

CAPRI 25 NATIONALS

September 7TH - 9TH, 2007

The intrepid Capri 25 fleet, with all of its 31 boats and sailors (some of the friendliest folks you'll ever meet around the water), are busily planning the Capri 25 North Americans for the 2ND weekend of September. Want to talk about beautiful sailing weather? Low boat traffic? Believe me when we say that this group knows how to party! (As in the outrageous C dock parties that are legendary history at WYC) This will be a well-run event, with Harry Pattison coming into town, August 24th – 26th for sail trim seminars and coaching. Entry forms are available on line at www.wyc.org/capri25/ or by writing Dutch Bull at 7365 Courtly Road, Woodbury, MN 55125. The entry fee is \$120.00 if paid by September 1, 2007 or \$150.00 at registration. Boats traveling more than 100 miles may register for free before September 1st and are encouraged to join this great regatta. They expect 25 to 30 boats on the line for the start. If you would like to volunteer for this event, please contact Lew Sacks or Margaret Griffith at 612-922-4812 or sacks2000@earthlink.net. This will be a really fun regatta. Plan on sailing or attending the great party and dinner Saturday evening!

J/22 DISTRICT CHAMPIONSHIPS EVERGREENE CUP

Saturday, September 15TH and Sunday, September 16TH, 2007

Many of the J/22 sailors and other fleets, who love jumping onto the lovely lil' J/22 for an occasional Rip around the patch, are getting jazzed about the EverGreene cup being held during the middle of September. The colors are just getting ready to turn, and this is usually the finest sailing weather of the year. Preparations are underway to make this a memorable event. Those of us fortunate to be involved in the Nationals last year know that this Fleet knows how to put on a first class regatta. Entries from around the Midwest are expected, based on the great feedback they received after the 2006 NAs. A 10:00 start on Saturday with 3 to 4 races expected depending on wind with races ending by noon on Sunday. So you still have time with the family, or to go out to the Renaissance Fair on Sun! A great regatta party is planned along with a dinner for Saturday evening, and rumor has it they're working on a band! A lot of teams are forming and diet plans are in the works, to make weight... so get out there and hook-up with a boat, or charter one, with your own crew... I heard of a Capri 25 contingent planning on running away with the whole thing this year! Beware you J/22 people! Will Sean-man's foot be healed by then? Watch out if it is!! Will Cool Man be coaxed from his hiatus to once again take up the stick of Joy? Then there is the indomitable Lars. Stay tuned. Register and have a ball at this one!

U-GOTTA REGATTA

September 29-30, 2007

Each entry must be submitted on the enclosed form. Entries must be accompanied by a check in the amount of \$125.00 payable to J/24 Fleet # 1. Entries received after September 15th must include an additional late fee of \$10.00. Official Entry Form: U-Gotta 2007 Entry Form and Disclaimer (PDF Format) <http://www.wyc.org/j24>. Mail Entry Fee To: Holly Jo Anderson; 11800 Wayzata Blvd., Minnetonka, MN 55305. holly@veritasmarketing.com.

WAYZATA SAILING FOUNDATION PURCHASES THE ROSEKRANS PROPERTY!

By Steve Bren

After a furious fund-raising spring, with very little notice, a tremendous amount of work was accomplished, in a short period of time. A fundraiser, that would normally take about 3 years to secure funds of this magnitude, was carried off and the results are that the Wayzata Sailing School will have a new home, and the Wayzata Yacht Club will have a friendly neighbor next door! This was a once in a lifetime opportunity, and many, many members stepped up to the plate and committed funds and made pledges, to get this project off the ground. Raising over 200,000 dollars! Thank you...every one of you! This is going to be a huge new step forward for our club, and the Wayzata Sailing Foundation. It follows in the footsteps of other great projects, which seemed daunting at the time, but through vision and hard work of key individuals were carried forward and secured for future generations. Some of these were the purchasing of the East lot in the late 80's, by Bert Foster signing a personal note on his house to tide us over for bridge financing. The dredging of the basin and the subsequent building of the island, which if you saw the size of the binders for these projects, you could begin to appreciate their scope. The purchase of the West parking lot, which has been such a boon in helping our club grow. And who can forget the battle to get our crane, which consumed 3 Commodores with frustration, until Mark Janda, Pete Willenbring, Scott Brigham and a host of others finally pushed the ball over the goal line. It's so easy to take these huge accomplishments for granted as we grab our sea bags and head for our boats. But take a minute to look at what we've accomplished and take a look at the Past Commodores and thank them for their vision and hard work. And now another huge milestone has just been consummated. A new Sailing School - Regatta Center, who knows what the potential is for the new land? All we know is they are not making any more of it and it's rising 10% a year in value. The major figure we can never thank enough is Denny Sanford, a past commodore, who personally pledged ONE MILLION of his own money to make this happen. That is how much he believes in the future of sailing on Lake Minnetonka. Also a Huge THANK YOU goes out to Gary and Mary Holmes, who donated 175,000.00 as a matching grant toward all donations from Wayzata Yacht Club, effectively doubling all of the club members' donations. What wonderful friends of Sailing we have in these selfless individuals! What can we do to thank them enough? Well, we can continue to support Cappy and the Sailing School. And also support our club! Maybe that's why when we see sailors that come week after week to crew but never take the time to join up and put some skin in the game, it gets a little tiring. So if you have people that like coming to sail with you regularly, please encourage them to become crewmembers. Following are the people to thank when you see them, who took 2 months out of their

lives to make this deal happen: Commodore Merry Beth Hovey, Vice-Commodore Dallas Johnson, Mary Foster, Pat Maloney, Pete Willenbring, Bert Foster, Brighid Hansen, Ross Siemers, Pete Ice, Cappy Capper, Bill Laughlin, Mark Janda and the entire Wayzata Sailing Foundation. A big thank you from all of us WYC sailors for making a lasting contribution of your collective time and talent to create a lasting legacy for the Sailing community!

FOUR FROM WYC PARTICIPATE IN 2007 SWIFTSURE RACE

The Swiftsure race is one of the Northwest's premier regattas. This year a group of four Wayzata Yacht Club sailors made the journey to Victoria, BC to participate in the race that runs May 26th through the 28th. It brings in over 200 yachts from around the globe sailing in one of seven fleets over a choice of three courses. Known for a variety of winds that can blow hard or be quite mild and lead to the alternate name, Driftsure. In fact one year the winds were so light that many boats were unable to cross the start line after several hours of fighting the current and had to retire. This year it was anything but. In fact boats sailing the longer course set a Swiftsure record! The boat was Evolution, a Benetaeu 36 that sailed the 103 mile Flattery race and is owned by Jay Boekhoff of Jalapeno. The rest of the Jalapeno crew of Bob and Stew Carpenter and Andy Spence-Parsons joined him. The boat's skipper was Alex Fox of UK Sails, a nice addition, as you will later see. The rest of the crew was made up of a local navigator, (with all the "nuggets" it's nice to have someone who knows where they are) and three others in search of adventure. Pre-race at about 10:00 AM on Saturday in about nine knots of breeze quickly built to 15 knots and the first of several sail changes was at hand. The right side was favored and a nice boat end start was orchestrated only to have a general recall spoil the effort. With a crew that had very little practice Alex thought a less aggressive start was in order. That would have been nice but with 81 boats on the line, room was hard to find. Pushed over a retreat was in order. A quick dip and then out to the right. After about fifteen minutes the right paid off as several bows were crossed and Evolution was back in the hunt. The wind continued to build up to over 20 knots and after passing the narrows between the mainland and the island known as Race Rocks, it was time to drop down to the #3 finishing just in time to lee bow a starboard boat that was quickly approaching. A fast run up the Canadian shore with a crossing to the US about half way up the strait saw the winds drop back to about eight and the #1 was re-hoisted. That didn't last long, back up to 20 and the #3 (Stew got quite a work out). The mark was rounded at Neah Bay at the tip of Washington State at 8:30 PM. A jibe set was called and we were off on a 52-mile spinnaker run, most of which was sailed in the dark. This was the highlight of the trip. The further we went down the strait the more the wind and swells built. It was dead down all the way to race rocks with just a few ships bound for the high seas to avoid (which we did well for the most part).

Winds ranged from a pleasant 20 knots to a nail biting 35 knots. Top boat speed was observed at 16.4 knots. Three jibes, one of which was done in 30 knots (now known to the crew as “the jibe”) and we were nearing the finish. A quick sail change to the #3 allowed us to reach up to the finish avoiding a few nuggets in our way. The finish line was crossed at 2:48 AM much to the delight of the crew. The boat was cleaned up and rafted. As the sun rose it was a great time to relax and recall the events of the day over a nice cold one. The next day the results would show a respectable 11th out of 81 competitors - and as chance would have it a front page splash on the Times Colonist newspaper! A great souvenir to bring back home.

STORIES FROM THE STORM

July 8, 2007

Lake Minnetonka and the tail end of the WYC Sunday racing fleet was caught by a developing storm and subsequent straight-line winds on July 8th. Blake Middleton was in full i-Geek heaven as he tested out his new I-Phone to track online radar of storm cells developing over upper lake as racers finished their courses. Thankfully, boats were warned to return to port as soon as possible and most boats were docked by the time serious winds arrived. Actually, serious winds never reached the club and were isolated to the main lake where C-25 Ellie Jay was hit by straight-line winds strong enough to turtle the boat while motoring with sails down. The MYC weather station packed it in at 65mph. WYC has been fortunate to never have a serious injury related to weather during racing. While monitoring the weather and making safe decisions is ultimately the responsibility of each boat skipper, our Race Committee also carefully monitors the weather and works hard to ensure safe racing during our often-unpredictable summertime weather. Remember that if bad weather appears over Big Island, it's only a race and it's OK to drop sails and go home if you feel threatened. If you see lighting in the area, don't touch metal stays or lifelines.

Blake Middleton account:

So there we were on a hot July day running afternoon races for the Wayzata YC on Lake Minnetonka. As we were setting up the start, we saw a T-storm going by to the North, but after reviewing weather radar on my iPhone (Yes, I'm a geek LOL), it was clear it would be passing us by. The winds were light out of the SSW, and while it had all the vibe of a bad weather day, it looked like we were going to squeeze the race in. About the time that the fleets were closing in on the finish, I saw a small thunderstorm cell building up just to our west. This was something new, as opposed to a cell or line that was coming across the state, and was it was building up just a few miles away out of nothing. It was barely visible on the horizon, but it showed up on radar as a small, but intense cell, and it was tracking right at the lake. The entire fleet (just under 70 boats) was converging fast on the finish line, but as breaks between

groups of boats came across the line, I kept refreshing the radar, and each time I did, it was obvious that the storm was blowing up FAST. All 70 boats finished within minutes, and as each boat crossed, I warned them that a storm was approaching, to put on PFDs and hustle back to the club post haste! Our two race committee boats had time to pull up anchors on all the race marks, and most of the boats had either sailed into Wayzata Bay, or had dropped sails and put on the outboards and were heading that way fast. Just as the rain started and the wind began to pick up, one of the S2 7.9's called us on the VHF to ask for a tow, since their engine was out. By the time we caught up with them about a half-mile to leeward of us and got the towline on, the storm blew in FAST. Within seconds lightning was hitting all around us, and sustained winds of 30-40 knots were knocking us around. Hail started pounding us, and visibility went down quickly. I could barely see the S2 behind us on the towline, and the lightning and thunder was overwhelming. I had time to take one more peek at the radar and was astonished to see that the size of the storm had quadrupled in just minutes, and accelerated. Then it got worse. Our 27' Signal boat got slammed sideways and spun around in a huge gust. I looked over to see the S2 (“behind us” on a 100' tow line) suddenly right next to us pointing the other direction, and no matter how hard I tried to steer, I was getting the big spin. The visibility went down to full “white out” conditions. I was experiencing a bit of vertigo as well. Winds started howling well over 50, and a few gusts seemed much higher. I found myself towing the S2 in circles since I had limited steerage, and ZERO visibility, so I couldn't add much extra speed, I was afraid to hit the throttle other than to (attempt to) maintain steering. At one point during a big gust, we rolled over and went sideways many boat lengths, and I had a brief glimpse of what looked like the S2 rolling over dramatically, even under bare poles. Multiple lightning strikes were hitting on both sides, and I wasn't even sure if I wanted to be holding the steering wheel. By this time I had lost all sense of direction, and we couldn't see more than a few dozen yards. The storm came out of the West, and when I had the S2 in line, I was probably a half-mile off the eastern shore of Lake Minnetonka. After battling for almost 10 minutes, we suddenly saw a shore close by, and I realized with shock that it was Brackett's Point, which is a half-mile northwest of where we were (towards the direction the storm CAME from!) A few more giant gusts, and spins, and now we saw a shore again. This time, I realized we were almost running up on Big Island, which is another half mile to the South! We saw several small powerboats close by, and just as I saw a small fishing boat appear suddenly off my port bow, another blast came through, and I watched astonished as that boat was swept across in front of me like a Frisbee. Within seconds, he was 50 yards to my right and out of sight in the “soup.” We had a hand bearing compass out and were trying to maintain a heading back towards Wayzata Bay (I was trying to head in a direction of about 030 or 040, since I figured that was about right), but we were getting knocked around so hard, that we could barely hold any heading at all, and without any visibility, I had no reference

points to work off. Some of the giant gusts changed direction so fast and so dramatically that it occurred to me that we might be dealing with rotation, and when that chilling thought came to mind, the reality of being in the range of a potential twister had my blood running cold. The S2 crew was below decks, except for the skipper who was holding the tiller tight, while being smashed by hail. My two race committee assistants were taking turns keeping a close eye on the boat behind, and watching for other boats, shallow water buoys or land. After almost 15 minutes of getting thrashed, I felt the wind moderating back down into the 20s and as the rain let up a bit, I started seeing a few landmarks and getting my bearings back. The entire time, I was trading hard-to-hear VHF transmissions with my mark set boat (an open Key West without any cover) and several yacht club boats. About then, a Capri 25 called in to report that he was standing by two boats that were sinking by Spirit Island near the entrance to Wayzata Bay. He pulled the crew off of a Capri 25 that was going down, and our Safety Boat got to an Ensign that was swamped and in danger of the same. All hands were accounted for, so the boats were abandoned and their crews hustled back to shore. One lady refused to board the safety boat, and was bailing with a bucket, while lightning strikes were coming down all around the lake! By this time, the wind and rain had moderated a bunch, and visibility was up to perhaps 1/3 or 1/2 mile, although lightning was still striking everywhere. We completed the tow back to the Yacht Club and went inside to see and hear chaos storytelling by hundreds of soaked sailors, each with their own fabulous tales to tell. The vast majority of boats got to safety before the storm hit, but those who were still on the main lake had an experience not soon to be forgotten. I managed to get all of them quiet for long enough to ask EVERYONE to check all the slips and mooring buoys for missing boats. The only one missing was another Capri 25 that had wisely sought refuge at Minnetonka Yacht Club, and we got confirmation that they were safe. They watched as the giant rental tent set up for the MYC's 125th Anniversary party last night got blown to shreds. I understand that it was in dozens of pieces, and the long support bars had torn up tons of turf when they pulled out. The infamous E Boat bar (described by Mr. Clean in his recent A Scow Nationals reports) was blown over and part way across the island. It may be that more carnage reports will follow. I was unable to reach the Hennepin County Sheriff's Water Patrol by VHF radio (I'm sure they had their hands full!) but I did reach them by cell phone on the tow in to let them know what happened, and that the crews of the two abandoned boats were accounted for and safe. The Minnetonka Yacht Club's weather station (about a mile east of where I was when the storm hit) went off the air at 3:19pm, but not before recording gusts to 64mph! (See below). (Yeah, I think I was doing out of control donuts with my tow right about then! LOL) The Capri 25 ended up sunk in shallow water (with weeds on the top of the mast somehow) just off Spirit Island. The remains of it are visible in the photo below with just its mast and a small buoy (left attached to it for visibility) in sight. (Reminds me a bit of a few shallow water Berkley

Circle sinkings I've seen on SF Bay.) I've gotten off the lake in the nick of time many times, and been caught in a few big storms over the years, but this was the worst one I've ever been in the middle of. I was beyond scared, since there was pretty much nothing I could do once it was on top of us other than hold on. The good news is that most of the fleet was in before it hit, and everyone was OK. I don't think anyone was hurt. The scary part was that despite watching the skies and the weather radar constantly, there was nothing visible until it developed almost on top of us. The first signs of the T-storm (even on radar) were when it was still small, and no more than 15 miles away. In those 15 miles, it grew into a monster. I had my Nikon with me at the time, but there was no way I could take any photos. There was nothing to see, and my white knuckles were glued to the wheel all the way to shore. On a scale of 1 to 10, my adrenaline level is still pegged at about 12.

Ellie Jay, Flying Cloud and Ham-It-Up:

Capri 25 Ellie Jay was motoring, with sails stowed, into about 30knts of wind at 11:00 off the bow. Brian was holding a hatch board over his head to protect himself from the hail. Visibility was basically whiteout with the rain and hail. Brian's wife Mary was in the cabin looking back and suddenly saw 3-foot waves, blowing against the prevailing waves, coming out of the haze from the 5:00 position. Almost instantly the hatch board was torn from Brian's hands as the wind clocked 180 degrees. The rear of the boat was lifted in the air and he was thrown into the water headfirst. The boat flipped so fast that when he got his head above water he found he was standing on the mast backstay with the mast firmly pinned into the mud. That's how fast the boat flipped. The mast dug into the mud about 15' down. Because of the mud and weeds the boat could not self-right. At that angle, the cabin eventually filled with water and the hull sank. Everyone got out safe and had lifejackets on. They floated for about 10 minutes before another boat discovered them in the improving visibility.

The Ensign Flying Cloud was caught with sails up and ended up swamped. It was within 100 yards of Ellie Jay, but didn't appear to have received the same winds. After a major bailing it limped home under tow. Rumors of it's sinking have been greatly exaggerated. It's not easy to kill an Ensign.

Ham-It-Up ran for cover at MYC Island, but their docking lines broke free tearing a bow and stern rail from the fiberglass. The boat drifted across the bay toward Bug Island, but when the wind shifted 180 degrees back to the original direction it brought the boat right back to the dock where it was recovered.

THE SKIPPER'S TEN COMMANDMENTS FOR CLUB RACING

By *Bernie Weiss* at <http://www.sailjazz.com>

This sailor is taking the “low-key” approach seriously. Family racing, club racing, twilight racing, around-the buoys, beer-can racing, whatever you call it, is gaining in popularity. In recent summers, from the Gulf of Maine to San Diego Harbor, semi-protected waters seemed to have filled up with racing fleets that tend to involve young people, families, and even old-timers who are “done” with the competitive racing circuit. This is truly low-key “fun” racing. Caution: Club racing should not be confused with one-design competition, which remains greatly -- even fiercely -- competitive. It's not overnight racing or distance racing (Newport to Ensenada, Marion to Bermuda), which seems to be growing in intensity. Lastly, it's not the high-profile hotly competitive regional racing events, such as Block Island Race Week and the Big Boat Series in San Francisco Bay. What I am describing is the growing participation in around-the-buoys club racing, frequented by unrated yachts with novice skippers participating as guests in PHRF events. Such racing is great family fun, win or lose. The races are short, they are highly social events, and there's little at stake in terms of trophies and ego. Such racing, however, is not without its dark side. The rewards are accompanied by some risks, and because this must be acknowledged, there are some important “rules” or “commandments” -- sometimes described as “Ten Commandments for Skippers” -- that pertain to this activity. Here's my take on that subject:

1. Thou shalt have fun. If you can only remember one Commandment at a time, this is the one. No racing instructions? Follow the fleet. Missed the first gun? You'll get the next one. Over early? No big deal. Even this crew allows the wanna-be Captain Ron on board for some fun!

2. Thou shalt bring thy spouse, kids, friends and whoever else wants to come along. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Get everyone involved.

3. Thou must take personal safety seriously. You're in the dark. You're working on a small, heaving platform. There are other boats moving unpredictably all around you. Add some rain, maybe a cold or gusty wind . . . it's a potential recipe for disaster. In all matters, be prudent and sensible.

4. Thou shalt study up on the current racing rules and honor them. At least, honor the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark).

5. Thou shalt not covet thy competitor's boat, sails, equipment, crew, or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in Technora, Spectra, or PBO/Zylon to have a great time out on the water with your friends.

6. Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics: save that stuff for the office or better yet, for next weekend's real race. If you blow your cool during a Tuesday nighter, you're going to run out of crew -- not to mention friends -- in a big hurry.

7. Thou shalt not protest thy neighbor; thou shalt be courteous. Protesting is extremely tacky at this level of competition and should be avoided at all costs. Alternatively, if you committed the foul, apologize and withdraw. In addition, a word of apology at the Club bar is useful in making amends. “They” say that yachting is a sport of ladies and gentlemen. Prove it.

8. Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who blew out his new light A-sail in a Wednesday night tune-up. Is it worth risking your boat and gear in casual competition? Probably not, but if in doubt, refer to Commandment #1.

9. Thou shalt be generous with snacks and beverages. When the wind dies, your crew will remind you that they skipped dinner in their rush to the boat. Now's the time to acknowledge their nutritional deficits with chips, pretzels, and nuts -- accompanied by a generous supply of soda, water, Gatorade, and other non-alcoholic drinks. This will also encourage the crew to be patient while awaiting the wind's return. Some boats seem to be fueled by beer (“brewskis,” “chill pills,” “thought cylinders”). However, my personal policy is to avoid bar beverages until the boat is back in her berth or on the hook -- at least, until after the race.

10. Thou shalt always go to the yacht club (pizza parlor, hamburger joint) after the race. As the results are announced, etiquette demands that you congratulate the winners, thank the Race Committee, and buy a round of drinks for your crew. Besides, as the winners gloat over their victories and the losers explain why they lost, what better setting to quietly absorb new guidance on how to improve your own performance! As Yogi Berra put it, “You can observe a lot by watching.

“Captain” Bernie Weiss has raced with the Breakwater Irregulars, the Halloween Yacht Club, and other twilight fleets in Long Island Sound. He is a delivery skipper with Atlantic Yacht Delivery <http://www.atlanticyachtdelivery.com>. ‘The Ten Commandments of Beer Can/Club Racing were originally conceived by Rob Moore at Latitude 38.’

NEGLECTED TROPHIES

Searching for their masters at WYC clubhouse are numerous trophies from last year's banquet. We have the following trophies at our club, still looking forlorn and waiting to be claimed by their Masters. Here is a brief Rundown of the series and fleet. So the winners or the fleet Captains can obtain them before the banquet, also to allow time to get them engraved and polished before our fun banquet, this year. It will be in the same wonderful setting as last year. Here are the Names and fleets: PHRF Fleet: Fall Regatta + Burton Cup (last engraved 2004); Capri 25 Fleet: Team Spirit Award + Moxie Award (last engraved 2004); MORC I Fleet: Burton Cup (last engraved 2003); J/24 Fleet: Women's Bay (last engraved 2003); Ensign Fleet: Summer Series (unable to discern engraving due to massive corrosion). If they are not claimed in the next 2 weeks, our field team will research the winners and have the trophy sent to their home, by private courier COD! But that would be an expense the Fleet may not wish to have, so please retrieve these at your earliest convenience!! The banquet is only 9 weeks away!!

PARKING ON RESIDENTIAL STREETS

Becoming a flash point with our neighbors. What you can do: WYC is currently negotiating a new CUP with the city of Wayzata. This will encompass all of our land, including the new parcel the Foundation purchased. If passed, it will give us greater flexibility to pursue our endeavors. It is a BIG Deal! The thing that comes up time and again with our great neighbors is the parking in front of their homes, on Thursday evenings in particular. Specifically on the following lanes: SHADY LANE, E. LAKE STREET, AND CIRCLE A DRIVE. If these streets can be kept clear of cars on Thursday, it would be a HUGE PR boon to the Yacht club in these negotiations. Our upper East lot still has room these nights, as does the Bay center, So Please do your part to help us get our Plan passes by the city. Other wise they may post all the streets around no parking!! We'll put up small reminder signs on these streets, the last 3 Thursdays, just to remind you of this courtesy, Thanks for the help.

WYC BOD CANIDATES SOUGHT

Candidates to serve on the board of WYC are being sought for interviews. Currently the Board is seeking 2 or 3 bright an energetic souls to serve a 2-year term on the BOD for the Wayzata Yacht Club. This is a great opportunity to get your views and ideas heard, and to gain insight and understanding in to the inner working of our great Yacht club. You would represent your fleet, and have a voice in how the Yacht club makes decisions concerning our operations outlook and plans for the next 2 years, Exiting issues such as the new property, the proposed Rotary Intersection at Hwy 101 & McGinty road, are all on the plate in the next two years. We meet once a month on the second Monday of each month

to discuss the Clubs business. The only requirement is that candidates have ideas, energy, come to each meeting, and be a Family Member, in order to vote on business that is passed. Please contact: Dallas Johnson or Merry Beth Hovey for more info, if you'd like to be considered. This is a fun interesting, position, and we have a great board of Directors.

GLSS

Two WYC members became "life time members" of the Great Lakes Single-handed Society this year. Dave West (Chippewa 39539) for completing the Single-handed Chicago-Mac Challenge in June 2007 (287 nm solo race). Dave also received the President Trophy. Mike Spence (Voyager 41445) for completing the Single-handed Trans-Superior Challenge in August 2007 (338 nm solo race). The trans had 22 solo entries total, 9 of which were rookies. I think the final count for crewed boats was 13 and one double hand. All solo skippers that started the race finished. This was my first one but I understand that it's not uncommon for people to drop out. Pretty decent weather with spin runs/reaches for over half the race - go figure. I had some gusts on the nose that hit 30 Sunday night, and a great down hill run to Duluth Monday night blowing 20 and 5 footers, but that was all for the big stuff. Lots of highs and lows for everyone I think. Mike did a great job wrestling that 44 footer of his around the lake. I wouldn't want to walk up and down that thing for 340 miles. Personally it was a fun race with no breakdowns. I had some questionable tactics, but that's nothing extraordinary for me. We met some great people/sailors from all over the great lakes - Detroit, Milwaukee, Chi-town. Some crazy guy from Lake Erie in a C&C 27 came up and nearly kicked everyone's butt. Duluth local and favorite son, Eric Thomas, did another outstanding job and won the race for overall for a second time in a row. Dave West couldn't do the trans this year, so we'll have to wait another two years for a Lake Superior Show Down between Dave and Eric (that was completely off the record and I'll deny ever saying it). President's trophy is given to the rookie skipper with fastest corrected time. One trophy per "Solo Challenge". Details of each challenge are at SoloSailor.org. I got the Trans this year - one sweet looking trophy I must say. Dave West got the Chi-Mac Prez cup earlier this summer along with winning over-all. That's quite an accomplishment. There have been discussions on creating more solo and double handed races up on the big lake next year if others are interested. Stay tuned. Refer to www.solosailor.org for additional information on the GLSS.

2008 J/24 NORTH AMERICAN CHAMPIONSHIP REGATTA UPDATE

As all of you likely know, the Wayzata Yacht Club will be hosting the 2008 J/24 North American Championship Regatta. The event will be held September 8 – 12, 2008.



At the end of 2006 and early in 2007, a team was assembled to develop and manage the event. Tim Oelshlager, J/24 district 15 governor, and Chad Olness, J/24 Fleet #1 treasurer, are in charge of sponsorship and financial duties. Tom Verburgt, Wayzata Yacht Club board member and one of the founders of Kattack, and Steve Rickman are managing logistics and registration. David Bennett is active in several areas and is currently working to secure professional race committee members. Randy Gould is heading up hospitality, housing, social activities and details as well as merchandising. Holly Jo Anderson is responsible for marketing, the website and media relations. And Tom Rickman, J/24 Fleet #1 Fleet captain, is also highly active in many areas of planning and execution for the event. Jeff Hames and his company, The Print Shop, have provided printing services and other J/24 crewmembers have and will donated time and resources.

In March, the domain name www.j24northamericans.com and web hosting were secured. Many of you have already visited the website that went live in May 2007. Web statistic report shows 595 web visits in July alone. The event and the website have gained exposure through marketing conducted at the 2007 J/24 North American Championship as well as public relations efforts that have lead to inclusion on several regatta calendars, the J/24 magazine and many online sailing portals.

Boat stickers for the event were printed by Commerce Label and continue to be distributed locally and throughout North America. Our newest Fleet member Bernie Soya, Mobile Home, has been instrumental in getting literature and boat stickers in the hands of J/24 sailors that attend regattas outside the Minnesota area.

Tim Oelshlager has been hard at work developing sponsorship information—also posted on the website—and contacting potential sponsors.

“Kattack is among the first of our sponsors for the event,” explains Tim Oelshlager. “There are several sponsorship opportunities available. We encourage Wayzata Yacht Club members that may be interested in or know a company that can benefit from national awareness gained from the event to visit the website.”

Steve Rickman has nearly completed the official notice of race (NOR). The NOR will be posted on the website very soon. Randy Gould is currently acquiring merchandise for the event that will be available for purchase soon from the website and at the club on race days.

We are also excited to announce that Chris Snow—who won the 2007 J/24 North American Championship in California—has indicated he will be attending the event.

All of us from the J/24 Fleet would like to thank the J/22 Fleet for offering their experience and information to help us structure this event. A special thank you to Thorn Turner who has joined us at meetings and continues to offer answers and information. Dallas Johnson has provided many outstanding J/24 racing images that are being used on the website and in marketing materials.

To stay informed on the progress of the event, please visit the website www.j24northamericans.com — and send us an e-mail to sign up to receive the e-newsletters.



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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@comcat.net, steve_bren@yahoo.com or Wbren@comcast.net.