teamwork	Jones	New London, CT	4	(10)	4	2	8	6	6	6	36
583	Green Dolphin	Verplank	Muscle Shoals, AL	5	6	(8)	8	7	5	4	2	37
986	Zip	Kirsch	Merritt, NC	7	2	6	(10)	4	7	7	9	42
634	Vulcan	Anschuetz	Cleveland, OH	(12)	7	7	7	5	8	9	7	50
139	Unknown	Sincich	Dunedin, FL	8	(11)	9	6	9	10	8	8	58
293	Patriot	Crawford/Luehrs	Dunedin, FL	9	8	10	11	10	9	10	10	66
816	Mongoose	Voyaging Crew	Dunedin, FL	10	9	11	9	11	(13)	13	13	76
1267	Surprise	Rennie	Dunedin, FL	11	12	12	12	(13)	11	11	11	80

## **NEW THURSDAY NIGHT POST-RACING DINNERS**

This Season we are fortunate to have Connie Blanchard take up the mantle from Dee Geary who did such a fine job with these past years at WYC. Since Dee has become increasingly successful in her own catering business, and continues to serve many private events at the club, as well as her full time job at the Arboretum, she has passed the catering services to Connie. Connie is well known for her awesome meals created for Minnetonka Yacht Club, also known as their "Grill & Chill" events; and testimony to her meals is the fact that the post race dinners have grown into the most popular events over at MYC. Below are some sample menus. We are confident our WYC sailors are as hungry for these great dinners from our new personal chefs - Connie and Jeff Blanchard, Please bring a paltry \$10 with you on Thursday nights and have a fine meal for much less than the beer alone would cost. Linger with your buddies and swap tales while partaking of the following cuisine.

### **WYC Sample Menus for Thursday Evenings**

#### **Light and Lovely**

A Choice of Lemon Chicken with Capers or Grilled Ahi Tuna  
Mixed Greens with Balsamic Vinaigrette  
Crusty Breads  
Rice Pilaf  
Green Peas  
Ghirardelli Brownies

#### **Savory and Sublime**

A Choice of Grilled Leg of Lamb with Garlic and Rosemary or Pesto Chicken Breast  
Orzo Salad with Feta and Olives and Tomatoes  
Romaine with Creamy Garlic Dressing  
Crusty Breads  
Green Beans with Garlic Aioli  
Lemon Cake with Berry Sauce

#### **Trattoria**

Italian Bread Salad  
Tuscan Chicken with Mushrooms over Farfel Pasta or Lasagna with Italian Sausage  
Foccacia with Olive Oil  
Roasted Zucchini and Onions  
Tiramisu

#### **South of the Border**

Tortilla Chips with Black Bean Corn Salsa  
Garden Salad with Salsa Ranch Dressing  
"Build Your Tacos" from Shredded Chicken or Beef  
Refried Beans  
Sour Cream, Lettuce, Tomatoes, Onions, Shredded Cheddar  
Chili Cheese Corn Bread  
Chocolate Ice Cream with Cinnamon

**Menus will be selected on Monday and may be posted on the website.**

**As there are no reservations, we will always do our best to serve everyone, but there is the possibility that we might run out of an item. We reserve the right to substitute if needed.**

**Dinner will be \$10 per person (including sales tax) payable by cash or check only.**

## CREW AND RACE TRAINING

*(A fun mixer especially for new members!)*

Here is a great opportunity to bring into the club any friends, business acquaintances, OR relatives to learn the racing tactics and rules for 2007 and also what yacht racing is all about! These classes consist of three Tuesday night tactics seminars and three Saturday mornings of hands on training on the water. Also, the Advanced Crew Training seminars are offered on three Wednesdays in June.

TUESDAYS – Sailboat Racing Seminars – May 1st, 8th, 15th: 7:30p-9:30p.

SATURDAYS – On The Water Training – May 5th, 12th, 19th: 8:30a-1:00p.

WEDNESDAYS – Advanced Crew Training – June 6th, 13th, 20th: 6:00p-8:30p.

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

## CLEAN UP DAY

### SATURDAY, APRIL 21<sup>ST</sup>, THIS YEAR!

Bring a broom, rake or wheelbarrow, and your favorite tool to pitch in and give the clubhouse and grounds a thorough Spring-cleaning. Festivities start at 9:00 am with trash pick-up, window cleaning, raking, general yard work and face painting. We will be working on mulching the garden and other areas. We will also be putting the final touches on the club remodeling such as organizing the closets, putting up lighting and generally beautifying the clubhouse and surrounding area for the new 2007 sailing season. Free beer, brats, soft drinks and hamburgers will be provided. This event counts as one race score. Wear your grubbies and bring a smile! This is a fun event and a great place to see everyone you've missed over the winter and meet new members! Extra wheelbarrows needed!

## 15-RACE MINIMUM

If you came to sail with your crew, and the wind went to zero or for any reason the race was abandoned; this year you will be able to notify the race committee after cancellation to be counted for a race towards the 15-race minimum for 2007. If you volunteer for a clean up day at the club you may also use this as one race towards the 2007 race schedule.

## ANNUAL J-22 DAVE COOL ICE BREAKER REGATTA SET FOR APRIL 28-29, 2007

Yes, you know spring is here when the ice is out and the whispers of the first regatta of the year are all over Sunsets. As in the past, J-22 Fleet #1 will put on the first WYC event of the season, The Dave Cool Ice Breaker. This regatta was started in 1999 as remembrance for Dave Cool. Dave, who lost his battle with cancer, was one of the first ever J-22 owners, (#20) and was a staple in the fleet and at WYC till the day he left us. All who ever knew him miss him dearly. So once a year we do battle in his honor. This regatta,

already a classic, is known for its great spring wind, flat water, and amazing Cool Cup Trophy. This year promises to be no different. Who will it be this year? Could it be you? Grab a J-22 and come out to play! Liz Greene from Evergreene Jewelers is kicking down some extra special prizes and awards. You J-24 people know what Liz has done for prizes in the past, so the sky may be the limit! Remember the J-22 N.A.s from last summer – this may be a repeat. A challenge to all...Come sail with the fastest & most fun boats at WYC and see how you stack up.

## MOORING & MEMBERSHIP DUES ONLINE PAYMENTS

*By Wayne Bren*

Those e-mail messages you've received from "WYC Accounts" ([Accounts@wyc.org](mailto:Accounts@wyc.org)) are not phishing e-mails but actually links to pay your mooring and/or membership dues online by credit card. If you're a Family member who belongs to US Sailing, don't forget to subtract \$25. Paper invoices follow in the mail for the traditionalists, including a tear-off remittance slip and return envelope. **ALSO, BE SURE TO NOTIFY WYC OF ANY CHANGES OF INFORMATION FROM LAST YEAR'S LOGBOOK BY EMAIL AT [Accounts@wyc.org](mailto:Accounts@wyc.org).** If you didn't receive an e-mail invoice, is it because you're not a member of the club? Of course we're a welcoming group but we know when someone has overstayed their welcome. To join as a crew member, download a form at <http://wyc.org/about.htm#How%20to%20Join> and mail it in with a check or just send the relevant data to [Accounts@wyc.org](mailto:Accounts@wyc.org) and request an e-mail invoice for payment.

## WYC 2007 BOARD OF DIRECTORS

At Wayzata Yacht Club's annual meeting November 11, 2006, new board members were elected to take the helm for the next sailing season. Welcome to Tom Verburgt and Travis Van Neste as new directors this year and appreciation for the extensive participation and services of Judy Woellner and Pete Willenbring. A heartfelt thanks to all who give of their time and brilliance to making a difference at the club. Following are the members comprising the Wayzata Yacht Club 2007 Board of Directors:

### OFFICERS

Merry Beth Hovey	Commodore
Dallas Johnson	Vice-Commodore
Dallas Johnson	Secretary
Jonathan McDonagh	Treasurer/AIS
Scott Brigham	Rear Commodore

### DIRECTORS

Ernest Brody	Membership Rules
Dutch Bull	Docks & Grounds
Bert Foster	Race Committee
George Hansen	Membership Promotion
Nicolie Henrickson	Awards
Pat Maloney	Wayzata Sailing Foundation
Ross Siemers	Youth Regattas & Sailing
Donald Sundell	Social & Banquet
Tom Verburgt	Audio Visual & Computers
Travis Van Neste	Director at Large



The Board meets monthly. Club member suggested agenda items may be emailed to the Commodore at [commodore@wyc.org](mailto:commodore@wyc.org) for inclusion at the next scheduled board meeting.



**Wayzata Yacht Club**  
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## **REGISTER FOR THE E-WEATHERMARK**

Previously, 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).