

# ***The Jouster***

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.

## **ARTHUR ANOSOV DOMINATES 2009 NATIONALS**

The Rock Hall Yacht Club again (5<sup>th</sup> time in 11 years) sponsored the Windmill Nationals and, in the absence of Ethan Bixby, Arthur Anosov/Danny Florianovich (5527) put on a Bixby-like performance to become the 2009 Windmill National Champions after an opening (discarded) 2<sup>nd</sup> with a string of six consecutive race wins. In light, medium and moderate winds, Arthur led at almost all marks until withstanding some strong challenges in the final two races.

Twenty-seven entries (with 24 sailing) found the opening race on Tuesday July 14 to be a very difficult struggle in light and shifty airs. A good length WLWL course was set by PRO Dave Ellis and many boats were in the early mix. Alan Taylor (5416) came from California and sailed Mark Lathrop's boat with his sister Teresa Bodford. They took an early port tack and looked good in the middle of the course. But wind soon appeared along the left hand shore, where Graham Alexander (sailing with Dylan Heim, once scheduled to crew for Craig Tovell) found a slant that eluded all others to take a large lead at the weather mark—they were never seriously challenged. Anosov recovered and found Dan and Selina Fontaine (5528) sailing wonderfully well. In spite of great sailing by Fontaine, Anosov was just a bit ahead to take the runner-up spot, while Fontaine beat class President Dave Neilsen/Sarah Strohl (5150 with 758 sails) and Larry Christian (5048) rounding out the top five.

The wind shifted 180 degrees near the end of the race, forcing the second half of the fleet to finish to weather, with one sailor noting that he had never sailed a WLWW course before! This was the afternoon sea breeze from Chesapeake Bay



Nationals Report

Midwestern Report

New Class Rulings

Collision Comments



Close action at a mark rounding, Rock Hall Nationals.

Photo by  
Marcey Sherman

and held at 7-10 mph for the remaining two races of the day, which were sailed on a similar but slightly longer WLWL course. In these conditions, Anosov was dominating, leading at all marks. Dave and Sarah closed at the end of the first run, but Arthur pulled steadily away on the second beat to win handily while Dave was never challenged for the runner-up spot. After relatively poor first races, Lon Ethington/Meg Gimmi (3886) battled Allen & Christina Chauvenet (5586) throughout the race—but always kept a slight edge, leaving the Chauvenets 4<sup>th</sup> ahead of Alan Taylor and Teresa Bodford who added a 5<sup>th</sup> to their opening 6<sup>th</sup> place result. In this race Chauvenet was at the pin for the start, but concerned he might be over the line (he was not)—so he made a quick 270 degree turn/jibe around the pin and came back through the fleet on port tack with an open line and clear air—to make this work, one has to know who is nearby at the start!

The third race, and last of day 1, started in similar conditions and was sailed on the same course as the second race. Roy Sherman (3446 with 1823 sails) finally got his boat moving well with a clear start and was quickly in the mix up the first weather leg. Larry Christian accelerated with such skill after the starting gun that his bow hit Allen Chauvenet's transom—the resulting 720 degree turns led to Larry's throw-out race! The Chauvenets had "Beauty & The Beast" moving very well and finally found themselves ahead of Lon's "Prize Pig" but still had to follow Anosov around the weather mark. Although "Beauty" went wonderfully well on the run and closed to within a couple of boatlengths by the mark, Arthur proceeded to pull steadily away on the second beat. The Chauvenets held second up the long beat—when the next three boats went inshore and seemed to tack onto a starboard lift, Chauvenet tacked well to leeward and ahead and managed to find another header to regain second, followed by Ethington, Sherman and Roger & grandson Brenden Demler (5047) who had their third consecutive good race. The run to the finish saw no place changes among the top five, but the Fontaines continued their recovery from the first mark to take 6<sup>th</sup> ahead of Alexander (second consecutive 7<sup>th</sup> after the opening win), Taylor, Christian and Barry Skikne of Kansas City (crewed by local sailor Tom Fulton) recording his third consecutive top ten finish.

Tuesday evening featured the class annual dinner and meeting. The meeting brought some lively discussion, not only about the items up for voting (*see vote results*) but questions regarding class and fleet promotion, class organization. Although there are different ideas, it was clear that all present were strong supporters of our class and looking for ways to help expand and promote our class. The officers were re-elected with a note that Allen Chauvenet will be seeking help

in financial funds management and that in the future the class might look to separate the offices of secretary and treasurer.

Wednesday brought early morning light airs as the fleet headed for the race course. The winds gradually fell until few boats were moving and the speed indicator on the committee boat registered 0. Boats were sent/towed in for lunch. A new breeze appeared in the early afternoon and gradually built, leading to two races being sailed in the strongest winds of the regatta, generally in the 15 mph range. With these conditions the committee set the first race WLWLW to provide an extra weather leg and the second race on a modified Olympic course to provide two planning reaches. From a "fun" point of view, these reaches provided great sailing!

In these conditions, boats, gear and sailors are tested and stressed. Several people took advantage of the opportunity for a brief swim, while others did 720 turns after fouls. The Fontaines, who had shown excellent speed on the first day, unfortunately had a jib halyard adjuster failure which forced them to drop out—otherwise they would doubtless have made the top 10. An otherwise minor collision (shroud caught in boom) took out Alan Taylor's shroud just prior to the first race start; the jury awarded him average points, though he was doubtless handicapped by sailing a different hull on the final day. (*Ed note: The PRO intended to have reaches in race four, too. But I put up the wrong letter on the course board. As it turned out there were more boats with problems than rescue craft, so a jibing reach mark probably would have resulted in an abandoned race with the RC boat pitching in for rescue. Whew.*)

In these conditions, Arthur Anosov was totally dominant with only Larry Christian staying anywhere close. Larry sailed wonderfully well, sensing a need to have some better results if he was to have a chance at the top three overall. The races generally consisted of two-boat battles with Lon Ethington dueling Dave Neilsen and splitting the 3<sup>rd</sup> and 4<sup>th</sup> places while Carroll Sparwasser (3800) showed that he liked the stronger winds and had two great battles with Roy Sherman, again splitting the 5<sup>th</sup> and 6<sup>th</sup> places. In the first race of the afternoon, Jack Cartland (2117) from New Hampshire (with crew Leslie Entwistle) sailed very well and with great determination to stay just ahead of the Chauvenets. In the second race, Chauvenet made a better start and when Cartland tacked to port he did not see Chauvenet in time and was unable to respond to the hail; showing the great construction of his composite-molded Mill, Chauvenet suffered only a scratch on his port rail, while Cartland fell well back after his 720. This race featured some wonderful planning on the second and third legs which was greatly enjoyed by all, regardless of finishing position.

The final day opened with Anosov obviously set to win the regatta, while second, third and fourth were

unsettled and Chauvenet led Alexander by a small amount in the battle for 5<sup>th</sup> overall. These races were sailed in 7-10 mph winds with a modified Olympic first race and WLWL for the final race; both had plenty of length. There were a few puffs with stronger winds forcing all to pay attention. The first race found Roy Sherman off to an outstanding start and the lead at the weather mark, though Anosov and Christian were close behind and moved into 1-2 offwind. Chauvenet was 4<sup>th</sup> to the weather mark but gradually fell back as he could not find speed in these conditions. On a closely contested second weather leg, Ralph and Sandy Sponar (3524) showed that they are learning the Mill as they turned a well-timed tack into better winds into a spectacular gain, moving into third ahead of Sherman. Graham Alexander, having struggled with his <80 pound crew in the heavier races, returned to the top with a very well-sailed 5<sup>th</sup> ahead of Ethington, while George Kuney/Susan Bloomgarden (4525) worked by the Chauvenets to take 7<sup>th</sup>. This left Ethington and Christian to battle for the runner-up spot, while Neilsen fell back to 4<sup>th</sup> and Chauvenet just barely held 5<sup>th</sup> ahead of Alexander.

The final race found Ethington with the top start to leeward and Chauvenet with an excellent start at the weather end. When most boats tacked to port it was clear that Ethington was leading, while Chauvenet had his boat going wonderfully well and worked past Anosov, Sponar, Christian and Neilsen to round second. On the first run Ethington held his lead while Anosov just caught Chauvenet at the mark. Sherman was very close astern until he hit the leeward mark while rounding. Chauvenet went spectacularly well up the weather leg, passing Anosov and opening on all trailing boats other than Sherman who made a remarkable recovery from his 360 to work back into the battle for 4<sup>th</sup>. Ethington still led at the mark, but Chauvenet was only 2 boatlengths astern and about 4 boatlengths ahead of Anosov. On the run to the finish, Chauvenet worked a little lower than Ethington and slowly sailed by to leeward, even believing that he might win. However, Anosov jibed away, then jibed back and came up at a faster sailing angle to just edge Chauvenet by two feet at the finish. Alexander had another fine race with a 4<sup>th</sup>, but lost the overall 5<sup>th</sup> to Chauvenet. Sherman looked to be in the top 5 but on this trip downwind managed to hit the finish line buoy, dropping about 4 boats. This let the Sponars wind up 5<sup>th</sup> which proved to be just enough to take 10<sup>th</sup> overall on tie-break over Demler (who had an unfortunate episode of filling his boat with water in the first race of the day, winding up 20<sup>th</sup> and last of the finishers).

Arthur Anosov is certainly a most worthy champion, having become an outstanding Windmill sailor over the past 7 years. Lon Ethington had his best-ever

National finish—never second in a single race, but recording four thirds. Larry Christian has many runner-up finishes, was fourth last year and now has his first third place trophy! He started slowly but had consecutive runner-up results in the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> races. Dave and Sarah sailed very well as usual, but a relatively difficult last day left them 4<sup>th</sup> overall, just two point ahead of Allen and Christina who had the best overall results they have had sailing together. They managed two seconds, but a very poor first leg and some bad sailing in the second half of the 6<sup>th</sup> race made it impossible for them to do better. Graham Alexander was the only sailor to take a win over Arthur, but struggles in the heavier air races left them 6<sup>th</sup>. Roy Sherman started very slowly, wound up hitting two marks in the final race, but did a lot of excellent sailing in between to finish 7<sup>th</sup> overall. Alan Taylor, former NC Windmill and class webmaster, sailed Mark Lathrop's boat to steady results but was fouled, losing a shroud just prior to the start of the 4<sup>th</sup> race keeping him from finishing higher than 8<sup>th</sup>. The final two trophies were very closely contested, with Barry Skikne taking his first top ten (9<sup>th</sup>) by one point over the Sponars and the Demlers—the tie break going to the best race with the Sponar team. The Sponars accomplished this by outstanding races on the final day, coupled with the Demler splash which led to a last and forced them to count both races from the heavier air second day. Roger Demler was awarded the old goat trophy (highest placing >50 year old not in top 10) while new builder Dan Litten won the Russell Chauvenet award (highest total score by someone finishing all races).

Special recognition should be given to Brian Dale from Washington who was sailing a Windmill for the first time. He has almost completed building his boat and is working with Charlie Grassia in the growing group in the state of Washington. Additional special recognition goes to Chesapeake Bay Windmillers of the past, including Al and Rosemary Felsher who served on the race committee, Mac and Sandy Taylor and Dick Walker.

Finally, the class is again grateful to Dyer Harris and all the Windmillers and other sailors at the Rock Hall Yacht Club as well as Lisa Hayes who handled the finances. Dave Ellis was again the PRO and with a wonderful support staff ran another excellent Nationals. However, Dave says two in a row is enough and promises to be one of the racers next year!

Congratulations to the JUNIOR NATIONALS CHAMP Emily Francois. Seven boats waited for wind, finally getting off two races.

For complete results and commentary of the Juniors and Nationals, go on line to [www.windmillclass.org](http://www.windmillclass.org)

*Tampa Bay, Florida skippers (3 of them) have won the Nationals for many consecutive years. Who's going to top them in 2010?*

## MIDWESTERN REGATTA

### Hoover Sailing Club

### May 30-31

The annual Midwestern championship drew eighteen Windmills to the club with the best food and friendly folks on the circuit.

Principal Race Officer Graham Alexander, a Windmill, 505 and Moth sailor, had his hands full with the ever-changing wind direction. Several of the races turned out to be lacking a weather leg and some starting lines were not able to be fetched on starboard tack. Of course, the wind changed back after the marks were set for the next race. That's lake sailing.

Wind speed varied from 'sit in the bilge light' to 'almost hiking full out' in one race.

Craig Tovell and Jamie Chicoine won seven of the nine races. Craig has sailed on this lake from infancy. His boat speed was also excellent in the conditions.

In the second race Dave Ellis, sailing with local Ohio crew Dina Tayum, led at the windward mark, one of those with more than one tack required. By the second reach Tovell sailed right past him to a good lead. Ellis also had his first OCS (jumped the gun) in perhaps 50 years. But he held on for 2nd overall.

Lon Ethington and Meg Gimmi continue their advance in the Windmill fleet by a strong third place, placing as high as second in one race.

As always, the Saturday evening banquet was worth more than the price of admission. This meal surpassed that of highly vaunted fancy yacht clubs with their very high entry fees for events. And you could wear your flip-flops.

For complete results see the Windmill class web site under "Events", "Midwestern Regatta".



Craig Tovell and Jamie Chicoine

### 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 Joust, 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

### **Windmill racing tip: for the e-Jouster sailors.....**

**In all but the strongest winds, top Windmillers angle their dagger boards so that the lower tip is forward, more directly under the mast when sailing upwind.**

**This does several things: tip vortex drag is reduced; more beneficial weather helm is induced; any deflection of the board (and there is always some) will help you like a 'jibing board' rather than pull the boat off the wind as an aft-angled board does.**

**It is important that the boat be sailed quite upright when using this method. Try it! DBE**

### **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.

***The newly approved rule*** starts everyone in January for dues. The Secretary will send you a pro-rated dues amount.

***If the secretary e-mails you, please answer! Even if it's to say 'No.'***

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

## NEW WINDMILL CLASS RULES

*Three of the proposed rules changes did not pass, two of them by lacking the required 2/3 vote.*

*No changing of jib luff tension during a regatta*

*No extra charge for printed Jouster*

*No changes in the Co-Owner dues structure*

### **Change 1.**

X.2.E.3. Fiberglass may be used to protect or stiffen all wood construction. On the mast, fiberglass may be used only less than within six inches above and below the thwart, vang and spreader levels.

### **Change 2**

X.2.K. Carbon Fiber tube may be used for hiking sticks or tiller extensions.

### **Change 3**

X.5.B.3.b. The boom shall not be greater than 3"; vertically and athwartships

### **Change 4**

X.4.O.3. *(Would have allowed changing luff tension between races in a regatta.  
Lacked 2/3 majority to pass. 17 for, 12 against, 1 abstained  
Rule NOT changed to allow adjustment.)*

### **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. *(You can make your old-style rudder a nice 'airfoil' cross section now.)*

### **Change 6**

X.4.F. Sail Royalty Patches *(Removed 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.

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

Active	\$40
Family	\$40
Affiliate	\$20
Associate	\$20

II.2 Did not pass. No extra charge for printed Jouster. Still encourage e-Jouster for cost savings.

II.3 *(Did not pass. Dues for co-owners stays as it has been.)*

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.

## FOULS AND THE NEW RULES

*(Thoughts from the 2009 Nationals)*

Allen Chauvenet

Having set a new personal record for fouls in a regatta while racing in the Nationals, I thought some reflections regarding the new rules might be in order. This is not an attempt to provide a comprehensive review of the rules, but just to reflect on what happened to me and some ideas regarding the new rules.

First, realize that the “buoy room rule” (now called “mark room”) has been changed to define overlaps at THREE boat lengths rather than 2. No changes in burdened boat and the obligation to prove either than an overlap was broken or established.

*(Editor's note: The lead boat's skipper is about 56-feet from the mark and the following boat's skipper, if barely overlapped with the leading boat's rudder, is about 65-feet from the mark. Measure it out some time. Long way)*

One philosophical approach has been to place extra emphasis on avoiding contact and collisions. I personally think much of this is aimed at much larger boats where major damage costing many thousands of dollars can result from even relatively minor collisions. However, we sail under the same rules and there should be no reason to encourage collisions.

*First foul:* I was luffing near the leeward end of the starting line but pointed close-hauled. At the start signal, we trimmed for speed. Just at that moment, Larry Christian, moving a bit faster, tapped us on the transom. Larry did not hit our rudder and there was no meaningful damage (minor scratch) to either boat. Larry immediately did a 720 which of course left him with a poor start. LESSON: You cannot hit a boat from behind and you cannot assume that the boat dead ahead will be moving or will accelerate as rapidly as you do...had I been bearing off onto Larry's course, he would have had rights as a leeward boat, but in this case there was no question.

*Second foul:* I was close hauled on starboard tack shortly after the start of the 5<sup>th</sup> race. We were both hiked out and looking ahead and aware of boats that might tack and try to cross us. Suddenly we saw Jack Cartland on port headed for our aft seat, port rail. We hailed “starboard” and (without any change in course by us) let the boat heel slightly so that our rail would meet his bow ...my rails are oak! Jack's only chance was to luff the entire main, flatten his boat and bear off as sharply as possible. He may have tried this, but it was far too late...so he hit us and did a 720. Had there been significant damage to our boat (this is not exactly defined in the rules, but any hole in our hull or anything making it impossible for us to continue in the

race would certainly qualify) Jack would not have been allowed to exonerate himself via a 720. In this case, there was a scratch on our port rail. LESSON: Glance over your shoulder BEFORE any tack and make sure when on port tack that you know the location of any starboard boat with whom you might have a close crossing. In this situation, the starboard boat has no obligation and should assume that the port boat will stay clear (too much course-changing by the starboard boat could impair the ability of the port boat to stay clear and might itself be a foul).

*Third foul:* Approaching the leeward mark in the 6<sup>th</sup> race, Roy Sherman was ahead of us and Barry Skikne was moving wonderfully well and closing rapidly. I felt that my speed upwind was good and I just needed to stay ahead of Barry at the mark. I headed up to stay to the inside, but of course when I did this, Roy headed up to prevent me from getting an overlap. I could see Barry passing us both while Roy held me off, so I bore off. As we reached 3 boat lengths, Roy was inside and we had an overlap on Barry. We slid to leeward as much as Barry allowed us, and tried to slow down. Roy carried us ever so slightly past the mark. As soon as Roy turned, I turned sharply at least up to Roy's course (*the folks on the committee boat felt it was higher than Roy's course*). Barry tried to shoot in between my slightly wide rounding and the mark. I came up until the bow of my boat made contact with the starboard rail of Barry's boat...and Barry did a 720. There was some question as to whether I had violated rule 14 (avoiding contact) I am exonerated by section (b) which says that I shall not be penalized under this rule unless there is contact that causes damage or injury. Clearly there was no injury and the only “damage” to either boat was a minor scratch. LESSON: If you are entitled to room at a mark but forced a touch wide by a boat inside you, the boat outside tries to pass inside you at her own risk. If you “close the door” on them while rounding the mark they are at fault and you are clear. By the way, it is still true that you should NEVER be the 4<sup>th</sup> boat outside. If you see this developing, do anything to slow down and let the mob round ahead of you, then follow with a good rounding, clear air and freedom to tack (this is not a rule, just good sailing).

*Fourth foul:* At the start of the final race, Carroll Sparwasser had the best start at the weather end while we were in clear air but a boat length of open water behind. We moved better in this race than in any other, so when Carroll decided to tack to port, we had gained between 1-2 lengths to weather. As soon as Carroll tacked to port, it was obvious that while his bow would pass ours, he could never make it across. He realized that he was trapped...too late to tack without fouling and unable to cross. We aimed for his aft seat, then bore off to pass just astern. This demon-



strated that he could not legally cross, but also that we had maneuvered in an effort (successful) to avoid a collision. While one hopes never to be in a foul/protest situation, this was the “ideal” one...clear who was wrong *without any contact*. Had I deliberately (or even accidentally by not noticing Carroll and never making any attempt to alter course) hit Carroll, we would BOTH have committed a foul—and if injury or significant damage, would both have been disqualified. LESSONS: When tacking to port, glance over your shoulder. Unless you are CERTAIN you can cross a boat on your weather hip, PLAN your tack to duck under that boat. Never be afraid to bear off under a starboard tack boat. As soon as you get to their right you will have starboard on the next cross. The other lesson for the starboard tack boat...you are NOT required to hail “starboard” but you SHOULD know who is to leeward and ahead. You can commit a foul if you just drill a boat crossing you without ever noticing. I always tell my crew to keep me informed of any boats approaching us on opposite tack and any boats ahead and to leeward or behind and to weather. *Crew: Go ahead and tell the skipper. They may mutter something about knowing it. But you never really know.*

A few other lessons: (1) The committee can start any time they want after the last boat finishes, so don't


get too far away from the line (especially in light airs) and be aware of the last finisher (2) Know where you are on the starting line and your options if recalled. In the second race I was at the pin and very close to the line...in a tide setting me across the line. The recall signal went up. I did not think I was over (it turned out that I was not) but I knew there were no boats approaching “late” on port and that I could spin around the pin without fouling anyone and come back through the fleet with a relatively clear lane (maybe one duck) on port...so it would cost me very little and save any risk of being OCS. (3) In light and shifty winds, sail what looks best to you. After a reasonable start in race 1, Alan Taylor, on our weather hip, was forced (and likely wanted to anyway) to tack as we pointed up and backwinded him. When he tacked to starboard, I thought he was leading and that I should have gone out with him...so NOW I tacked to port...but this was just in time to find the wind filling in from the L side as I sailed away from it. A continuing series of wrong decisions led to us leading only 5-6 boats at the weather mark, never being with the leaders and just barely scrambling back to 10<sup>th</sup> (turned out to be our drop, but even a 7<sup>th</sup> in this race would have left us one place higher in the final standings!). LESSON: Don't chase wind that used to be somewhere...and if you think

your speed is good relative to other boats, don't sail away from them. Beat them by sailing with them and let them panic and split away to the unfavored side of the course!

There was a lot of close racing in all parts of the fleet. Even Arthur had to work for his wins. Learning small lessons saves a few boat lengths and almost everyone can think of one or more races where a few boat lengths would have been worth several positions. It's always fun to sail well and have close races with someone—of course it is more fun when you win or beat your closest competition, but just having close races is something to enjoy!

Allen Chauvenet

*Editor's note: Experienced protest committees at major events are becoming less lenient about contact between boats. No longer does a boat need to 'hit' another to 'prove' his rights. Increasingly both boats are disqualified, a 720 notwithstanding!*



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# ***The Jouster***

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