

# The eJouster

The Jouster is published by the Windmill Class Association four times a year. Annual subscription cost of \$8.00 is included in Class membership dues. Articles, photos and race results are very welcome.

To receive the Jouster by e-mail in living color, see the e-Jouster info.



Midwinters Report

Mount Dora Regatta

Nationals Notice of Race

Rules & dues change ballot

President's comment

Accounts report

## MIDWINTERS REGATTA REPORT

John Jennings and Julie Valdez sailed smart and fast to win the 2009 Midwinters at Davis Island YC in Tampa, Florida. The light air and drifter races showed his experience and local knowledge, as the team won five of the races, mostly in these conditions and were near the top in all heats.

Larry Christian, "Mr. 2nd Place", and crew Jeremy Hopkins, started out with a string of seconds and ended up in that position. He won two of the ten races, including the final race not sailed by many competitors. Dave Ellis, sailing with Sea Scout Krista Chapin won the three races with steadier breeze, but lacked speed in the drifters to challenge the top two in those races.

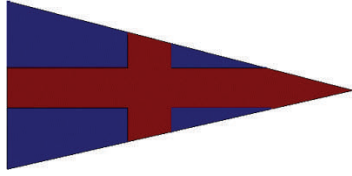
Bob and Leeann Kroetsch, who usually sail a Melges 24 locally, borrowed Ethan Bixby's Windmill. They edged Lon Ethington and Meg Gimmi by virtue of sailing the last race, another light air affair that many elected to not sail to pack up for the long drive home.

Joel Heyne, one of the Scout leaders, raced with Sea Scout Brandon Stinson. A big boat sailor of considerable experience, Joel pushed boat as well as it could. At the top mark of race five, one of the races with wind, he was right on Ellis' transom when BANG, down came the mast. Seamanship saved the spar, as the forestay chainplate ripped the entire bow area off the boat. (Since repaired and the boat rigged and tuned.)

Roy and Geoff Sherman had some good results. But the old woodie sprang a leak at the dagger board well and then later had wood mast problems to end their weekend. The wood boats do draw admiring glances from other fleets.

A big Thank You to DIYC for including us in this annual small boat regatta.

Results: [diyc.org](http://diyc.org)



# Rock Hall Yacht Club

## Rock Hall, Maryland

### NOTICE OF REGATTA

### WINDMILL NATIONAL CHAMPIONSHIP 2009

JULY 12-16, 2009

**Invitation:** The Rock Hall Yacht Club is pleased to invite all sailors to the 2009 Windmill National Championship Regatta. The organizing authority for this event is the Windmill Class Association.

**Eligibility:** 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. All Skippers must be in good standing with the Windmill Class Association and must have paid all event fees before becoming official competitors.

**Rules:** This Regatta will be governed by the 2009-2012 Racing Rules of Sailing (RRS), including USSAILING Prescriptions, and this notice except as may be modified by the Sailing Instructions.

**Advertising:** This event will be a category A event.

**Scoring:** The low point scoring system (Appendix A2) will be used.

**Launching/Hauling:** Launching and boat storage including trailers will be available on the grounds of the Rock Hall Yacht Club. Camping is also permitted on the grounds in designated areas.

**Entry:** Eligible boats may enter by completing the attached form and sending it, together with the required fee, to Lisa Hayes at the address provided on the form. Registration or completed entry forms and entry fees payable to Windmill Class Association. Registration without penalty fee must be received on or before July 6, 2009. Each entry must be submitted on the form attached. Photo, fax, and scanned copies of the registration form will be accepted. (Photo or scanned copies of cash not accepted).

**Measurement:** 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 daggerboard.

**The entry fee, if received on or before July 6, 2009, is \$175 (\$158 USSailing member)  
If received after 7/6/2009 is \$190 (\$175 USSailing).**

**Site:** Racing will take place on the Chesapeake Bay/Chester River opposite the RHYC site in locations to be determined by the race committee. Generally, racecourses will be centered around buoy "LC" on chart 12292.

**Prizes:** Prizes will be awarded to the top 10 skippers and crews. The winning boat will be awarded the Windmill Class Association National Championship Trophy, a perpetual trophy.

**Social:** The RHYC will provide a light buffet/welcome party on Sunday evening, July 12. Coffee and light breakfast will be provided each day, included in the registration fee. The club swimming pool will be available for use by all participants and family during normal pool hours (1100 until sunset, weather permitting).

The Club will provide a meal for the Annual Regatta Dinner on Tuesday, July 14 at the clubhouse. Cost is included in the registration fee for skippers and crew. Post race libations and light snacks will be available for purchase daily at the clubhouse. The annual meeting will be held after the Annual Dinner or at the discretion of the Executive Committee another time during the regatta week.

## MOUNT DORA, FLORIDA REGATTA

Allen Chauvenet

Although some last-minute conflicts kept the fleet down to four boats and there was a shortage of wind, there was plenty of fun and fine sailing at the Mount Dora regatta April 4-5. **Dave Ellis** and **Daniel Fontaine** both had crews from the Lake Wales Pram School (**James Campus** and **Carter Ullman** respectively) who were able to experience Windmill racing. Hopefully this will support the great efforts Daniel has put into the Lake Wales program and interest the school in acquiring some Windmills, returning to Clark Mills' original concept of the Windmill for those who outgrew the Pram! After all, theirs was the second Pram fleet in Florida, after Clearwater, Clark Mill's home. **Allen Chauvenet** sailed with **Christina**, just back on spring break from her graduate studies in London, while **Colin Browning** sailed with his daughter, pram graduate **Janell**.

Saturday brought virtually no wind and the boats drifted around one lap of the only race sailed. Dave Ellis led at all marks, although Allen Chauvenet somehow drifted up close to him on the leg to the last mark. Ellis then re-opened his lead by the mark and when Chauvenet followed around he held on port "tack"...unable to generate enough speed to tack to starboard and eventually noticing that the small bubbles on the surface of the water were passing him. This allowed Fontaine to threaten for the runner-up position, but somehow when Fontaine was "blanketed" by Lasers coming to the mark, Chauvenet found the faintest trace of wind, altered course 90 degrees (now heading for the finish) without tacking and held 2nd, followed by Fontaine and Browning.

Sunday morning brought light but at least detectable airs, three two-lap W/L races, and two great battles between Fontaine and Ellis. In the first race Chauvenet was contesting with them but went the wrong way on the long beat and fell to fourth. Ellis held on to some small downwind gains and was able to stay ahead on the final beat. Chauvenet split jibes downwind, picked up Browning and closed (but not enough to matter) some on the two leaders and thus wound up third.

In the second race of the day, Ellis and Fontaine were never far apart. On the beats, Fontaine pointed a little higher and Ellis footed a little faster with overall equality. (Ellis short board, Fontaine, long.) On the runs the boats stuck closely together. Each had turns at the lead. On the beat to the finish, Fontaine timed his final tack perfectly while Ellis slightly overstood the favored end of the highly skewed line. Fontaine went from four boat lengths behind to gain the win with an outstanding finish. Ellis followed and Browning beat Chauvenet who had wound up on the wrong side of a shift at the start.

The last race of the regatta saw Chauvenet just trying to stay near the leaders on the first beat and check his boat speed. On the final approach to the mark, Fontaine tacked to starboard when Chauvenet could tack right on top of him and this forced Fontaine to make two extra tacks in the light air. Ellis led with Chauvenet chasing and when Browning and Fontaine split away on the first leeward leg they both lost ground, resulting in two different two-boat races over the final lap plus. Ellis could never get too far ahead of Chauvenet, but Chauvenet could never catch Ellis so Dave won followed by Allen. Colin sailed exceptionally well and managed to edge Daniel for third.

Thus, although there were only four boats, everyone did some good sailing. Dave was superb as always and deservedly won the regatta. Daniel sailed very well in the 2nd and 3rd races, splitting those with Dave and taking second overall. Allen overcame some confusion to demonstrate good boat speed and a fine result in the final race while Colin showed he is learning the Windmill, beating Allen in the 3<sup>rd</sup> race and Dan in the final race.

Dan will continue to improve as he gets more time in his Anosov boat (and he was 6th in the 2007 Nationals) while Allen should get his boat going a little better by the 2009 Nationals. Colin and Janell will get better and better as they get more time in Windmill racing and upgrade their sails.

Windmill racing is really fun when the boats are so closely matched that anyone can beat anyone else in a given race!

This is a fun regatta. Perhaps we will have a great turnout of Windmills next year.

## PRESIDENT'S COMMENT

Greetings All,

Please find a wonderful copy of the Jouster for those still using paper - join us at the eJouster soon. (*Editor's note: you already have!*) I just wanted to say that the WCA officers have been hard at work discussing the next couple of years ahead, and what the Association's next steps should be to ensure that grandchildren of today are passing boats down generations from now. No easy task.

You'll find in this edition a proposal to increase the annual dues for the first time since 1977. With increased costs in all aspects of our daily lives, the WCA struggles too. This will allow us to continue on with the promotion of the Windmill, insurance as required, and the development of outreach and engagement activities that will hopefully continue to bring new families into the Windmill Clan.

Come join us in Rock Hall, or on the county lake near your home. Get out and Sail. I wish the very best to all of you this Summer.

### WELCOME NEW WINDMILLERS!

James	Brazil	1457	WA
Jim	Edwards	4049	FL
John	Giffen	4408	OH
Jim	Gunn	3383	VA
Dustin	Humphreys	5577	WY
Jack	Knight	5579	Australia
Angelo	Martino	5578	TN
James	Masson	3765	FL
Tony	Reed	5107	TN
Sea Scout	Ship 915	4886	FL
Ralph	Sponar	3524	MD
Sandy	Sponar	3651	MD

### Web Site:

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

The Windmill Class Web-site. If you haven't been there yet, do yourself the favor of exploring the site. There you will find regatta results, lots of photos, rigging and go-fast tips, past issues of the Jouster, and lots more. There's a message board and a For Sale section. Be sure to sign up on **the roster** so that we all can stay in touch. This is the class website. It is interactive. Come participate – it is as good as we all make it. Alan Taylor  
Webmaster

### E-Jouster

Thank you for signing up for the electronic version of the Jouster. It saves the class about \$2.50 per hard copy.

You will be happy to note that there will sometimes be a bonus paragraph or two and more Notices of Race and regatta announcements in the eJouster than will fit on an 8-page print copy.

So encourage your fellow sailors to sign up!

### DUES

To find out when your membership needs renewing and the cost, go to [www.windmillclass.org](http://www.windmillclass.org) and look at DUES at the top.

#### ***BUT:***

We would love to have everyone start in January. Just e-mail the Secretary to get a pro-rated dues amount.

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

Your name:

\_\_\_\_\_

Boat number:

\_\_\_\_\_

<p><b>MAIL-IN BALLOT</b>  <b>Must be received by the Secretary by July 6, 2009</b>          Allen Chauvenet          1571 Quarrier Street          Charleston, WV 25311</p>
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YES	NO
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**Change 1.**

X.2.E.3. Fiberglass may be used to protect or stiffen all wood construction except the spars. On the mast, fiberglass may be used only less than within six inches above and below the thwart, vang and spreader levels. **(Now allows wood masts to be stronger in critical areas.)**

**Change 2**

X.2.K. Carbon Fiber tube may be used for hiking sticks or tiller extensions. **(Now off-the-shelf item)**

**Change 3**

X.5.B.3.b. The boom shall not be greater than 3"; vertically and athwartships. **(Was 2 1/2". Some commonly-used boom sections were slightly too thick for the old rule.)**

**Change 4**

X.4.O.3. All jibs shall have a wire luff which must be permanently affixed at the head and tack of the jib. A lashing consisting of multiple turns and knotted to itself is considered adequate. The intent of this provision is specifically to eliminate adjustable jib luffs. Adjustment of the length of the luff of the jib during any sanctioned Race is prohibited. **(Allows changing luff tension between races in a regatta.)**

**Change 5**

X.9.D. The chamfer on the edges of the daggerboard is 3" maximum. The word "chamfer" as used here does not necessarily define a plane surface. The chamfered areas may be faired as desired within the limit specified. **(Allows total "airfoil" shaping of RUDDER on both new and old styles.)**

**Change 6**

X.4.F. Each sail used in Windmill competition must have sewn to the tack an official Royalty Paid label. Labels for sails now in use can be purchased from the WCA Secretary-Treasurer. Labels for new sails should be furnished with sails by the sailmaker. **(Remove this rule. Saves \$ and hassle.)**

**Change 7**

X.6.E. **Change 7** X.6.E. Adjustment of the forestay, shrouds, spreaders or jumpers during a race is prohibited. A short length of elastic cord may be used to keep the forestay tensioned but it can not apply more than 10 lbs of force. **(Helps keep the forestay out of the whisker pole when jib not hanked.)**

*Continued on next page,*

*Remove and mail to secretary to vote.*

## PROPOSED CHANGES TO THE BY-LAWS

- II.1. The Annual membership dues for WCA shall be:
 

Active	\$40
Family	\$40
Affiliate	\$20
Associate	\$20
  
- II.2 WCA membership includes four quarterly e-jouster newsletters delivered to each paid member electronically.  
Printed copies of the Jouster may be received by payment of a \$10 subscription fee per year.
  
- II.3 When a Windmill is owned in good faith by more than one person, those persons shall be considered co-owners and shall each pay Active dues annually. Each co-owner shall be considered an Active member to the extent that he/she shall have the right to sail a Windmill in any sanctioned regatta.  
Only one vote may be cast by the co-owners at WCA official meetings.
  
- II.3A Good faith co-ownership implies a reasonably permanent commitment to the Windmill and to the WCA with each owner having a substantial equity (at least 25%) in the boat, and the intention to retain the co-ownership for a length of time.
  
- II.4 Memberships shall be payable on January 1st of each year, upon the purchase of Windmill Plans, or upon the purchase of a new or used Windmill.. Dues will be pro-rated after July 1 of each year at 50% of the annual fee for each membership category.
  
- II.5 Dues shall be payable to the WCA and collected by the WCA Secretary. Dues notices will be posted on the WCA website and an announcement reminding members of the annual dues requirement will be included in the last quarterly edition of the e-jouster and Jouster.
  
- II.6 Upon receipt of dues, the WCA Secretary shall post the names of the paid members on the WCA website.
  
- II.7 One year Associate membership will be included with the Windmill Plan Package, either purchased directly from the WCA Secretary or by purchase of a new registered professionally built hull. An Associate membership may be converted to Active membership after measurement of the Windmill is certified, with the additional fee of \$20.
  
- II.8 An Associate or Affiliate member who meets the WCA requirements may convert to an Active membership by applying to the WCA Secretary
  
- II.9 Dues notices shall be sent to delinquent Windmill owners or builders by the WCA Secretary.

<b>VOTE:</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">YES _____</td> </tr> </table>	YES _____																
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**Windmill Class Association  
Balance Sheet  
As of May 10, 2009**

ASSETS	
<b>Current Assets</b>	
Checking/Savings	
Wachovia	16,852.38
<b>Total Checking/Savings</b>	<b>16,852.38</b>
Accounts Receivable	
Accounts Receivable	673.66
<b>Total Accounts Receivable</b>	<b>673.66</b>
<b>Total Current Assets</b>	<b>17,526.04</b>
<b>TOTAL ASSETS</b>	<b>17,526.04</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Equity</b>	
Unrestricted Net Assets	18,326.07
Net Income	-800.03
<b>Total Equity</b>	<b>17,526.04</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>17,526.04</b>

**Windmill Class Association  
Profit & Loss  
January through December 2008**

	Actual Jan - Dec 08	Budget Jan - Dec 09
<b>Ordinary Income/Expense</b>		
<b>Income</b>		
<b>Investments</b>		
Interest-Money Market	12.45	50.00
<b>Total Investments</b>	<b>12.45</b>	<b>50.00</b>
<b>Other Types of Income</b>		
Inventory Sales	1,000.00	0.00
<b>Total Other Types of Income</b>	<b>1,000.00</b>	<b>0.00</b>
<b>Program Income</b>		
Membership Dues	3,119.50	3,100.00
<b>Total Program Income</b>	<b>3,119.50</b>	<b>3,100.00</b>
<b>Total Income</b>	<b>4,131.95</b>	<b>3,150.00</b>
<b>Cost of Goods Sold</b>		
Cost of Sales - Inventory Sales	1,000.00	0.00
<b>Total COGS</b>	<b>1,000.00</b>	<b>0.00</b>
<b>Gross Profit</b>	<b>3,131.95</b>	<b>3,150.00</b>
<b>Expense</b>		
<b>Business Expenses</b>		
Banking Fee	40.00	50.00
<b>Total Business Expenses</b>	<b>40.00</b>	<b>50.00</b>
<b>Operations</b>		
Jouster Production	783.34	800.00
Plans and Publications	540.11	550.00
Printing and Copying	44.36	50.00
Supplies	72.00	100.00
Website	608.95	600.00
<b>Total Operations</b>	<b>2,048.76</b>	<b>2,100.00</b>
<b>Other Types of Expenses</b>		
Advertising Expenses	700.00	700.00
Class Promotion	0.00	500.00
Insurance - Liability, D and O	500.00	1,500.00
Memberships and Dues	100.00	100.00
Sea Scout Assistance	380.00	0.00
<b>Total Other Types of Expenses</b>	<b>1,680.00</b>	<b>2,800.00</b>
<b>Total Expense</b>	<b>3,768.76</b>	<b>4,950.00</b>
<b>Net Income</b>	<b>-636.81</b>	<b>-1,800.00</b>

**The Sailors' Tailor Inc.**

1480 West Spring Valley - Paintersville Road  
Spring Valley, Ohio 45370  
(800) 800-6050 www.sailorstailor.com



With our Teflon® thread, proprietary fabric, extra reinforcements and 20 point check, your Sailors' Tailor cover is designed to last 7-10 years even if trailed at 70 mph! (The industry norm is 5 years)  
**For over three decades we have led the way with our unique cover designs.**

Call for a FREE Sailor's Pack: Poly Army Duck and Acrylic fabric samples, brochure describing how to choose the right cover, diagram of proper seams and hems.

THE SAILORS' TAILOR Inc. brand name.

**Do Not Buy Any Boat Cover Until You Read About Ours**

PTFE Teflon® thread coated with Teflon®, for outstanding chemical and UV resistance which will not be damaged by exposure to sunlight, weather, or water. Designed to last as long as the fabric. Covers made with Unique Vinyl like double-coated Poly Army Duck Fabric or top quality acrylic materials.

Flat-Felled seams double stitched through 4 layers.

Double needle lock stitched flat-felled seams leave no edges to fray and seal water out better than other types of seams.

Double-folded hems stitched through 3 layers.

Heavy duty nylon zippers don't scratch the boat.

Stand-up flaps that snap around stays and zippers

The flaps hide and protect chain plates and zippers from water seepage and damaging UV and the snaps hold much better than velcro.

5/16" elastic shock cord in the hem AND draw cord tie downs to secure the cover on the boat.

Tie-down points are soft webbing loops.

Chemically Stripped polyester thread which deteriorates in UV and needs to be restitched every 2 to 3 years.



NORTH SAILS GULF COAST

Committed to provide excellence in Windmill Sail Design and Windmill Rigging services.

Contact Ethan Bixby  
Ethan.Bixby@northsails.com  
<http://www.northsails.com/gulfcoast/>  
tuning guides and tip online

NORTH SAILS St. Petersburg, FL  
(727) 898-1123 fax (727) 898-9211

# *The eJouster*

www.windmillclass.org

Windmill Class Association  
1571 Quarrier Street  
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## 2009 National Officers & District Commodores

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