

# TONKANAUTS

AMERICA'S BOATING CLUB®  
*For Boaters, By Boaters™*

*Happy Holidays from the Island*

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# Nominating Committee Report

Per section 6.9 of the Minnetonka Bylaws, the Nominating Committee is submitting this report of our recommended candidates for the 2024-2025 watch year.

Bridge	2024-2025 Proposed
Commander	Lt/C Kevin Cooper, AP
Executive Officer	Lt/C Ian Villamil, P
Administrative Officer	1 <sup>st</sup> Lt Jason Zattler, P
Education Officer	1 <sup>st</sup> Lt Russell Straate, AP
Secretary	Lt/C Robin Pinegar
Treasurer	Lt/C Charles Essig, P
Assistant Bridge Officers	2024-2025 Proposed
Assistant Administrative Officer	Paul Vassar, S
Assistant Education Officer	Lt Bill Weimer, P-IN
Assistant Secretary	1 <sup>st</sup> Lt Jason Rice, S
Assistant Treasurer	1 <sup>st</sup> Lt Shawn Wischmeier, P
Executive Committee	2024-2025 Proposed
Member at Large	Lt Pat Sutter, S
Member at Large	Lt James Clark, P
Member at Large	David Gilmore, S
Member at Large	Lt Arthur Stickley, S
Member at Large	Lt John Huh, S
Member at Large	Lt Rich Schwalbe, S

## Endowment Committee

Josh Karlgaard, S 2024

Lt Tom Witchger, S 2024

Open 2026

## Nominations Committee (\* = nominated from floor)

P/C Kevin Shutes, AP-IN 2024

Lt Kirk Lau, AP 2024

P/Lt/C Pat Laughlin, N-IN 2025

P/C Dan Saniti, P 2025

\*P/C Paul Lemmerman, P 2026

\*

## Rules Committee:

Paul Peterson, S 2024

Ian Pinegar, AP 2024

Open 2025

Open 2025

Open 2026

## Audit Committee:

Arthur Stickley, S 2024

\*Myrtle Turnquist, S 2026

Open 2026



\* These positions are nominated from the floor, but the Nominating Committee recommends P/C Paul Lemmerman, P for this committee. Need one additional nomination from the floor to serve a 3 year term.





# Education Officer

Lt/C Mitch Anderson, AP-IN

## Fellow MPS Members

Our education program for fall/winter season is getting in shape. We completed an Inland Navigator On-The-Water certification program in early October. We had four candidates participate and two have since earned their IN certification. Congratulations to Bill Weimer and Tom Brink! And a big thanks to John Raby for his leadership on this important program. It was a fun day at the Island and on the water.



The Weather course will be offered by District 10 beginning later this month. There is still time to register. This course has been updated to reflect the many advancements in forecasting using network resources and apps. Sign up on the MinnetonkaPS.org web site.

If you are a new member, recall that to be eligible for island privileges you must obtain a merit mark and take at least one advanced grade course in your first two years. The ABC course and seminars do not count as an advanced grade. You must take Boat Handling or one of the Marine Navigation courses. Boat Handling can now be taken online at <https://uspsonline.enrolmart.com/>.



## What's Ahead for Education?

We will offer Marine Electronics beginning after the holidays and the ABC course in the spring. In addition, during our joint COW with D10 in April one or two seminars will be presented. The web site always has a listing of current courses and seminars.

Just a reminder that the **Boat Operator Certification (BOC)** program offers an excellent roadmap for sharpening your skills on the many diverse aspects of boat ownership and operation. The first step in the BOC program is the Inland Navigator (IN) certification. Achieving IN requires completion of three core USPS courses: Boat Handling (Seamanship), Engine Maintenance, and Marine Electrical Systems. In addition, there are required seminars (offered online) and skills that must be demonstrated.

**Sign up for BOC** by purchasing the IN, CN or ACN Passport on the Minnetonka PS web site (Education page).

**Upcoming Courses & Seminars** <https://www.minnetonkaps.org/current-boating-safety-classes/>

I hope you will take the opportunity to participate in our education program and continue to build your skills and boating knowledge. Remember all our courses are also open to non-members and they are a great way to introduce new boaters and prospective members to the Minnetonka Squadron. **Safe Boating!**

## Connections:

Education Information Link: <https://www.minnetonkaps.org/current-boating-safety-classes>

Email address: [education@minnetonkaps.org](mailto:education@minnetonkaps.org)

# Boats In My Life

Trent Jaeger, S

Water, boats and boating have been a big part of my life for a long time. I grew up about 45 minutes outside of the Twin Cities and my parents moved us to a lake outside of town when I was two years old. It wasn't



long before I discovered a love for lake life and the water. My parents had to watch me like a hawk. My mom still tells the story of fishing her two-year-old out of the lake one night, in pajamas and otherwise ready for bed, because he wanted one more swim with his big sister and her friends. When, at about age 6, I tested out of swimming classes and announced I would be doing my swimming in the lake from that point on, her anxiety level may have finally started to drop a little. I'm sure everyone reading this article understands that love of the lake, was soon followed by a love of boats and boating.

First came a 14' aluminum Lund fishing boat powered by a 6 hp Mercury outboard motor that might have been produced during the Eisenhower Administration. The lake we lived on wasn't huge, measuring about 600 acres, and that got us around the lake well enough to hit its fishing spots. My dad had grown up on a farm and was a lot more comfortable with tractors and livestock than boats and fishing, so most of those excursions ended with us hitting structure in shallow water for fat sunnies, bluegills and crappies. But, they were good times and taught me two things: One, fishing takes patience and Two, I didn't have it (in fairness to myself, this was when I was three to six years old or so, so that isn't a unique lesson, but to this day I prefer to keep moving when I fish).

The second boat to take a significant mark on me wasn't ours and wasn't powered. When I was about 5 years old, some friends of my parents had a wooden canoe that they brought out to the lake to paddle around. Being nice people they offered to take me out with them. That was their first mistake. The second was failing to have a frank conversation with the 5-year-old about balance and a canoe's tendency to roll from side to side. They put me in a life jacket and plopped me down between the front and rear seats and we headed out. It was a warm sunny day, the sun was shining and, apart from the fact that I wasn't thrilled about how slow the canoe moved compared to our Mercury-powered fishing boat, everything was satisfactory until I saw a leaf in the water that looked interesting. I reached for it tipping the balance of the canoe just enough to (a) take on some water over the gunwale and (b) throw off the paddler's balance. In just a moment we were all in the water, the canoe was upside down, my glasses were at the bottom of the lake, and I had decided that powered boats were the only way to go. Luckily, a neighbor saw us and came out and loaded us into his boat and pulled the canoe to shore. To this day, I view canoes with suspicion.

But that was ok because I wanted to ski. We had friends who skied, we had neighbors who skied. There were skiers on the lake early in the morning and on weekends, I wanted in on that. My first attempt at about age 8 was doomed from the start – skis too big, boat too big, and a family friend who understood nothing about adjusting throttle of his big stern drive to accommodate the size of his skier.

The next summer was a different story. I bet a lot of people can identify with this next part. Marlin, a successful executive at Naegle Outdoor Advertising, and his wife had purchased the cabin next door to our house a few years earlier, planning to build a 4 season structure for their retirement. Marlin was a very kind, very patient man. I pestered him until he agreed to pull me behind his Forrester tri-hull sporting a 55 hp Evinrude. I tried and tried to get up with no success until the sun started to go down. The next day though, I got up. By the end of the summer I was working on dropping a ski. Fishing was ok but skiing had me hooked (you see what I did there).

My parents soon realized that the Lund wasn't going to cut it anymore so they found a used Pipestone tri-hull with a 65 or 70 hp Evinrude. It got me up on skis, but aside from that, I can't say I have much good to say about that boat. It was ugly, clumsy, and slow. But, she was seaworthy and got me on the water.

Somewhere around this time my parents remodeled our house which resulted in me getting a new bedroom on the lake side of the house. The house was originally a cabin that had been winterized and expanded a couple of times, but had no air conditioning. From the time I moved into that room until I went to college, most summer nights my windows were open and I fell asleep to the sound of the lake lapping the shore. I got pretty good at identifying both the make and size of outboard engines buzzing around the lake. I had already developed a habit of looking out at the lake when I heard a boat going by. Every time I heard a boat out on the lake from my bed, I would pop up to see how big it was, whether it was an outboard or a sterndrive, and how fast it was going.



I was always especially excited to see a stern drive (which everyone called an inboard/outboard back then) because they were less common and always, to me, sounded so good. The recognized king (queen?) on our lake was a Glastron Carlson CV23 in metallic-flecked silver and blue owned by neighbors across the lake. I thought this had to be the coolest, fastest boat in existence. One summer day a neighbor came walking along the shoreline recruiting anyone who had a rope, a life jacket and a pair of skis – our neighbors wanted to see how many skiers they could get up behind the Glastron. Eventually, we got about 11 ropes attached to the back of the boat. I was next to one of my classmates. The boat slowly took up the slack and the driver hit the gas. I popped up pretty quickly and looked down the line to see some of the skiers struggling as the boat strained to get out of the hole. One by one the other skiers came up out of the water, all 11 of us!

When I was 15, my parents purchased a new 15' fiberglass Starcraft runabout with a 90 hp Mercury. I was just becoming aware of brands like MasterCraft and SkiNautique but this Starcraft was, to me, the ultimate ski boat. Ignore for a moment the fact that on one ski I could perceptibly slow the boat down each time I made a cut (by this time I hadn't skied on two skis in probably 3 years or more). Ignore the low tow point created by the harness attached to the tiedown points on the back of the boat. At speed this boat had a wake that seemed like it was about 4" high, and I and my friends loved it. Over the next 4 years we put hundreds of hours on that boat and made dozens of trips into town to fill up her two six gallon fuel tanks – which required us to scrape up about \$12.00 between three or four of us.

I gave rides on that boat, slept through at least one fishing opener on it, had parties on it, ate on it, tubed behind it, watched the sun go down over the lake on it and eventually got engaged to my wife, Carrie, on it. That may sound odd and I get that this isn't a grand yacht we're talking about. It didn't have a berth and it wasn't anchored off some exotic coast in the Mediterranean. It wasn't new and it didn't cost as much as a nice house. But it was the vehicle for so many of my best memories, many of which I had shared with Carrie. I couldn't think of a better boat in a better place to ask my wife to spend the rest of our lives together.

Unfortunately, the next boat in my story (which is drawing to a close, I promise) almost undid my marriage.

My parents eventually moved off the lake in retirement and sold the boat. I had finished college and then graduate school, got married, and started a career, and then a family. There was no time, and frankly, no money for a boat or a place to put one if I had one. Before I knew it, I hadn't been on a boat, really, in more than a decade. I missed the lake, but gradually stopped thinking of myself as a "lake person". I missed having time on the lake in a boat. I tried to distract myself with golf – the boater's equivalent of substance abuse – but I couldn't shake the fact that something was missing.

Then one summer weekend I ended up at a friend's cabin for the weekend. Guys only, fishing, beer, steak, camp fires, and a little bit of hijinks. This turned into an annual event. But one year we headed over to nearby Leech Lake, rented a boat, and hit the jumbo perch bite. Discussion of purchasing a boat began immediately. By the next spring my friend and I had located a used 2000 Lund Pro-V powered by a 115 hp Johnson Fastrike. We had conversations with our wives, we built consensus, we had buy-in and we had the green light to buy the boat, or so we thought. My friend Jim and I bought that boat and couldn't be more excited until we realized that what we had each interpreted as an enthusiastic "Yes! Go for it!", had in fact been some less defined, more ambiguous response in their minds. That was a rough summer.

Luckily for me my wife likes boating. My kids LOVED boating. Before long we were pulling the boat up to Vermilion every summer taking the kids tubing and skiing and having a blast (notwithstanding that the first time I took the family and dog out on Lake Minnetonka, still in the "ask for forgiveness" phase of owning the boat, I got pulled over by the Sheriff under Arcoa Bridge, stating that my 17' fishing boat was making a wake – I now understand that they were probably using that as a pretext to check to ensure I had life jackets, a throwable, etc., etc. – I did and passed with flying colors, no ticket).

We started talking about buying a boat better suited to cruising, handling Minnetonka's rough waters, and entertaining. We have three daughters, twins Izzy and Hanna and their younger sister, Lilly. We wanted an activity that we could do together and would bring us together as a family as our girls became older teenagers bound for college. One January day my wife called me at my office and suggested maybe it would be a good evening to check out the Boat Show. I left my downtown office and made it back downtown with her in record time. Before the end of the weekend we had put down a deposit on our Regal 2300, which to me was an acceptable compromise between a true ski boat and a day boat.

Over the last six summers we've spent hundreds of hours on our boat as a family with friends and co-workers on Memorial, Independence and Labor Day as well as weekends and weeknights.

And maybe that's the point that I'm trying to make – we have something special here in Minnesota: water and a boating culture that brings us together as families and friends and creates a common experience that we understand. I'm not a boat snob – my theory is that if the boat is seaworthy and safe, it is a good boat for the people who own it. Because even though all I've done in this article is talk about boats, it isn't really about the boat, it's about the time we spend together on and around them, the people we're with, the fun we have, and the memories we make.

## Last Horizon - P/C Roger E. Arent, SN

Roger E. Arent passed away peacefully on October 30, 2023 at the age of 88. Roger grew up in St. Paul. A graduate of Wilson High School, he was an outstanding athlete, lettering in all four major sports (baseball, basketball, football and hockey) multiple times. He volunteered for service in the Army in 1954 and was stationed in Hawai'i, where he was assigned duties as a battery clerk and reconnaissance sergeant for the 64th Field Artillery Battalion. Upon completing his military service, he enrolled at the University of Minnesota-Twin Cities and eventually chose a career in business administration.

His big career break came in July, 1963 when he was hired by an up and coming tech firm, Control Data Corporation, to work in their HR office. He eventually became Personnel Manager in the Research and Development division. In 1970, Roger was appointed as General Manager of Personnel and Administration in the Computer Services Group responsible for overseeing about 4000 employees. In 1973, he was promoted to Vice President of Personnel and Administration and by 1975 was supervising about 20,000 employees. Later that year he accepted a position as Vice President of Operations for Control Data Institute, the educational branch of CDC. He was responsible for 26 institutes located within the USA and Canada. In 1977 he became President of Control Data Cybersearch, Inc. In 1980 he became the Vice President of Microcomputing Services. In 1982 he was appointed Vice President of New Market Development at CDC. Later that year he had the opportunity to have lunch at the White House and chaired a task force of 12 executives from Minnesota corporations whose CEOs supported the Help Start a Company Program or STAR\*CO. In 1985 he received an honorary award from Governor Rudy Perpich for his work with STAR\*CO. Unfortunately, CDC ran into financial trouble in 1986 due to the rapidly changing computer and software markets and Roger was released in January, 1987. His various positions allowed him to travel multiple times to Europe and the Caribbean. In a memoir he wrote in 2014, he looked back fondly at his 23 year career with CDC -- at all the projects he was involved in and all the people he worked with.



After leaving CDC, Rog began to find more groups to volunteer his leadership skills to help meeting the needs of active members. For many years, he was voted as moderator and was involved in numerous church committees at Mizpah United Church of Christ in Hopkins. Roger also became very active in the Power Squadron group of boating enthusiasts, meeting frequently with those members at Lake Minnetonka. When Roger became Commander of that organization in 1990, he especially enjoyed a summer boat cruise down the Mississippi River. He also volunteered with SCORE, the Service Corps of Retired Executives, an organization helping people with newer start-up businesses. These volunteers were executive business men and women who were highly experienced and successful with years of significant income. They helped less experienced business owners grow their new business income with ongoing counseling at no cost. He was happy to become chair of SCORE in 1998. Most of all, Rog really loved music and started singing bass in many different singing groups. It was definitely one of his greatest joys! He first started singing with the Mizpah Choir. He then became very active with the Mannerchor Men's German Choir (through the German American Institute in St. Paul), the Minneapolis Commodores (a popular barbershop group), the Norwegian Chorus, and the Minnetonka Senior Chorale.



# Cribbage Tournament

Rod Thyr, S

Hey to all you article readers!

I dislike to bring it up, but Covid really put a damper on things. That began a long time ago and yet it still lingers. It has been 3 years of no cribbage tournaments after an 8 year run.

Well, the good news is I finally bucked up and was able to put the event back on. The first cribbage tourney was in 2012 and always has been the weekend of the Chili cook off on Saturday. This year there were 7 players. Numbers were lower than normal, but we had a great time and heard a lot of great one liners from Doc.

I was playing Woody in the first round and neither one of us was getting good hands. Of all 29 potential hands of scoring points, there is one hand, the 19 point hand, that earns no score. So, when you hear someone playing cribbage and they say they got a 19 hand, that means they got no points. Well, there were a lot of 19 hands in our game.

Since we had an odd number of players someone gets a bye and does not play in the first run and Doc was the 7th. Eric noticed that Doc was watching over Woody and my game and asked if he learning anything and Doc replied "not learning anything, they're just getting 19 hands".



This years participants were:

Christina Held

Don "Doc" Duncan

Eric Schmitt

Jonathan Held

Rob Gaddes

Rod Thyr

Woody

In 9 attempts to get my name on the traveling trophy I have made the final round twice and this year was my second attempt. I had to play Jonathan in the final round and would have to beat him twice due to I had one loss and Jonathan was undefeated. The first game went to the wire by 3 points to my favor. The second game also was a tight game and I was the lucky one to win and get my name next to some of the island cribbage gods. Great game Jonathan!!

Thanks to all who came out and played this year and in the past!

I am planning on a 2024 tourney and hope there are more cribbage players that can join us. Until then have a great winter wherever you spend it and may you never have a "19 Hand"!

List of past players:

Jane & Steve Camp

Maud & Brian Duggan

Tim Karnitz

Orv Burma(bless his soul)

Pat & Loni Spence

Pete (bless his soul) & Norma Onstad

Rob Goltz      Mike & Leslie Mckay

Kingsley and his dad Kingsley Sr.

Jim & Carol Svihel

And the one and only Jeanine Fine!



# Nautical Terms

D/Lt/C Sandra Broekema, S



Reprinted from the Viking Daily

## **Land A'hoy!**

This interjection was shouted by the ship's lookout to announce that land had been spotted. "Ahoy" is also a traditional greeting for hailing other sailors, and was originally a Viking battle cry.

## **Chewing the Fat**

Literally, this term describes the act of eating the seaman's daily ration of tough, salt-cured pork or beef. Long before refrigeration, cured meats were tough but durable, and it took a lot of chewing to render them edible. Today, it has come to mean "a friendly conversation" or "talking too much."

## **Groggy**

In 1740, British Admiral Vernon (nicknamed "Old Grogam" for the cloak of grogram which he wore) ordered that the sailor's daily ration of rum be diluted with water. The men called the mixture "grog". A sailor who drank too much grog was said to be "groggy."

## **Pipe Down**

This means stop talking and be quiet. The "pipe down" was the last signal from the bosun's pipe each day, which meant lights out and silence.

## **Three Sheets to the Wind**

This means a person is drunk. Nautical Derivation: Since a sheet is a line that controls the sails on a ship, if the sheet is not secured the sail(s) will flop around in the wind, and the ship loses headway and control (kind of like a drunken sailor).

## **Turning a Blind Eye**

Ignoring something distasteful. Vice Admiral Horatio Nelson was blinded in one eye early in his Royal Navy career. During the Battle of Copenhagen in early 1800's his regiment was given the order to retreat via signal flags, Nelson grabbed the scope from his Lt. and putting it to his blind eye, exclaimed "I see no such order" and went on to win the battle.

## **Gulf**

A large waterbody which can sometimes be considered as an extended arm of a sea with a constricted entrance along a strait. A gulf is almost entirely enclosed by land.

## **Bay**

Similar to a Gulf but generally smaller in size and has a wider entrance. Also, a Bay is not enclosed by land to a large extent.

## **Strait**

A narrow water-body interconnecting two much larger water bodies. Water flow is in both directions and is tidal. Most importantly, straits are naturally formed without human intervention.

## **Channels**

Channels can be defined as wider Straits. They have the same characteristics as the Straits, only that they are bigger and have more navigable water.

## **Canals**

Defined as man-made straits. It is an artificial waterway to facilitate trade between otherwise dangerous routes or cut short distances between natural routes.



# Last Minute Nautical Gift Ideas!

Printed by Permission from BoatUS



Deploy a Nettle Net Boat Pool from the boat or dock for jellyfish-free fun. 8-, 12-, and 20-foot sizes. \$599–\$1,599 | [nojellyfish.com](http://nojellyfish.com)



Spikeball, an active game for four players, is like a combination of four-square and volleyball. It is easy to learn, requires little room to play, and the components pack up into a compact travel bag. \$69 | [spikeball.com](http://spikeball.com)



Maneuver the Subwing in all directions and even barrel roll as the driver tows at a gentle 2- to 4 knots, making it accessible for any size powerboat (or even sailboats)! \$199.90 | [subwing.com](http://subwing.com)



The Bote Inflatable Hangout Chair is an Adirondack chair ... for the water! Lounge luxuriously without wrestling a raft or pool noodle. Deflates for easy stowing. \$349 | [boteboard.com](http://boteboard.com)



No refrigerator aboard? The Dometic CFX3 35 Electric Cooler can run on 12- or 120-volt power, has adjustable temperature settings to be converted into a fridge or freezer, and uses less energy than a lightbulb. \$879.99 | [dometic.com](http://dometic.com)

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# Last Minute Nautical Gift Ideas!

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Handmade in Mystic, Connecticut, a hub of traditional seafaring knowledge, Mystic Knotworks Home Décor nautical wine stoppers bring that New England coastal cottage feel. \$11–\$246.50 | [mysticknotwork.com](http://mysticknotwork.com)



Give your pet an easy way to get out of the water, whether they love to swim or needs a rescue. The stable Dog On Water Ramp's inflatable design is similar to a standup paddleboard. The submerged mesh ramp allows pet to swim in and holds up to 200 pounds. \$199 | [dogwaterramp.com](http://dogwaterramp.com)



Luci Solar Lights inflate in seconds to light up your cabin or cockpit; deflate for space-conscious stowing. Clip them on deck to charge during the day, and they'll shine for up to 24 hours on a single charge. \$29.95–\$69.95 | [mpowerd.com](http://mpowerd.com)



Navisafe Navilight keeps you safe and in compliance if your navigation lights fail. Battery-operated, portable navigation lights are waterproof, float, and attach anywhere with a magnetic mounting system. White and tricolor lights available. \$79.95–\$89.95 (mounts sold separately) | [landfallnavigation.com](http://landfallnavigation.com)



This innovative take on a fender is perfect for boaters who need quick, easy docking solutions. The Mission Sentry Fender locks into place with its own strap system and is contoured to fit smaller boats. No knots required. \$79 | [boatgear-missionoutdoor.com](http://boatgear-missionoutdoor.com)



# Toys for Tots Photos at the Wayzata Legion.





# 1988 Sea Ray Express 390 - \$36,900

## Features

- Dual Gas 7.4L 340 HP Mercruisers
- Onan Generator (6.5 kw).
- Borg Warner 10.18.106 transmissions
- LOA: 41'-10"
- Beam: 13'-11"
- Draft: 2'-4"
- Weight: 16,400 lbs (dry)
- Fuel Capacity: 320 gallons
- Water Capacity: 90 gallons
- Location: Lake Minnetonka
- Covered Slip available

Contact Rod @

612.597.6268

[rodthyr@gmail.com](mailto:rodthyr@gmail.com)



Spacious and unique interior boasts a large state room and a double bunk bed mid cabin. Separate shower stall and toilet area. There are 2 reverse cycle AC & heating units; one in the main salon area & one in the V berth/Mid Cabin. Both are reverse valve units and supply heat or AC depending upon your thermostat setting. New water tank, new carpet. Windless with 25' of chain. Spotlight. New stereo and speakers. Her huge cockpit with double helm seat, companion seating and large lounge area can entertain a small crowd in good weather and bad. With ~2000 hours on engines. Even have the original manual. This is a clean, hard to find big layout with a low bridge clearance and a shallow draft of 28" to pull into shallow waters.



# Bulletin Board

We offer free classified ads to our members.

Eligible classified ads are for boats and boat related equipment only.

This will be a great way to recycle some of your used boating items and give them a second chance to serve others.

How to submit a classified ad:

- **Text:** As an MSWord attachment or an e-mail only.
- **Photo:** High resolution JPG or TIF file only sent as an attachment, do not embed, (copy and paste), into the body of an e-mail; it may reduce the resolution.
- Send classified Ads to the [Editor](#)

# Bridge Officers

Cmdr: Cdr Paul Lemmerman, S  
[commander@minnetonkaps.org](mailto:commander@minnetonkaps.org)

Executive: Lt/C Kevin Cooper, AP  
[executive@minnetonkaps.org](mailto:executive@minnetonkaps.org)

Admin: Lt/C Ian Villamil, P  
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Educational: Lt/C Mitch Anderson, AP-IN  
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Secretary: Lt/C Robin Pinegar  
[secretary@minnetonkaps.org](mailto:secretary@minnetonkaps.org)

Treas: Lt/C Charles Essig, S  
[treasurer@minnetonkaps.org](mailto:treasurer@minnetonkaps.org)

# Assistant Bridge Officers

Assistant Admin: 1st/Lt Jason Zattler, P  
Assistant Education: P/Lt/C Russ Straate, AP  
Assistant Secretary: 1st/Lt Jason Rice, S  
Assistant Treasurer: 1st/Lt Shawn Wischmeier, P  
Flag Lieutenant: Lt Taylor Lemmerman

# Executive Committee

Member at Large: Lt Pat Sutter, S  
Member at Large: Lt Bill Weimer, P  
Member at Large: Lt Angela Stoy, S  
Member at Large: Lt Paul Vassar, S  
Member at Large: Lt John Huh, S  
Member at Large: Lt Rich Schwalbe, S  
Past Commander:\* P/C Dan Saniti, P  
Law Officer:\* P/R/C Greg Korstad, N-IN  
(\*Non-Voting Member)

# Endowment Committee

Lt Tim Levens, AP-IN	2023
1st/Lt Shawn Wischmeier, P	2023
Lt Josh Karlgaard, S	2024
Lt Tom Witchger, S	2024

# Nautical Humor

Submitted by Bud Broekema



"The good news is that by the time I untangle the lights,  
it'll be boating season again."

# Nominations Committee

P/C Andy Lalim, AP	2023
P/Lt/C Eric Schmidt, S	2023
P/C Kevin Shutes, AP-IN	2024

# Rules Committee

Lt Pat Sutter, S	2022
P/R/C Mike Skelley, JN-IN	2023
Lt Ian Pinegar, AP	2024
Lt Paul Peterson, S	2024

# Audit Committee

Lt Donald Wilkenson, S	2023
Lt Arthur Stickley, S	2024