

2015 Windmill Nationals



2015 WINDMILL NATIONAL ROCK HALL YACHT CLUB, MD
PHOTO CURTISY OF HOWARD FERGUSON

Windmill
Class Association, Inc.
Jouster

Fall 2015

WINDMILLCLASS.COM

Windmill Class Business

By Sandy Sponar

We hope this finds everyone doing well and you've had a great time sailing your boat this season.

The updated version of our Windmill Constitution was approved at our annual meeting and has been posted. The Governing board and Rules committee met and are working on updating the class By-Laws.

Take some time and review the documents, located on the web site. You have a valuable stake in our class and your input is always needed. If you have any suggestions please send us an email.

The Windmill class is incorporated in the state of Maryland Articles for Tax Exemption, our MD Department ID# Do6127773. Our Non-Profit Federal Employer ID number is ID# 47-2704921.

Congratulations to our 2015 National Champions Ralph and Matthew Sponar!



Three days of racing was enjoyed by all who attended this year's event. Each day had different conditions from light winds and small chop to 18 knots and 3 foot waves. There were 27 Windmills that came from all around the country. Darrel Sorenson trailed his boat from California.



Bill Blanton Trophy for Second Place

Recipient is Chris and Nancy Demler in their new beautiful Stars and Stripes Blue Johannsen hull #5705. Who told a beautiful story about Bill and how he influenced their Windmill racing.

Congratulations!



The Class Measurer Larry Christian measuring one of many boats.

Wednesday activities included a Welcoming Pot luck dinner held on the Rock Hall Yacht Club veranda. Thank you to Sue Caswell and everyone who brought a dish. No one went away hungry.



Thursday was all about kids, our local Rock Hall YC Windmill fleet hosted the

Junior Windmill Nationals with 8 competitors. Gareth Ferguson who was Alan Taylor's crew for the entire regatta won First Place for the Junior Nationals.



Afterwards, Allen Chauvenet hosted dinner for all the Windmillers at Waterman's Crab House. Thank you, Allen it was a fantastic feast!



Sandy Sponar worked very hard to get lots of raffle prizes. North Sail Gulf Coast loft donated new North Sail Jib that was won by Roy Sherman.



Carroll Sparwasser won the new PFD that was donated by John Harris at Chesapeake Light Craft. Larry Christian won a new jib launching pole donated by Colin Browning.



Friday, Saturday and Sunday was all about Windmill Nationals racing. Friday was the lightest air day and the PRO Peter Gordon and race committee worked hard to get 4 races on the books.

Saturday dawned and racing was postponed due to no wind. Taking advantage of the extra time the annual meeting was called to order. In the afternoon the wind filled in to about 8-12 knots and 3 races were completed.



Saturday night Rock Hall Yacht Club hosted a "Cowboy Hoedown Dinner" that had lots fun and food for everyone.



Congratulations John and Anne Danneberger who won Third Place!

Sunday's steady winds 15 – 18 knots from the south made the waves increased to 2-3 foot swells that remained challenging throughout the day. Everyone had to take the waves into account and complete the last 3 races.



Everyone won 2 of the donated prizes which included: 15-Zhik hats, 15-Zhik gloves and 2-Zhik fleece/tech long sleeve shirts. As modeled by our lovely Christina Chauvenet.



Thank you to Pat and Janet Huntley and Beacon Lubricants who donated a fantastic gray long sleeve Tech Regatta Shirt as well as many beautiful T-shirts that were given away.

Other gift prizes that were given away included: Multiple tools: measuring tapes, electric meters, trailer light kits, screwdriver kits, pop rivet guns that were donated by Longtail Racing, 2-20% off discounts for Sailors Taylor boat covers, 5-Gift certificates from APS, 50% off gift certificate for a new pair of Sperry Shoes, \$10 gift certificate from Mauri Pro. Gill provided a well needed lip balm. Dyer Harris donated several past regatta T-shirts.

Marcy Sherman donated several beautiful coffee mugs.



Everyone also received a Speed and Smarts Newsletter by David Dellenbaugh. Numerous stickers from Harken, Sperry, and Gill were all part of the "Swag bag" given to each racer.

Congratulations to Allen Chauvenet who has attended the most Windmill regattas since the last Hoover Nationals.

In addition to the awards, you received your racing slat, that had your Windmill regatta attendance stickers. New Windmill Hats and stickers were also given to every boat that attended. Plus, beautiful art work of RHYC club house and nautical charts with windmill sailboats that was donated by Kristen Sponar.

Thank you, Thank you and Thank you to everyone who helped! Now the hard part is starting all over for 2016 and to make the event even better.

Welcome New Windmill Members

We always want to take the time to welcome all new members to the class.

Our web site has lots of pictures, several videos and articles that can help you lay out and tune your boat. If you have questions please don't hesitate to call or email people on the board or commodores in your area. We are here to help you, so you can get out and enjoy a sail.

Guy LeRoux a Moorman hull # 3997 in Corpus Christie, TX. Hopes to connect with other Texas Windmillers.

Donna Upchurch-Bass owns a Moorman hull # 4027 in Nashville, TN. We hope to see her on the water soon.

Paul Slemmons purchased a superb wooden boat hull # 5018 in Sonora, CA and will be sailing with the CA group.

Mark & Emmie Swanson National Champions rejoined the class and still sail hull # 5380 in Alaska.



Orson Smith has purchased a set of plans for hull # 5617 to be built in Alaska.

Dale Armstrong has purchased set of plans for hull # 5618 to be built in Bremerton, WA.

Paul DiCarlo has purchased a set of plans for hull # 5619 to be built in New Mexico.

New Fiberglass Hulls for Sale:



The WCA, Inc. contracted with Mark Johannsen to build a new White class boat #5704. The class bare hull is for sale for \$4500.



If you're interested in building a new hull contact Ralph Sponar and Mark Johannsen. Hulls must be built in groups of two or more. If you want to build a wooden hull contact Allen Chauvenet who can provide the plans and details you need to get started.

Care and Feeding of Trailers

By Allen Chauvenet and Hall Wood

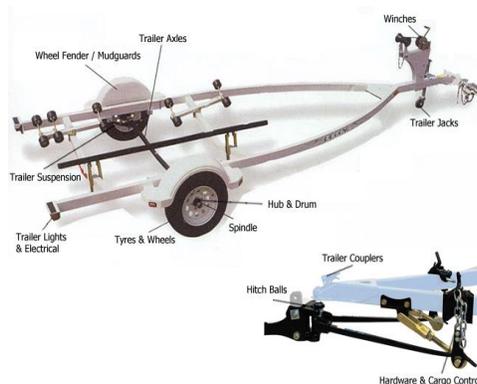
Back in the late 1980s and early 1990s, Mark Swanson had some major trailer failures which led him to write an article for the WCA News (as it was then called) on “Care and Feeding of Trailers” which focused on “Conan, the Bearing-Eating Trailer” as his trailer came to be known. One year, Mark & Emmie won the Sothern’s, Midwinters and Nationals but were stymied in an effort to win the Midwestern’s via a total trailer failure en route.

All of us have maintenance work done on our cars; as Windmill sailors, we check fittings on our boats, replace and upgrade things that seem worn out or weak—we want to sail on the water, not have breakdowns! The trailer is often viewed as some device that follows the car and serves as a means of delivery for the boat arriving at a destination. Our own trailer breakdowns this year have led us to examine the causes of those failures with the goal of spreading the word throughout the fleet and having no Windmill trailer breakdowns in 2016 and the years to come.

Allen Chauvenet was returning from Florida regattas in March when he had a new trailer tire go flat; after replacing this, he had the other tire assembly come entirely off the axel (not due to loose bolts) with resulting need for a total rebuild of the trailer. After temporary repairs in South Carolina, he eventually brought his trailer to a dedicated trailer shop in the Annapolis area. New bearings, new wheels and tires, new hitch on trailer tongue, checking of alignment and new lighting

system...then totally ready for the rest of the season. The new tires are larger than ever before (4.80 x 10) and provide the easiest and best towing ever experienced. A spare wheel/tire is mounted on the trailer.

Hal Wood arranged crew and set off with plans and expectations of attending the Windmill Nationals in Maryland. He had repacked the wheel bearings the day before, but at a rest stop west of St. Louis, he discovered that one bearing was extremely overheated. A trailer repair company was nearby, but all the repair people had taken an early lunch! Not only had the bearing gone out, it had taken the hub with it, which is common. The hubs and wheels were 1972 vintage and it took a couple of hours to look for parts before giving up. The verdict was all new bearings, hubs, wheels and tires to be able to go on. After \$550 dollars, it was well after 6:00 PM and the 6 hour delay made arrival on time at the Nationals impossible.



What are the common features of these and past failures? Generally the ASSUMPTION that all is well as long as the tires look ok! That’s like looking at your car and noting that the tires are ok

and concluding that all is well with the car!

We really need to consider two issues: (1) The trailer itself and what checks/maintenance are needed to make sure it faithfully performs the duty of following the car to the regatta (2) The way in which the hull is secured and balanced on the trailer so that the boat is protected from acute and chronic damage.

The trailer is attached to the car via a hitch—almost everyone uses a 1 7/8” ball secured to the car and thus a hitch that fits this. The hitch should fit securely and should be padlocked in the “down” or closed position once attached to the ball. Two safety chains should lead from the trailer to some place under the car (associated with the car end of this arrangement). The lighting system needs to attach to the car, generally with a 3:1 flat plug. Most use lights on the trailer but there are some advantages to having lights on a tie-down bar that crosses the hull near the aft seat. The lights need to be checked (including turn signals and brake lights) prior to departing to or from a regatta. If there is a front wheel for use when the trailer is at a regatta site, this must be locked in an “up” position!

The axel of the trailer must be secured at right angles to the long axis of the trailer so that the trailer is properly aligned to follow the car. The tires must be securely mounted on the wheels (bigger is better and the more you tow, the more you benefit from larger size). The wheels must be securely bolted onto the hub and bolts should be tightened with a

torque wrench, though not so tight that you cannot loosen them with the same tool in a remote location. The tires should be checked for wear. Once the trailer is set up for the season, the other items can be checked in a few minutes.

Something almost always neglected, even when repainting the trailer, is the bottom surface of the frame. At least once every two years, this area should be inspected and wire brushed to remove rust buildup. Neglect and downward pressure can cause failure of the frame at the tongue and spring/axle assembly.

It is wise to make an early stop and check the trailer and boat. Especially touch the tires and the wheel bearing areas and make sure they are not excessively hot. Also make sure the boat has not moved in position and remains well secured to the trailer.



The hull should be well supported on the trailer. Supports that run across the trailer and are 4-5" "wide" are much better than those that run longitudinally. If your trailer has a hard rubber roller, the best choice is to REMOVE it! The boat can be well supported with two sets of supports, one roughly under the mast step and one around the aft seat. The boat should be positioned on the trailer to result in a tongue weight of 30-50 pounds at the hitch.

The hull also needs to be protected from stones and dirt kicked up from the road. This can be done via a platform mounted on the trailer that is directly bolted to the trailer and sits under the supports and boats. A top-quality bottom cover is

necessary for really protecting that fine finish you worked so hard to achieve! The bottom cover is more important than the platform. The thru-hull bailer should be opened prior to departure—water will drain into the bottom cover and out of that onto the platform or directly onto the road. It is NOT safe to tow a boat that is filling up with water!! One must of course CLOSE the bailer prior to lifting the boat off the trailer.

Ultimate protection of both your bearings and lighting system also includes keeping them out of the water. Depending on the club, boats can be hand-carried off a beach or run down a ramp with a dolly.

Each winter, the trailer should be thoroughly inspected. If you have the knowledge and ability, check the bearings, grease status, alignment and tire wear (large good quality tires will last several years even if u tow thousands of miles). If you cannot do this yourself, find a local boat trailer repair shop and set up an annual maintenance program. The cost is modest—and far less than the cost of repairs after a breakdown, let alone the disappointment of missing some regatta you really wanted to attend!

Wishing you safe trailering—and looking for NO WINDMILL TRAILER BREAKDOWNS in 2016!!

The Boom Stops Here



By Ralph Sponar, President WCA

What does my Windmill Dues Do?

- Your dues keep our WCA in business!
- Lance has worked very hard to keep our class overhead to a minimum.
- Our annual bills include Regatta Insurance, Web site hosting fee and advertising about our class.
- The National trophies and engraving plates also are paid for out of the dues and regatta fees.
- Windmill promotional materials like stickers and hats.
- The class hull #5704 has been paid out of the class funds.

What you can do to help the Windmill Class?

- Pay your dues by writing a check to Windmill Class Association, Inc. and mail it to Allen Chauvenet. Your dues go a very long way to funding improvements and promotion for the class.
- I need you to sign up early on the Windmill event tab and registering for the regatta on time. This helps clubs and your board to calculate the necessary effort to make each event a success.
- Post pictures to the Windmill site and Windmill Facebook group about your sailing. Show us stories about your sailing friends and experiences!
- Share the love of sailing a windmill with someone new. Hopefully, they will become a future windmill owner like yourself.
- Got an idea for making the class even better? Contact your district commodore, class official, or myself to share your idea so we can act on your suggestions.



You are cordially invited

To attend the Annual Windmill Nationals

On 14-17 July 2016

Located at River Dunes

465 East Harborside Rd.

Oriental, NC 28751

Web page: Riverdunes.com

RSVP Windmillclass.com by 1 June 2016

UPCOMING WINDMILL EVENTS

- *November 14-15, 2015*
Windmill Southernns
Boca Ciega YC, FL
- *December 5-6, 2015*
Jameson's Whiskey Kettle Cup
Sandford, FL
- *January 23-24, 2016*
Gaspar Regatta
St Petersburg Sailing Center
- *March 12-13, 2016*
Midwinter Championship
Clearwater Community Sailing
Center, FL
- *March 19-20, 2016*
Sarasota Sailing One Design
Sarasota, FL
- *June 17, 2016*
RHYC Down the River Race
Rock Hall, MD
- *June 18-19, 2016*
RHYC Annual One Design
Rock Hall, MD
- *July 14-17, 2016*
Windmill Nationals
Oriental, NC

Hi Sandy-

I went to River Dunes on Wednesday to take a few photos to help you visualize the layout. Below is an aerial photo of the area which includes River Dunes. Where I've put an "A" is where the Harbor Club is located on Grace Harbor. The "B" is the launching area, trailer storage area, boat measuring area, etc. We will provide boats to tow your fleet to and from the course. If the winds out on the Neuse River, which your leadership deem unsafe, we have 2 options--- Broad Creek (top of photo) and inside Grace Harbor. This offers an unmatched spectrum of weather related options.



You will notice a dock near the letter "B". Below is a photo taken from the end of that dock showing the two-(2) launching ramps. These ramps are not public ramps.



Photo below taken looking North in a direction towards Broad Creek. You had inquired about a beaching area. There really isn't one like you're wanting. The shores of Grace Harbor were designed to maintain as much of a natural look as possible. But, as you can see, the ramps would be an easy way for entrants to lift their boats out of the water by hand and carry them up to the flat grassy areas, if that's what you all would prefer.



Camping: Rich said that River Dunes doesn't offer camping. Bay River Campground is a commercial campground that is located within 15-20 minute drive and allows dogs.

River Dunes Fees for use of their community: Rich said that there would be no charge. Anyone staying at one of their rental cabins or houses would have access to the amenities (i.e. pool, fitness center, tennis courts, etc).

Meeting room & event banquet: The top floor of the River Dunes Harbor Club (see photo below) would be used. Rich suggested a buffet type dinner.



More on Lodging: The River Dunes, requires that visitors reserve their rentals directly with them.

Sailingcapitalofnc.org and towndock.net are additional web sites that has the local Bed and Breakfasts and Vacation homes, condos, and cottages for rentals.

VBRO.com and Airbnb.com also have vacation homes for rent.

Best Regards,

Joe Mattea



www.sailingcapitalofnc.org

www.facebook.com/SailingCapitalOfNC

https://twitter.com/Sailing_Capital