

The Jouster

WCA CONSTITUTION UPDATE



The Windmill Class Association was founded by a few motivated owners in the mid-1950s. The task of writing the official Constitution was delegated to legendary St. Petersburg Yacht Club race official and past commodore Ted Tolson.

Ted was very thorough and precise in everything he did. So our Constitution was fashioned to be adequate for the fledgling group, even if it later grew to large numbers.

Those who have actually read the Constitution, maybe a half dozen sailors in the last couple decades, quickly found that we don't really follow it in practice today.

For example, the Racing Rules of Sailing have gone through several incarnations in fifty years. Today there is no reason to fiddle with them in our paperwork.

Since Ted liked order, there was several layers of authority prescribed. But, there were few fiscal checks and balances.

An effort was made in the mid-1980s to update, but it failed due to communication delays.

So, the officers of the Windmill Class have spent the past couple of months, using the convenience of e-mail and countless attachments, to update the Windmill Class Constitution.

Amazingly, we came to an agreement and a final version was approved among the officers.

Now it is up to the membership!

If you are at all interested, please go on line to the Windmill Class web site www.windmillclass.org.

Click on the Constitution. It is only five pages. We will vote on its acceptance at

the Nationals in Georgia this July.

If you cannot make it there, please cut out and mail the ballot to the Secretary's address on the back page.

Or simply e-mail the Secretary, Allen Chauvenet, achauvenet@gmail.com Write **YES** or **NO** to the new wording.

Since the Constitution was changed, and because of recent additions to the By-Laws, we also had to upgrade that document.

Again, the Racing Rules were referred to instead of re-inventing rules. APPEALS now refers only to appeals of measurement and other WCA business, not to racing rules while racing. That is for the RRS to handle.

The types of membership has been changed to reflect reality. One is either an Active member, an Honorary member or, if you want to support the class but don't own a Windmill, an Associate member.

All of the latest additions been added to the By-Laws, including the whisker pole, forestay, jib hanks, optional short dagger board and optional rudder.

Some things were deleted from the By-Laws because they are explained in the new Constitution wording. The new By-Laws wording link is also on the web site front page

**The Windmill Class Association
New version of the Constitution
&
By-Laws upgrade**

I APPROVE _____

I DISAPPROVE _____

Member name: _____

PRESIDENT'S REPORT

Seems like I turn my head away from the computer screen, and then another email from Dave Ellis pops up reminding us again that the Joustier is going to print. I must admit to longing for those days when weeks crept by. I think I was in eighth grade then.

There is plenty to read in this addition, from the proposed Constitution re-write and updated By-Laws, Nationals details, Nomination for a new President, and the usual reports of regattas.

The free-flowing stimulus monies haven't reached the WCA just yet, though Roy Sherman did apply through the memorial Jimmy Hoffa fund for a federally subsidized "Cash for Clunkers" grant to update our fleet; not this year. But we remain in a solid position financially.

My attention has been distracted from sailing this past year, with Sarah, the boat and truck all on the east coast, while my work kept me glued to the west coast. It was hard for us to think about sailing! I'm guessing many of the WCA members had the same kind of struggle, working our way across this interesting landscape of work, family and responsibilities. Here's to a better Spring and Summer, and hopefully we'll all find ways to enjoy some needed fun and excitement on the water in Georgia this summer.

Please review the Constitution and By-Laws on the web site and VOTE as per the instructions on the Joustier front page.. The dusting off of these documents took plenty of time and I want to thank Dave Ellis for tackling it and dragging the rest of us to the editing table to make sure he was getting it right. I think these changes will serve us for another good long stretch, and allow the WCA to continue to support the members and the Windmill. See you on the water *Dave Nielsen*

Lon Ethington has been nominated to serve as President of the Windmill Class Association. If the Constitution is passed, Chessa Blanton will be the nominee for Treasurer. Official vote will be at the 2010 Nationals. Absentees vote by contact with the Secretary, Allen Chauvenet.

CHESAPEAKE REPORT

If sailing fever has struck your house, please check out the Windmill event site. We have aprox. 6 racing venues on the Chesapeake this year. The first event is opening day at Rock Hall Yacht Club on Saturday 1 May. The RHYC is hosting a Kentucky Derby Party after the regatta with selections from the bar and menu.

www.rockhallyachclub.org

June will be a busy month. RHYC will be hosting the Down the River Regatta on Friday 11 June with the Windmill District III championship on Saturday and Sunday 12 & 13 June.

Corsica River Race 24 - 25 July is the weekend after the Nationals (at Lake Lanier, GA). Ralph and I went to the race last year and it was fantastic. The racing committee set really good courses and kept the racing flowing smoothly. Saturday after the racing there was a bluegrass band and chicken dinner. We had a lot of interest in Windmills, as they had a large turnout from the kids sailing program and dads. Ralph and I could offer storage of boats returning from GA who would want to race at Corsica. It could save the I-95 turnpike and bridge tolls and that would pay for your hotel. The web site is www.cryc.org

August 14 & 15 Fishing Bay is hosting their 70th Annual Regatta at Fishing Bay, Virginia. The FBYC was excited we wanted to come back, as Windmills raced there in years past. Last year they had a band, BBQ and party. The FBYC web site has recommendations on hotels, bed and breakfast and camping sites. The web site is www.fbyc.net

Solomons Island will host the annual SMSA Regatta on September 25 - 26th. Last year's event had a good race course. I think everyone enjoyed the after racing "Milling-time", dinner and beautiful sunset. The web site is www.smsa.com

After Windmilling for a year, Ralph and I have enjoyed the new friendships and different places we have gone. There's nothing like being out on the water instead of cutting the grass or raking the leaves. Hopefully this year, the water will be warm and the winds favorable.

Ralph and Sandy Sponar



Windmill Midwestern Regatta

June 4 – 5 – 6, 2010

4250 Smothers Road, Westerville, OH
Clubhouse Phone 614-882-6980

Windmill Fleet 60 of *Hoover Sailing Club* invites you to the annual Midwestern Regatta.
Visit www.hooversailingclub.com for more information about the Club location and facilities.

Schedule of Events

Friday: June 4

6:00 PM – Welcome Dinner at the Club (Please RSVP)

Saturday: June 5

9:00 AM – Registration and Continental Breakfast

9:30 AM – Skippers Meeting at the Club House

10:00 AM – On the Water, Racing as Conditions Permit

Break for Lunch

Racing will Continue into the Afternoon

6:00 PM – Happy Hour at HSC, Compliments of Fleet 60

7:00 PM – Dinner at HSC (\$15.00 per person)

Sunday: June 6

8:30 AM – Continental breakfast

9:30 AM – On the water. No racing after 12:30 PM.

CONTACT AND RSVP

If you plan to come, please contact Mike Mickelson at: mickelson@denison.edu (740-587-0687) so we will be sure to have plenty of food and drink. Please also register at: windmillclass.org for a current update of participants.

REGISTRATION

\$45.00 PER BOAT (+\$5.00 if skipper is not a member of US Sailing). Participants must also be a current member of the Windmill Class Association. Fees include: Welcome Dinner on Friday, Continental Breakfast and Lunch (Saturday and Sunday) for skipper & crew.

RACING

U.S. Sailing rules modified by WCA rules and sailing instructions. Six races are planned; one throw-out if six races are sailed. Racing will conclude by 12:30 PM Sunday, followed by the presentation of awards.

LODGING

Sailors may camp on HSC property. Cooking must be done in the clubhouse or in the barbecue area. No noise above the level of a normal conversation after 11:00 PM. Tents must be kept behind the clubhouse and RV's must be kept in the parking lot behind the clubhouse. For lodging in the nearby area, Google: Motels Westerville, OH, Worthington, OH, or Easton Mall Columbus, OH for current information and availability.

2010 WINDMILL NATIONALS, LAKE LANIER SAILING CLUB, GEORGIA

(This is an abbreviated Notice of Race. The official NOR is on the WCA and LLSC websites)

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

2 ELIGIBILITY AND ENTRY

2.1 This regatta is open to all Windmill boats. Participants must meet all regatta requirements and have completed a registration form and waiver signed by the skipper and crew. [The forms will be available online at the Lake Lanier Sailing Club website <http://www.llsc.com> on or after May 1 2010, or you may contact the regatta chair Paul Leonard paul.e.leonard@gmail.com for further information.] All Skippers must be in good standing with the Windmill Class Association and must have paid all event fees before becoming official competitors.

3 FEES

3.1 Required fees are as follows: Registration \$160
Non US SAILING member registration \$175
Late fee if registered after July 1, 2010 + \$20

4 SCHEDULE

4.1 Early Registration, Measurement and Inspection
Thursday July 15

4.2 Registration, Measurement and Inspection:
Friday morning July 16

4.3 Dates of racing: Thursday, July 15 Junior Championship, afternoon
Friday, July 16 Nationals first race 12:00
Saturday, July 17 First race of the day 10:00
Sunday, July 18 First race of the day 10:00
No race started after 1:00 PM

4.4 Number of races each day: As many as practical

5 MEASUREMENTS

The main sail and jib must be measured and approved prior to the first race in accordance with Windmill Class Rule XIII.5.A. In addition to sail measurements, one or more of the following measurements may be taken in accordance with Windmill Class Rule XIII.5.E : hull weight, mast bands, rudder, and dagger board.

SAILING INSTRUCTIONS

The sailing instructions will be available at registration / check-in.

7 VENUE

7.1 Racing will take place on Lake Sidney Lanier <http://lanier.sam.usace.army.mil/> in the vicinity of the host club at locations to be determined by the race committee. Generally, racecourses will be near "Grid 09" as shown in navigational charts from the Corps of Engineers available at <http://lanier.sam.usace.army.mil/navigation/> -- "Navigation Charts" <http://lanier.sam.usace.army.mil/navigation/NavCharts.html> -- 09 http://lanier.sam.usace.army.mil/navigation/Grid_09.pdf.

8 THE COURSES

The courses will be a windward-leeward course around temporary marks, with the option of a gybe mark.

9 SCORING

9.1 The Low Point System of Appendix A will apply.

9.2 1 (one) race is required to be completed to constitute a series.

9.3 When fewer than 5 (five) races have been completed, a boat's series score will be the total of her race scores.

10 PRIZES

Prizes will be given to Skipper and Crew 10 places deep. Prizes other than place in regatta racing may also be awarded at the discretion of the Class officers.

11 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

12 FURTHER INFORMATION

For further information please contact the Regatta Chair: Paul Leonard paul.e.leonard@gmail.com 727.742.4504.

Supplemental Information – Current "Social" planning:

Friday beer/wine/soft drinks after racing, 1700.

Class meeting after racing, say 1800 or at discretion of Class

Saturday Dinner (included in registration for Skipper and Crew and entertainment at LLSC - 1700 entertainment/social, dinner 1830?)

Training the Skipper

Craig Carlson
Florida fleet, Windmill #5000 Red Baron

As the number one sailboat adviser to my father in 1964, "I" purchased her. She was hull # 1066, and she was built out of 1/4" marine fir plywood. She was built at home in the back yard of Axel Olson, a Tampa, FL native. I quickly claimed ownership of her and the first thing I did was step way out of my comfort zone to visit the Clearwater library and check out every book they had on sailing. Sailing was something I fell in love with before I ever set foot in a sailboat. Somehow I just knew I was going to love it, and one of "my" life's loves started in the Windmill! The local fleet included three class champions including Ron Krippendorf and Fred Dinger who both spent some time mentoring my early attempts at competitive sailing.

After a year of ownership, I had sailed a few races, done some great and not so great boat camping, put a few scratches on her bottom, found out how much damage a starboard tack boat could do to your port rail, and met Clarky Mills and Bob Ellenbest at local boat works. But my best friend and I had never, not once, flipped her. That was not allowed. If they flipped in those days they stayed filled with water ... forever!! So I spent what seemed like weeks sanding her bottom before "Ellie's" applied a super cool and very fast looking epoxy paint. I repainted her interior sky blue and the deck was "burn your butt" navy blue. She was the fastest boat on any trailer around! We all sailed with the latest version of light weight Sitka spruce spars, very loose stays, and jib halyard tension that was just enough to keep the jib from curling between jib hanks. One of the guys that sailed a lot in shallow Lake Seminole sailed with a shorter dagger board, but we let him compete with his short board. After about five years of hard racing, day sailing, and camping, she developed some slow leaks and I was headed off to school and no longer had the time for her. So I retired from sailing for awhile.

After having met and nourished a few of the other loves in my life, I returned to the lure of Dacron set against the Florida sky. Over the years, I've purchased, sailed, and sold an embarrassing number of sailboats. Close to two years ago I came full circle and purchased Windmill #5000, a McLaughlin hull named "Red Baron." My wife said I was either getting back to my roots or fighting senility. I was definitely a little older ... well, maybe a lot older! But she had AIR TANKS, and a cool aluminum spar that seemed to be only half the weight of my old spruce spar. She had used but good looking sails and nearly perfect blades! At 198 pounds I could go back to launching my boat off the beach and reclaim the wonderful feeling of wet underwear every time I sailed! So, for a while, life couldn't be better. But my overconfidence proved itself the first time I tried to single hand her in 15 knots of wind. I think I righted her four times that evening.

So I thought it through, made a few changes, and tried single handing her again. This time I blew an

inspection port off the boat and filled her starboard air tank with water. I thought she was going to sink, it was almost dark, and I ate humble pie while a Melges 24, the race committee boat, and another competitor assisted! I was becoming a Davis Island Thursday night race legend! In the mean time, I also discovered that I could sail her to a submerged condition and still keep her upright by keeping my weight forward in heavy air to windward. The only reason I flipped was to let the water out!! So I've learned and relearned a few things about the Windmill.

But the best thing I've done was to meet someone who wanted to crew that seemed as big a nut about the competitive side of sailing as myself. Eric proved worthy of my confidence, so I let him handle the boat from the skipper's position. He's skippered several races in light to medium air so far. I can't let him take the helm all the time, because I think he's better than I!! But after having tentatively experienced the helm several times, he has become so much more help as a crew. He helps me recognize wind shifts, wind lines, gusts, favored course sides, other boats, sail adjustments, and adds a significant opinion to most situations. But the down side of having very competent crew is that my list of excuses has dwindled and most of our mistakes are glaringly mine!

So I've rediscovered pleasure in the light weight Windmill, it's relatively simple set up, and it's response to tuning and on course sail adjustment. I delight in the challenge of sailing her competitively in varying conditions, and enjoy the camaraderie of fellow competitors. Competition provides a reason for fitness, keeps my heart pumping, a twinkle in my eye, and helps me stay out of my shrink's office ... a bargain at any cost! Other boats may offer more speed at the cost of complexity and set up time on the beach.

But if you're interested in keen one design competition with a high performance boat that will teach you a great deal about the sport, the Windmill is a hard boat to beat. And if you're trying to relive your youthful exploits in it, find a competent crew who can make up for your fatal decisions!



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2010 MIDWINTERS A WINDY AFFAIR

Those expecting to again drift around upper Tampa Bay at the annual Midwinters in mid-March were surprised this year by wind. Lots of wind. Mucho wind.

Friday had storms, area tornadoes and wind that rocked cars in the Davis Island YC parking lot. A couple of boats went sailing, briefly. Racing was cancelled for all classes.

Saturday morning was less threatening, but with upwards of 20 knots of wind most of the day. Ten boats went out, seven started and six finished.

Lin Robson was doing well in the first race. But as the race progressed the boat got lower in the water. Finally at the top mark, inside water was nearly to the deck. Tough to go off the wind that way. Lon Ethington and Meg placed second in that race, but rig issues in the next race ended their regatta.

Dave Ellis had a lightweight crew in Sea Scout Krista Chapin, so opted to sail under mainsail only. They were only slightly slower than the others and finished all the Saturday races.

Sunday brought nice sailing breeze, not too strong, but requiring full hiking and an occasional easing of the mainsheet in puffs.

Ethan and Trudy Bixby were well ahead of the others in the strong winds of Saturday, but had to work hard for their continuing win streak on Sunday. Ellis, with jib, actually rounded the final top mark overlapped with the champs in race seven, only to see them power away on the run to the finish.

John Jennings had an excellent 2-2-4-2 race card for Sunday, but did not sail Saturday.

Alan Taylor & Sue Nuyda sailed all the races, seemingly doing better the stronger the breeze, landing them in third in fleet behind Bixby and Ellis.

Florida's Colin Browning & Nicky Valentine continue their climb up the skill ladder, finishing all the races and placing fourth.

Lin Robson is the many-time Flying Dutchman champ, sailing a Windmill for the first time in over 30 years. He and crew college student Ashley Zyorsky placed fifth de-



Dede & Beau Plessner lead Allen Chauvenet & Hallie Bourue approaching the finish on Sunday. Marcey Sherman photo from the RC boat

spite only completing five of the eight races.

While it may have been disappointing for many to be blown off the water in this year's Midwinters, the Windmill continues to show that it can take these conditions. Even in the heaviest of winds our fleet was still racing, not just surviving as other fleets seemed to be doing.

Except for the exceptional performance of the Bixby's, the rest of the fleet on Sunday had very close racing with many changes of lead upwind and down.

Results	Midwinters 2010	Points
1	Ethan & Trudy Bixby	7
2	Dave Ellis & Krista Chapin	25
3	Alan Taylor & Sue Nuyda	33
4	Colin Browning & Nicky Valentine	39
5	Lin Robson & Ashley Zyorski	47
6	John Jennings & Jay Jennings	55
7	Craig Carlson & Eric Mann	62
8	Allen Chauvenet & Hallie Bourue	67
9	Dede & Beau Plessner	69
10	Ralph & Matthew Sponar	86
11	Roy & Edith Sherman	89
12	Lon Ethington & Meg Gimmi	92
13	Chesa & Bill Blanton	100
14	Lisa & Luke Fath	105

For complete results see www.windmillclass.org

WCA FINANCIAL REPORT

An official financial report will be forthcoming at the Nationals membership meeting.

Meanwhile, the class checkbook had \$17,853.80 on July 1, 2009.

Income comes from dues and sale of plans and booklets.

Expenses include the Jouster printing and postage, US SAILING dues, website expenses, shipping for plans and a few office supplies.

Checkbook balance
1/1/2010 \$18,072.11

Lin Robson leads Dave Ellis, John Jennings and Dede & Beau Plessner to a leeward mark in the lightest air of the Midwinters series.
Photo by Marcey Sherman

Web Site: <http://www.windmillclass.org/>

The Windmill Class Web-site is getting a lot of traffic. If you haven't been there yet, do yourself the favor of exploring the site. There you will find regatta results, many photos, rigging and go-fast tips, past issues of the Jouster, and lots more. There's a message board and a For Sale section.

Sign up for regattas on the website, too. This gives us an idea of who's coming to each event. Of course sign up with the regatta organizer, too.

This is the class website – it is interactive – come participate – it is a good as we make it.

Alan Taylor

WCA Webmaster

E-Jouster

The class has decided to go *paperless* as much as possible. Those who would like to receive *The Jouster* as an **attachment to an email** will now have that option. This will save the class postage and printing costs, ultimately keeping the cost of membership down.

You can find examples of the PDF files on the class website.



The Jouster

www.windmillclass.org

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