



The Joustier Winter 2020

Windmill Class Association Inc.

Happy New Year,
Windmill Sailors!

Temperatures are rising,
it's slowly getting warmer;
our favorite season
is right around the corner!



Fun in the Florida sun!



Pat Huntley's latest project!



WCA's newest goats! Yes,
Bermudian goats do exist!



Club Racing at Rock Hall Yacht
Club.



Thank you Chris and Nancy
Demler for hosting the first ever
Dark and Stormy Happy hour at
the Internationals!



A busy starting line at the
Presque Island Invitational at
Erie Yacht Club!



A new regatta for the Windmills -
Miles River Invitational.



Congratulations to Larry & Allie
for winning the 2019 Northern
District Championship!

The Windmill Class is incorporated in the state of Maryland Articles for Tax Exemption, our MD Department ID# D06127773. Our Non-Profit Federal Employer ID number is ID# 47-2704921.

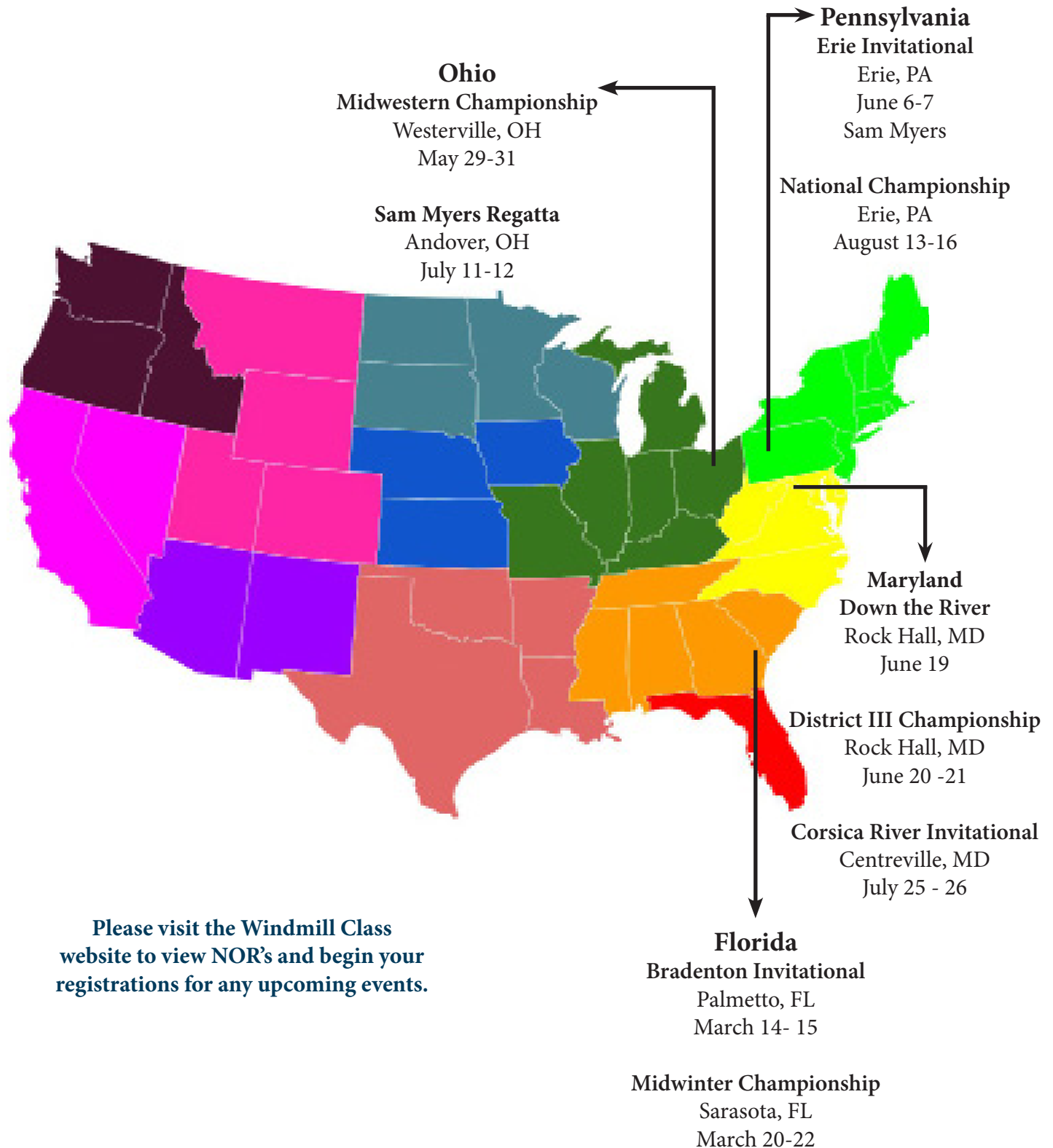


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windmillclass.com



Upcoming Regattas



For the Good of the Class



The Boom Stops HERE

A message from your WCA President

Congratulations to Maxwell Penders who is the new 2nd Vice President, taking over from Alan Taylor. Max is a full time student who also works on updating our information on the Windmill website. He is quick to respond to emails and post regatta events or make pertinent changes. Max email address is Windmill-class5151@gmail.com. Thank you Alan for your continued support.

The hull molds have been transferred from North Sails to Mark Johannsen new building site in Sabastion, FL. New boats that are on order to be built by the class are hull # 5712 and # 5714. Roy Sherman has ordered hull # 5713. If any one else is considering a new boat this year email me for a new hull contract order form.

Check out the event tab on the website and get your vacation requests in early so you can attend all of our regattas. Let's make 2020 a 20 boat class at Midwinters which will be in Sarasota, on the 20th of March! Mid-western regatta at Hoover is the last weekend in May. Want to do some early Nationals sailing tune up, Erie YC will be hosting a open regatta in early June. Racing in the Mid Atlantic Chesapeake Bay Area will make an exciting June and July. Closely followed up by Nationals in August at Erie, Pa where we hope for another chance to have "International's " and a 40 plus boat fleet. Make your plans!

Now is a good time to look back and reflect over your racing season and see if you met your goals. Does your boat need any repairs? Have you checked your mast and shroud fittings? How are the edges on your center-board and rudder? Can you upgrade your equipment to make next season more successful or at least more pleasant

while you're on the water. Now is a great time to look everything over and take advantage of the mild weather and get your boat and equipment in shape.



Safe travels and see you on the water!
Ralph Sponar

New Members

Chatham Ewing (5187) Bought McLaughlin originally owned by Allen Chauvenet from Tim Polaski of Erie. Lives in Cleveland OH and sons plan to be racing boat in 2020! Upgrades/winter maintenance underway!

Mike Fontaine (5045) New owner of Demler's McLaughlin "Crash Boat" brought back from Ohio by Meg Gimmi & Lon Ethington. Lon & Mike worked on restoration and upgrades and Mike made his first regatta start with crew Mary McCormick at the Southern and lives in Tampa, FL where he is another addition to the growing group in the Tampa-Bradenton area.

Bradley Nicholson ("411") Bradley is restoring an old boat built by his grandfather! The mainsail shows 411 but it is known that is not the hull number. Efforts are underway to determine the actual hull number. Brad lives in Vermont and winter projects include installation of air tanks!

Cayce McWilliams (3603) has purchased the Moorman boat sailed to 6th place in the 2019 Midwinters by Dave Ellis & Doug Boyer. This boat's prior history includes 2 National Championship wins, one by Sam Andras and one by Dave Ellis. Cayce joins the Erie PA fleet headed by Janet Huntley

For the Good of the Class...

The Stuart Proctor Chronicles

The Boat Setup Saga Continues

In the summer 2019 issue, I outlined my journey back into the class and some of the trials I have been through in my pursuit of boat speed, which I found substantially lacking upon rejoining the class after a ten year hiatus. Though I do not kid myself into believing that I should be in the front of the fleet when sailing against greats like the Bixbys, Arthur Anasov, and the many other very fast sailors (Larry Christian, Dave Ellis, the Dannenbergers, the Demlers, the Sponars, the Chauvenets, the Plants, the Huntleys, and Alan Taylor to name just a few) that call the windmill class their own - I do believe boat speed is something I can attain to be up there fighting along with the best sailors in the class.

After a speedy yet “footy” Erie 2018 (with a mast butt position of 123.3 and a short board), I moved my mast butt position aft to 122” per Ethan’s picasa folder recommendations. In Sanford in 2018, I also softened my jib cloth tension and brought out a secret weapon, my “new” LONG board. I had purchased an old Morman hull, a suit of sails, and a bunch of spare parts from John Deimel the previous summer, and there was one edge-glued board that was heavily warped and full of moisture that suited my purposes for my long board project. After much bending, drying, fairing, and glassing, I was finally able to try my “new” board, vertical edge forward, and we were finally fast and high! Disregard the fact that the barrier coat finish was still curing on my drive down to Florida, with the heat blasting on the board in the passenger seat of my truck and the windows down as fumes wafted beside me on my all-night trip to Sanford. Anyhow, the board seemed to work just fine. I don’t know whether I can attribute our high and fast sailing to the board specifically or not - my crew Christine is a great sailor - but it surely didn’t hurt in a regatta where it was blowing 3 - 8 kts. Unfortunately, we were slow downwind. What now!? Were my shrouds too tight (@150 lbs.)?

The Long vs. Short Daggerboard and 3” Chamfer

When I began sailing the Windmill, the daggerboard was a constant source of cursing and capsizing. It seemed silly we had to raise the board six inches or so every time I saw whitecaps. In 2006, I was very happy with my decision to chop my board. But in my first year back in the class, I was not able to point with the best teams. I

feel I made the correct decision to use the short board with a new crew Sonya at the 2018 nationals to make life easy for my new crew, but the tradeoff in comfort may be critical pointing ability. The general word around the parking lot is “the long board is in.” I do love the ease of the shorter board, but the majority of the top teams seem to use the long one. That said, Larry and Allie continue to find success with the short board in all wind conditions, and the Plants also find great speed and decent-enough point with the short board, nearly winning the last race of the 2019 Internationals in drifter conditions and finishing 5th in the (mostly) light air 2018 Rock Hall nationals. Clearly, there is more to the boat than the board.

For the next regatta I was able to race in, my sister Sarah and I met again in Sarasota to do battle with a hot fleet of sailors at the 2019 Midwinters. I knew I would find redemption from my poor performance the year before with that new long board of mine. And in the first leg of the first race, we picked the right side to capitalize on the persistent shift and rounded the top mark in the first pack of boats, ahead of Ethan and Trudy! Unfortunately, I forgot about the offset and blew what lead we had... and then Ethan and Trudy passed us downwind... and then the wind picked up and we suddenly went from speedy to sluggish. Adding insult to injury, as the wind picked up to 14kts+, Sarah and I we were forced to raise our board in order to keep the boat driving forwards! Needless to say, it was not our day and we swore allegiance to the short board when sailing together (our all-up crew weight is about 285 lbs).

What had we done and what had we not done? It turns out that rake setting of 34.5” was too-far forward for the wind conditions (even Matt and Allie, with their short board, found themselves overpowered for the conditions). Chatting with Ethan in the boat park, it seemed we needed to drop back to 36” or even 38” in order for us to hold the boat down. I know it seems counter-intuitive for many sailors to ease the jib halyard tension as the wind increases, but it helps me to remember the halyard is actually a Rake-O-Meter, not a cloth tensioner. In the increasing breeze I was easing the halyard tension, but clearly not enough. Additional boat-park recon showed me that mast butt position and spreader sweep vary a lot among the top boats, and my conversations with Ralph have led me to realize mast butt position varies substan-

For the Good of the Class...

tially between boats in the fleet, even those near the top, and the ideal mast butt position may not be 100% cut and dry.

My boat was also sporting a number of unfinished projects that added to the variables and probably contributed to my “go slows” (but that tale is for another time). After sailing that first day of midwinters, I moved my mast butt forward a teensy bit (122.5”), rechecked my rake settings, analyzed the appearances of the top sailors’ spreader settings (very little deflection in any direction when at rest in the boat park), and plucked a bunch of shrouds on boats that still had their jibs furled around the headstay. I agonized over my jib cloth tension, followed Ethan’s lead to use a little less rig tension to encourage forward rake when sailing downwind, and continued to try picking the favored sides of the course. Despite every effort, results continued to elude us until the last race of the regatta where we finally salvaged a respectable showing in a dying breeze.

What did we finally do correctly? Other than adding a bit of jib sag by blocking the mast to the max forward position and easing the halyard to 36”, we simply did our best to steer the boat in the correct direction and to make the best situation of the adverse current. “Head out of the boat,” says the zen sailing master. And so armed with new knowledge of what I needed to do to improve my standings in the fleet, I went back to the drawing board in preparation for the (inter)nationals. I recognized that, in all my efforts to find speed through tuning, I seemed to be chasing my tail. Unfortunately, this pattern would continue despite moments of brilliance....

Needless to say, I am looking forward to the 2020 Midwinters!

From your 2nd Vice President.....

General

Happy New Year! As we transition into the next decade, we are working to adapt the website to the modern times, without sacrificing the format which has been used for so long. Additionally, we want to make the website inviting for those looking at the Windmill Class for the first time, and provide easy methods for contacting Windmillers in their area. To

do this, we need you to be checking the Available Crew page of the website, and reaching out to those in your area, even if you have no need for a crew. Encouraging others to experience how wonderful the class is - can and should be done both on and off the website.

A quick note about spam and advertising messages on the website, which mostly appear under Messages. When you see an inappropriate message, click on it, then find the hyperlink which says, “this message is spam”. Click on that hyperlink. This helps immensely when it comes to keeping the website clean and inviting.

Online Payment and Membership Registration

As per suggestions, we have now added online membership payment and registration options on the website, with regatta payment to be added soon. The links for these are on both the Home and Dues pages. Please take note: in order to not take a loss for the class, a transaction fee to cover PayPal costs has been added to the online payment (\$1.50 fee for a full membership, \$0.75 for an associate membership). Don’t worry if you don’t have a PayPal account, you may use any standard credit or debit card to pay.

For the online registration, fill out the Google Form linked to just below the online payment link. Your registration will be linked to payment through the hull number, so make sure that if you are sending payment through mail, your hull number (at the very least) is included, such as in the memo of a check.

If you prefer the old ways, don’t worry. You can still mail everything in, or mix and match the online and mail options (e.g. sending in registration by mail but paying dues through the website).

That’s it from me. If you have any questions, problems, or concerns, feel free to reach out to me at windmillclass5151@gmail.com. Until next time.

- Max Penders

Midwesterns

2019 Windmill Midwestern Championship /
Tovell Memorial Regatta

By: Chris Demler
June 1-2, 2019
Hoover Yacht Club



Hoover Yacht Club hosted another wonderful event! Eleven Windmills from as far away as Florida participated (Lon & Meg) and brothers who hadn't sailed together in decades (Graham & Robert) spent time on the water and raced well together. On arrival Saturday, the lake was a flat calm, but the wind built steadily, and the Race Committee was able to get six races in and have us back ashore in plenty of time for cocktails and a great dinner served up by Kathy Bachmann, Peter Rothman, and many others. Seriously, the HYC Windmill Fleet puts on the best regatta and food anywhere!



To the racing – the conditions started off very challenging, frustrating, or prophetic depending on your position and viewpoint. There was a race start which turned into a port only exit from the line with about 30 seconds to go, there were holes, a mark you couldn't get to because you kept getting lifted all the way around it, etc...you know, low wind, lake sailing. However, as Saturday went the conditions got more and more predictable and by the end of the day we were sailing in 10 knots and hiking. And, the top four-five boats were always crossing paths and finishing well which made every race meaningful. At the lunch break, with three races in, all top five finishers were in the hunt!



After lunch, the racing remained close with good battles going on third through six, and six through tenth, every race mattered. At the end of day one, and six races in with a throw-out, we were just one point ahead of Craig and Halle and all the finishing positions were up for grabs.

Midwesterners



Everyone was on the water early Sunday morning and ready to go in a steady but light breeze (3-5 knots?). We knew we were going to do at least two races, if not three, so we decided to sail our own race and try to get two or three good finishes rather than focusing on Craig – as everyone knows, he’s fast and Hoover is his lake! And, Lon and Meg and the Alexanders were not out of it yet either...as it turned out we ended up splitting the next two races with Craig and we were again just 1 point apart going into the final race...wow! Lon and Meg crushed everyone in the final race with a great start and they were gone (firmly securing third place), but this time we did make a conscious effort to not lose sight of Craig and

Halle and we were able to finish ahead of them by one place to secure the win.

It was a great regatta and I’m proud to say that now the entire Demler family has their name on the Tovell Memorial Trophy; Brendan won it with Craig, Cam and I have won together, and this year Nancy earned the right to put her name on the trophy! The Hoover Windmill Fleet is the best and truly demonstrates all that is great about our sport: experiencing nature, friendly competition, family values and loyal comradery.

Photos by: Lisa Kreischer

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9
1	5705 (Speed Bump)	Chris & Nancy Demler	14	2(2)	1(3)	(5)(8)	2(10)	3(13)	1(14)	2(16)	1(17)	2(19)
2	4200 (C-Monkeys)	Craig Tovell/Halle Bourne	16	(6)(6)	4(10)	1(11)	1(12)	3(16)	1(17)	2(19)	3(22)	
3	5070 (Pig Headed)	Lon Ethington/Meg Gimmi	24	1(1)	(6)(7)	2(9)	5(14)	4(18)	5(23)	3(26)	3(29)	1(30)
4	3227 (?)	Graham & Robert Alexander	29	3(3)	3(6)	3(9)	(6)(15)	2(17)	4(21)	4(25)	6(31)	4(35)
5	4689 (Blu Muse)	Nate & Tim Bachman	33	4(4)	5(9)	4(13)	3(16)	(7)(23)	2(25)	6(31)	4(35)	5(40)
6	5586 (B&B)	Allen Chauvenet/Erik Arnesen	39	5(5)	2(7)	6(13)	4(17)	(8)(25)	6(31)	5(36)	5(41)	6(47)
7	5410 (ATW)	Bernie & Julie Himmelsbach	57	(8)(8)	8(16)	7(23)	8(31)	6(37)	7(44)	7(51)	7(58)	7(65)
8	4100 (Anon)	Chris Bunge/Doug Boyer	58	7(7)	7(14)	(8)(22)	7(29)	5(34)	8(42)	8(50)	8(58)	8(66)
9	4622 (Banana Wind)	Ed Yingling/Bill Pederson	73	9(9)	9(18)	9(27)	(DNS)(39)	9(48)	9(57)	10(67)	9(76)	9(85)
10	5566 (Madia)	Peter & Sarah Lynn Rothman	79	10(10)	10(20)	10(30)	9(39)	10(49)	10(59)	(11)(70)	10(80)	10(90)
11	3251 (?)	Simon & Jacob Pennells	88	11(11)	11(22)	11(33)	(DNS)(45)	DNF(57)	DNS(69)	9(78)	11(89)	11(100)

Chesapeake Racing

District III Championship June 15 - 16



Pos	Boat	Name	Total	Race 1	Race 2	Race 3
1	5319	Larry Christian & Allie Sponar	5	1	2	2
2	5707	Pat Huntley & Janet Huntley	7	3	3	1
3	5709	Ralph Sponar & Matt Sponar	14	2	1	DNF
4	4500	Roy Sherman & Maggie Arnesen	19	4	5	DNS
5	3049	Eric Francois & Jackie	21	4	5	DNF
6	5151	Max Penders & Jon Penders	33	DNC	DNC	DNC
6	5255	Lancing Williams & Sandy Sponar	33	DNC	DNC	DNC
6	5400	Dyer Harris & John Harris	33	DNC	DNC	DNC
6	5586	Allen Chauvenet & Christina Chauvenet	33	DNC	DNC	DNC
6	5710	John Danneberger & Anne Danneberger	33	DNC	DNC	DNC

Miles River Invitational June 22-23



Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9
1	5709 - Miss Behavin	Ralph Sponar / Sandy Sponar	11	2 ₍₂₎	1 ₍₃₎	2 ₍₅₎	1 ₍₆₎	1 ₍₇₎	3 ₍₁₀₎	2 ₍₁₂₎	1 ₍₁₃₎	1 ₍₁₄₎
2	5060 - Go Blue	Mathew Sponar / Allie Sponar	12	1 ₍₁₎	2 ₍₃₎	1 ₍₄₎	3 ₍₇₎	2 ₍₉₎	1 ₍₁₀₎	1 ₍₁₁₎	2 ₍₁₃₎	2 ₍₁₅₎
3	4500 - Rose	Roy Sherman / ?	22	3 ₍₃₎	3 ₍₆₎	3 ₍₉₎	2 ₍₁₁₎	3 ₍₁₄₎	2 ₍₁₆₎	3 ₍₁₉₎	3 ₍₂₂₎	3 ₍₂₅₎
4	5710 - no name	John Danneberger / Anne Danneberger	40	(DNS) ₍₅₎	DNS ₍₁₀₎	DNS ₍₁₅₎	DNS ₍₂₀₎	DNS ₍₂₅₎	DNS ₍₃₀₎	DNS ₍₃₅₎	DNS ₍₄₀₎	DNS ₍₄₅₎

Sam Myers Regatta

Sentimental Sailing

By: Dave White

Sailing! A sport an individual can enjoy for a lifetime, depending on the type of boat and how competitive one wishes to be. I began sailing at a very young age along with my two brothers. My father taught us the basic fundamentals of the sport. Having a windy day and no rain warranted great weekends at Pymatuning Lake. A combination of events occurred when I was in high school, which led to my desire of racing sailboats. My friend from Warren, Ohio bought a used Fireball. After my first sail with him, I knew I wanted one. The solution led me to build a Fireball as a high school shop project. Just about the same time, a friend of the family bought and started racing a 505 at various lakes in our area. My brothers and I were often asked to crew for him. The racing bug took hold and I have enjoyed racing sailboats for the past 50 plus years.

My father never got caught up in the racing aspect of the sport like my brothers and I. He would make himself available for crewing when needed, but his interests laid with day sailing and relaxing weekends at Pymatuning Sailing Club. My girlfriend, later my wife, understood my passion for sailing and we would often participate at some type of sailing event. Therefore, it was no surprise that my daughter Lainey took up the sport. At first she was much like my father, content to just enjoy a good sailboat ride. Then about twenty years ago, I started a project with my high school shop students that centered around building a sailboat and then learning how to race it. It was during that time that Lainey was in high school and she wanted to build her own sailboat. She got into racing and the bug bit her. We have enjoyed racing sailboats together ever since. Later, she became a youth sailing instructor at Rock Hall Yacht Club and it was there she became interested in Windmills.

In no time, Lainey purchased a good used Windmill and I have been enjoying racing it with her. Lainey got married and started her own family. Over the past few years, our summers have been affected by pregnancies, cataract surgery and a torn retina. Therefore, my time with her in the Windmill, or any other boat for that matter has greatly diminished. Again this summer, a surgery for her was going to ruin sailing the Windmill. Then one evening, I got the grand idea that it was time for her daughter, Payton,(who would turn 7 in August), to be introduced to sailing. She was the same age when my father introduced me to the sport. If the wind was not too strong, somewhere in the 5-8 mph bracket, I could handle the boat, and we could continue the family legacy for at least one more generation. At dinner the next night, I presented the plan, and of course Payton was all for it from the get go. But, the look on both my wife and Lainey's face told a different story. Not that they did not support my idea, but Payton weighed a total of 35 pounds soaking wet and getting her to ride a roller coaster at Kennywood amusement park was a challenge.



I decided that the Sam Myers Memorial Regatta at Pymatuning Sailing Club would be the perfect regatta for us to begin as a team. The wind is usually very light and the hospitality of the club is very friendly. I know many of the people and Payton has been there before, so it was not unfamiliar to her. For the next several weeks, she would ask every night if I thought we would win a trophy. I explained to her it did not matter. We would be a winner if we finished the race and if she

Sam Myers Regatta

would want to do it again sometime. But every night she kept asking about winning a trophy. I was beginning to realize winning a trophy meant more than the family legacy.

The weekend of the regatta finally arrived. It was planned that Payton and I would go to the lake a day early, set up the boat, and stay overnight at a friend's house. That way we could get up early and do a little practice before the actual racing. We woke up to a beautiful sunny day with the wind blowing somewhere between 8-10 mph with puffs reaching the mid teens (not the beginning venue I had hoped for). But, I still thought I could handle it if I did not get careless. After rigging the boat and launching it, I stepped into the boat to raise the sails. My plan was to put Payton in the boat, then sail off the dock to see what I could actually do. Unfortunately, as I stepped into the boat, I tripped on the rudder which was laying in the bottom of the cockpit. I leaned over the side which caused a capsize at the dock! As I stood up in the water, I saw Payton running off of the dock and into the arms of a club member. I could see she was very upset and scared knowing the possibility of a capsize was real. After she calmed down she was willing to go out as a passenger. She did not want us to go out by ourselves and be responsible for any problems. Members of the club saw the situation unfolding. In a short time, they arranged for a newer club member, Richard Reilowski, to crew for me. He had enough experience that he could handle the jib and all Payton would have to do was to sit on the forward thwart, and report where the other boats were on the race course. I explained to the rest of the Windmill fleet what happened. Everybody agreed that the purpose of the regatta was to have fun



and not to worry about the third person in the boat. Heading to the course, I explained to Payton her job of reporting where the rest of the boats were on the race course. She took her job seriously and the information was continuous and never ending. Richard and I enjoyed the conditions and were at times competitive. Payton raced two races with us. She got cold from getting wet in the front of the boat, having waves crashing and the wind blowing over her. My wife and Lainey rented a pontoon boat to watch the races from the water. They picked Payton up and she finished the races from the comfort of a captain's chair and a warm towel wrapped around her. Richard and I finished up the final two races and ended the day with four thirds in a four boat fleet and we had a lot of fun.

The Windmills were only supposed to race the first day of the regatta. Pymatuning Sailing Club still provided trophies for the top three places. We ended up with one of them which Payton has proudly displayed on our mantel.



Payton is enrolled as a first grader in the Pennsylvania Distance Learning Charter School. On her first day of school, she was asked what was the most memorable event she did this summer. Her response was going sailing with her Pop Pop and winning a trophy. It might only be a ceramic coffee cup sitting on the mantel and it represents a third out of four boats. But for me, it means more than the America's Cup. Wind, water and White's, now four generations sailing a boat.

Internationals

Anosov team takes International Championship By: Allen Chauvenet

In an entirely light air series at the FBYC, Arthur and Max Anosov always kept the boat going and captured the Windmill International Championship in a 24 boat fleet July 26-28 with an outstanding 1-3-2-3-2-1-(6) in the 24 boat fleet. The Anosovs were pressed by 3rd place finishers Larry Christian and Allie Sponar who actually led going into the last of the 7 race series (and were the only team that could possibly beat the Anosovs) and by our International skipper and runner-up Brett Wright (from Bermuda) sailing with Matt Sponar who were the only team to place in the top 5 in every race.



Action really started on Thursday with measurements which were done with wonderful efficiency under the supervision of Larry Christian with participation by many of our racers. Brett Wright from Bermuda commented on the friendly and well organized nature of this process for which special thanks go to Larry, Ralph & Sandy Sponar and everyone who assisted in getting things done quickly and easily. FBYC Coordinator Alex Alvis was also of great help (as in the past) to the class.

Friday brought the light airs that were to be seen throughout the series and PRO Rick Klein appropriately signaled an H3 course (Windward/offset, Run to gate below the line, finish on a beat). After 2 general recalls, the Anosovs (5527) showed excellent speed and found some breeze on the L side of the course. Lin Robson & Sari Wakefield (5706) from FL also thrived in these conditions and led at the gate mark. On the tricky beat to

the finish the Anosovs came back to take the gun just ahead of Brett Wright (our Bermuda sailor in 5702) and Matt Sponar, dropping Lin & Sari to 3rd ahead of Stuart Proctor & Patrick Bernhardt (5404) with John & Anne Danneberger rounding out the top 5 in their first race in their new boat (5710). Chris & Nancy Demler (5705) edged Larry Christian and Allie Sponar (5319) for 6th and that 7th proved to matter at the end of the regatta! Max & Jon Penders (5151) placed 8th, their best finish in a Nationals or Internationals race, showing that their "new" "Witchy Woman" is still an excellent boat and was a great buy! Rounding out the top 10 were Nathaniel & Sheila Plant (5271) from FL (5th in last year's Nationals) and Pat & Janet Huntley (5707) from Erie PA

Allen & Christina Chauvenet (5586) and Mike & Matt Crotty (3886) both managed to run aground, not the best way to start the regatta! There is a lesson there somewhere!!

In a generally successful effort to discourage early starters, the RC started all remaining races under the "Z" flag. This did not lead to any penalties on Friday but did come into play on the second day of racing. The second race found Larry & Allie doing well upwind and taking the lead approaching the gate then sailing well on the final beat to earn the first of their regatta-high 3 bullets. They were pressed by the Plants who led early in the race and held on for an outstanding runner-up position ahead of the Anosovs. Brett & Matt took 4th just in front of Allen & Christina who made major gains jibing on lifts on the run and broke away into clear air on the final beat to snatch 5th by 1/2 boat length (or less) from the Demlers who were likewise just ahead of Lin and Sari -all part of a set of extremely close finishes. Frank Murphy & Mike Miller (5708) had their new boat moving very well to edge Stuart and Patrick for 8th while the Crotty brothers joined Allen & Christina to demonstrate that NOT running aground produces better results and rounded out the top 10.

In what proved to be the final race of the opening day, Chris & Nancy Demler battled for the early lead but Brett & Matt eventually emerged victorious just ahead of the Anosovs and the Demlers. Larry & Allie were

Internationals

just off the pace while Allen & Christina sailed another great final downwind leg and beat to the finish to give the wooden boats 4-5 results. The second 5 saw 4 boats break into the top 10 with Nate & Tim Bachman (4689) showing outstanding sailing on the final short beat to take 6th while Pat & Janet Huntley secured a 7th just ahead of Eric Mann & Kat Hanson who honored Colin Browning's 5252 with an 8th. Completing the top 10 were Alan Taylor & Joel Blade (4051) from NC and Lansing Williams/Sandy Sponar (5252) who had their first top 10 result in a Nationals or Internationals. The winds were so tricky that Robson/Wakefield were 22nd just ahead of Lon Ethington & Meg Gimmi (5070) in 23rd. These were drop races for both and each team ended the regatta in the top 10.

The annual class dinner and meeting were held at the FBYC Friday evening with much discussion about continuing efforts to build the class and secure a new builder for the longer term. Max Penders (a rising junior in High School) was elected to replace Alan Taylor as the class 2nd VP (technology) and thus became the youngest member (ever) of the Windmill Class Governing Board! All were delighted to welcome Max and his continuing and increasing involvement with the class. FBYC coordinator Alex Alvis made everything run smoothly not only Friday evening but throughout the regatta. Food for the dinner was provided by Something Different (Urbanna, VA) and enjoyed by everyone present!



Saturday dawned warm and beautiful but with no wind at all. Rick Klein very wisely hoisted the "AP" ashore so sailors could socialize rather than drift in no wind. After about a 2 hour delay, some wind appeared and the intrepid sailors headed for the race course. W-L courses continued to be the choice of the committee although

the second race had 5 legs rather than 3. This worked well but at the end of that race the wind again died and thus only two races were sailed on the second day of racing.



Races continued to be close but the day belonged to Larry/Allie who won both of the races! The first race started with a light but promising breeze and Alan & Joel jumped out to the best start at the committee boat end of the line. Unfortunately, though they stayed in the top group throughout the race, it turned out that they "jumped" a little too soon and were OCS, thus making a good race their drop race! Larry & Allie were challenged throughout the race but held off Brett & Matt with the Ansovs "relegated" to third at the finish! Pressing the top 3 were Lin & Sari who rebounded from the last race on Friday with an excellent 4th just ahead of the Crotty brothers who sailed a very clean race and showed the form that led them to a runner up position at the Midwinters in March. John & Anne took 6th as they got their new boat going well; unfortunately back issues forced their retirement after the race and they were unable to start the final 3 races of the series (the 5-11-11-6 was a trend that would certainly have led to a top 10 finish). Lon & Meg also rebounded with the first of three consecutive 7th place results that would ultimately return them to a top 10 overall results. The Demlers crossed the line 8th and thus became the first team impacted by the dreaded "Z" flag (20%) penalty which gave them a 13 point drop race for their efforts. The final spots in the top 10 went to the Plants and the Chauvenets (finishing, as is often the case, with no boats between them and the Bachmans!).

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ed in slightly less wind but again the Christian/Sponar team sailed well around the course and led throughout though pressed hard by the Anosovs. This gave Larry and Allie 3 bullets in the 5 races and the overall edge in the regatta. The Ansovs (never out of the top 3 in the first 6 races!) held the runner up spot. Allen & Christina rebounded with a great last downwind leg, turned the left gate and sailed for the breeze, making an amazing comeback to secure 3rd not far behind the top 2 and perhaps a half boat length ahead of Lin & Sari thus relegating Brett & Matt to their “worst” race of the regatta--a 5th! Pat & Janet were consistently near the top group and took 6th with Lon & Meg recording their second 7th of the day. Chris & Nancy sailed well but had a few adverse shifts that left them 8th just ahead of the Bachmans who returned to the top 10 with their 9th. Alan and Joel bounced back from the prior OCS to round out the top 10.

Some wondered when the RC sent the fleet in after the second race, feeling we had time and breeze for another race. The extra data and excellent judgment from our PRO was soon seen as the wind died to almost nothing while the fleet was “sailing” back to the launch area!

This left the top 3 to contest the Championship. Larry & Allie had a slight edge with 3 bullets in the 5 races, but also had a first race 7th. The Anosovs had never place out of the top 3 which meant they could afford a drop on the final day. Brett & Matt had a bullet and two seconds to go with their 4th and 5th so were easily within striking distance of the top two boats. Lin & Sari held 4th but with the 22nd would have to count all remaining races while the Demlers, Allen & Christina and the Plants were in a tight group for 5-6-7.

Sunday dawned with more light winds but tantalizingly just a touch more than the earlier days. The W-L courses were sailed again and there was a great battle between the Anosovs and Larry/Allie. The Anosovs won with Larry & Allie second. When the Demlers parlayed an excellent all-around race into 3rd ahead of Brett & Matt this left the odd situation that had there been no more races, Larry & Allie would have taken the title (on tie-break, discarding their first race 7th). However, Brett &

Matt could catch Larry & Allie, though if only 1 more race were sailed it was impossible for them to catch the Anosovs!! Pat and Janet turned in their best race of the series, a 5th, which essentially clinched 8th overall. The Plants were a solid 6th which left them in the mix for 4-7 as all of the boats in that group had a race they wished to discard! Lon & Meg secured another top 10 regatta finish with their third consecutive 7th just ahead of the Penders who secured another fine 8th. This left Lon & Meg with an excellent chance at returning to the top 10, though like Lin & Sari, they needed to sail well enough to discard their third race. This left Lin & Sari just ahead of Allen & Christina to round out the top 10. Another race would not only lead to an epic struggle for the Championship but also meant that 4-5 teams would be battling for the final beautiful 10th place trophies!

With hopes of enough wind, the Race Committee set the two-lap H5 course for what all rightly assumed would be the final race. Alan and Joel made their bid for trophies with an almost flawless opening beat to lead starting the run. The Plants turned second and moved very well downwind to quickly take the lead. Stuart and Patrick looked to be turning 3rd but in the light airs and adverse tide hit the weather mark which allowed Lin & Sari to lead Allen & Christina around. The long run was agonizingly slow in what became light airs but the Plants found all the right shifts and angles to hold a good lead at the gate mark. The other leaders were bunched very closely together when the second weather leg started. The Anosovs had the advantage of knowing that they would win the regatta if Larry & Allie finished worse than 3rd, regardless of their own finish. Up the second beat the Plants held their lead with Brett & Matt, Alan and Joel, Lin and Sari all around just ahead of Allen & Christina. Others were not far behind and the race and trophies were really up for grabs on the final two legs. Allen & Christina found all the right angles downwind while the Plants wound up on the wrong jibe approaching the gate. The Plants still turned the L gate first but with Allen & Christina only 2-3 boat lengths astern and Brett & Matt contesting the top 3 positions. Allen & Christina found some speed and pointing on port tack and when the Plants tacked starboard they barely crossed, heading to the left with Brett & Matt. When the

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boats came together, Allen & Christina had the lead and the others had to tack which allowed Allen & Christina to tack to port, aimed at the stern of the committee boat and taking the gun. Brett & Matt edged the Plants for second while Lin & Sari held 4th just ahead of Alan & Joel. No one knew it at the time but it turned out that Allen & Christina beat the time limit by 3 minutes to snatch 5th overall from the Demlers and Alan & Joel's 5th place was exactly what they needed to take 10th (on 4th tie break) place over the Crotty brothers. The Anosovs followed with their throw-out race just ahead of Larry & Allie whose second 7th left them 3rd overall in spite of 3 wins in the 7 races! The Demlers took 8th, just losing the tie-break for 5th and the Crotlys re-appeared in the top 10 with a 9th, just losing the 10th place trophy and the Huntleys sailed well to place 10th, though any finish at all would have left them 8th overall. Others with a good shot at 10th had bad races and fell out of 10th place (Bachmans, Stuart & Patrick, Penders) in spite of many good results. The Plants joined Allen

and Christina as the only team outside the top 3 to have 2 top 3 races and wound up 7th overall. Meg & Lon sailed well enough to discard their 3rd race (a 9 point improvement) and took 9th for the regatta.

While the top 3 certainly dominated the regatta (6 wins and 6 seconds), the races were close and there were amazingly close battles for 4th-10th which included very close finishes and many place changes on the final run and beat of every race!

In addition to the top 10 special recognition went to Eric Mann who not only became an old goat but took home the old goat perpetual trophy! Frank Murphy was honored as top over 60 skipper outside the top 10 and Lance Williams was likewise the top 70+ skipper outside the top 10. Carroll Sparwasser is far better in heavy airs so took home the Russell Chauvenet "Persistence" award for the skipper with the highest point total who finished every race!

As always, it was a wonderful gathering of old and new friends. Everyone enjoyed the food provided by Something Different (Urbanna, VA) and appreciated the work of Karol Pichon as official recorder. Thanks to all of them as well as others who made our first Internationals since 1980 such a success! Finally, we appreciated having Brett & Matt sailing with us for their expertise, Brett's trip from Bermuda and especially for being the only boat to capsize during the entire weekend!



Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	5527	Arthur Anosov & Maxim Anosov	12	1 ⁽¹⁾	3 ⁽⁴⁾	2 ⁽⁶⁾	3 ⁽⁹⁾	2 ⁽¹¹⁾	1 ⁽¹²⁾	[6] ⁽¹⁸⁾
2	5702	Brett Wright & Matthew Sponar	15	2 ⁽²⁾	4 ⁽⁶⁾	1 ⁽⁷⁾	2 ⁽⁸⁾	[5] ⁽¹⁴⁾	4 ⁽¹⁸⁾	2 ⁽²⁰⁾
3	5319	Larry Christian & Allie Sponar	16	[7] ⁽⁷⁾	1 ⁽⁸⁾	4 ⁽¹²⁾	1 ⁽¹³⁾	1 ⁽¹⁴⁾	2 ⁽¹⁶⁾	7 ⁽²³⁾
4	5706	Lin Robson & Sari Wakefield	31	3 ⁽³⁾	7 ⁽¹⁰⁾	[22] ⁽³²⁾	4 ⁽³⁶⁾	4 ⁽⁴⁰⁾	9 ⁽⁴⁹⁾	4 ⁽⁵³⁾
5	5586	Allen Chauvenet & Christina Chauvenet	34	[16] ⁽¹⁶⁾	5 ⁽²¹⁾	5 ⁽²⁶⁾	10 ⁽³⁶⁾	3 ⁽³⁹⁾	10 ⁽⁴⁹⁾	1 ⁽⁵⁰⁾
6	5705	Chris Demler & Nancy Demler	34	6 ⁽⁶⁾	6 ⁽¹²⁾	3 ⁽¹⁵⁾	[13] ^(ZFP) ₍₂₈₎	8 ⁽³⁶⁾	3 ⁽³⁹⁾	8 ⁽⁴⁷⁾
7	5271	Nathaniel Plant & Sheila Plant	40	9 ⁽⁹⁾	2 ⁽¹¹⁾	[13] ⁽²⁴⁾	9 ⁽³³⁾	11 ⁽⁴⁴⁾	6 ⁽⁵⁰⁾	3 ⁽⁵³⁾
8	5707	Patrick Huntley & Janet Huntley	50	10 ⁽¹⁰⁾	[12] ⁽²²⁾	7 ⁽²⁹⁾	12 ⁽⁴¹⁾	6 ⁽⁴⁷⁾	5 ⁽⁵²⁾	10 ⁽⁶²⁾
9	5070	Lon Ethington & Meg Gimmi	63	11 ⁽¹¹⁾	17 ⁽²⁸⁾	[23] ⁽⁵¹⁾	7 ⁽⁵⁸⁾	7 ⁽⁶⁵⁾	7 ⁽⁷²⁾	14 ⁽⁸⁶⁾
10	4051	Alan Taylor & Joel Blade	67	13 ⁽¹³⁾	19 ⁽³²⁾	9 ⁽⁴¹⁾	[25] ^(OCS) ₍₆₆₎	10 ⁽⁷⁶⁾	11 ⁽⁸⁷⁾	5 ⁽⁹²⁾
11	3886	Mike Crotty & Matt Crotty	67	[17] ⁽¹⁷⁾	10 ⁽²⁷⁾	14 ⁽⁴¹⁾	5 ⁽⁴⁶⁾	15 ⁽⁶¹⁾	14 ⁽⁷⁵⁾	9 ⁽⁸⁴⁾
12	4689	Nathan Bachman & Timothy Bachman	69	15 ⁽¹⁵⁾	15 ⁽³⁰⁾	6 ⁽³⁶⁾	11 ⁽⁴⁷⁾	9 ⁽⁵⁶⁾	[16] ⁽⁷²⁾	13 ⁽⁸⁵⁾
13	5404	Stuart Proctor & Patrick Bernhardt	71	4 ⁽⁴⁾	9 ⁽¹³⁾	12 ⁽²⁵⁾	[17] ⁽⁴²⁾	13 ⁽⁵⁵⁾	17 ⁽⁷²⁾	16 ⁽⁸⁸⁾
14	5151	Max Penders & Jon Penders	74	8 ⁽⁸⁾	13 ⁽²¹⁾	15 ⁽³⁶⁾	[23] ^(ZFP) ₍₅₉₎	12 ⁽⁷¹⁾	8 ⁽⁷⁹⁾	18 ⁽⁹⁷⁾
15	5708	Frank Murphy & Mike Miller	77	12 ⁽¹²⁾	8 ⁽²⁰⁾	18 ⁽³⁸⁾	13 ⁽⁵¹⁾	[21] ⁽⁷²⁾	15 ⁽⁸⁷⁾	11 ⁽⁹⁸⁾
16	4500	Roy Sherman & Maggie Arnesen	81	14 ⁽¹⁴⁾	14 ⁽²⁸⁾	[17] ⁽⁴⁵⁾	15 ⁽⁶⁰⁾	14 ⁽⁷⁴⁾	12 ⁽⁸⁶⁾	12 ⁽⁹⁸⁾
17	5710	John Danneberger & Anne Danneberger	83	5 ⁽⁵⁾	11 ⁽¹⁶⁾	11 ⁽²⁷⁾	6 ⁽³³⁾	[25] ^(DNS) ₍₅₈₎	25 ^(DNS) ₍₈₃₎	25 ^(DNS) ₍₁₀₈₎
18	5252	Eric Mann & Kathryn Hanson	94	19 ⁽¹⁹⁾	[22] ⁽⁴¹⁾	8 ⁽⁴⁹⁾	21 ⁽⁷⁰⁾	18 ⁽⁸⁸⁾	13 ⁽¹⁰¹⁾	15 ⁽¹¹⁶⁾
19	5255	Lansing Williams & Sandy Sponar	103	[20] ⁽²⁰⁾	20 ⁽⁴⁰⁾	10 ⁽⁵⁰⁾	20 ⁽⁷⁰⁾	16 ⁽⁸⁶⁾	18 ⁽¹⁰⁴⁾	19 ⁽¹²³⁾
20	3653	Steven Allen & Michelle Harris	105	[21] ⁽²¹⁾	16 ⁽³⁷⁾	16 ⁽⁵³⁾	14 ⁽⁶⁷⁾	19 ⁽⁸⁶⁾	19 ⁽¹⁰⁵⁾	21 ⁽¹²⁶⁾
21	5703	Timothy Weibel & Joseph Weibel	114	18 ⁽¹⁸⁾	21 ⁽³⁹⁾	21 ⁽⁶⁰⁾	16 ⁽⁷⁶⁾	17 ⁽⁹³⁾	21 ⁽¹¹⁴⁾	[25] ^(DNS) ₍₁₃₉₎
22	4339	Miles Booth & Mark Billino	117	23 ⁽²³⁾	18 ⁽⁴¹⁾	20 ⁽⁶¹⁾	19 ⁽⁸⁰⁾	[25] ^(ZFP) ₍₁₀₅₎	20 ⁽¹²⁵⁾	17 ⁽¹⁴²⁾
23	5102	Glenn Mckibben & Joan Mckibben	128	[24] ⁽²⁴⁾	23 ⁽⁴⁷⁾	19 ⁽⁶⁶⁾	22 ⁽⁸⁸⁾	20 ⁽¹⁰⁸⁾	23 ⁽¹³¹⁾	21 ⁽¹⁵²⁾
24	3800	Carroll Sparwasser & David Borrell	135	22 ⁽²²⁾	[24] ⁽⁴⁶⁾	24 ⁽⁷⁰⁾	23 ⁽⁹³⁾	23 ⁽¹¹⁶⁾	22 ⁽¹³⁸⁾	21 ⁽¹⁵⁹⁾

Southern Championship

The Southern Championship By: Sheila Plant

We had the most perfect conditions for racing over the weekend Nov, 9 and 10. Winds varied from 10-15, with gusts to 20. Air temperatures in the 70s and water temps in the high 70s. Truly beautiful Florida sailing weather. Our hosts at Boca Ciega Yacht Club always make us feel welcome. Donna Sue ran our races in the professional fantastic way she does. We raced 5 races during the first day with two races being our shorter course a triangle and three races being our longer course a triangle – windward -leeward.



The second day of racing we raced three of the longer courses. With the start-line set up on the port side of the committee boat and the finish line starboard, and both closed, the racers had to make a decision on which side of the course to which to commit. Winds being shifty made for a tense decision process. Do you hunt for a shift or pray for a shift?! As one skipper said, “I made a plan and finally stuck to the plan.”

It is always a good thing to start ahead and stay ahead. With this fleet constantly improving our starts, this becomes more difficult to pull off. A few times racers went back to restart being over early and on one start the entire fleet was given a general recall. One skipper learned the hard way to check the course being raced at the start of every race.



Awards were given out with BCYC margaritas on Sunday. Third place went to Lin Robson and Sari Wakefield. Second place went Nathaniel and Sheila Plant. First place to Ethan and Trudy Bixby. The Silver Screw Award, which is not given every year, was presented to Mike Fontaine and Mary McCormack. They received this for breaking their rudder on the first day and their pole launcher the second day. Great fun was had by all!

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8
1	Silly Wabbit/5700	Ethan Bixby & Trudy Bixby	11	1 ₍₁₎	1 ₍₂₎	3 ₍₅₎	2 ₍₇₎	1 ₍₈₎	1 ₍₉₎	1 ₍₁₀₎	1 ₍₁₁₎
2	Oreo Speedwagon/5271	Nathaniel Plant & Sheila Plant	17	3 ₍₃₎	2 ₍₅₎	1 ₍₆₎	3 ₍₉₎	2 ₍₁₁₎	2 ₍₁₃₎	2 ₍₁₅₎	2 ₍₁₇₎
3	Sojourner/5706	Lin Robson & Sari Wakefield	37	4 ₍₄₎	6 ₍₁₀₎	2 ₍₁₂₎	4 ₍₁₆₎	5 ₍₂₁₎	4 ₍₂₅₎	5 ₍₃₀₎	7 ₍₃₇₎
4	Bella/5252	Collin Browning & Eric Mann	39	5 ₍₅₎	8 ₍₁₃₎	5 ₍₁₈₎	5 ₍₂₃₎	4 ₍₂₇₎	6 ₍₃₃₎	3 ₍₃₆₎	3 ₍₃₉₎
5	Pig Headed/5070	Lon Ethington & Meg Gimmi	44	2 ₍₂₎	7 ₍₉₎	4 ₍₁₃₎	6 ₍₁₉₎	DNF (8) ₍₃₁₎	7 ₍₃₈₎	6 ₍₄₄₎	4 ₍₄₈₎
6	Elmer/3886	Mike Crotty & Jim Freund	50	6 ₍₆₎	9 ₍₁₅₎	6 ₍₂₁₎	1 ₍₂₂₎	DNF (8) ₍₃₄₎	3 ₍₃₇₎	7 ₍₄₄₎	DNF(10) ₍₅₆₎
7	Magic Dragon/4205	Tyler Rogers	54	8 ₍₈₎	5 ₍₁₃₎	8 ₍₂₁₎	DNF (9) ₍₃₃₎	DNF (10) ₍₄₅₎	6 ₍₅₁₎	4 ₍₅₅₎	5 ₍₆₀₎
8	Elvis/4028	Lisa Fath & James Freund	54	9 ₍₉₎	3 ₍₁₂₎	7 ₍₁₉₎	7 ₍₂₆₎	6 ₍₃₂₎	8 ₍₄₀₎	8 ₍₄₈₎	6 ₍₅₄₎
9	Beauty and the Beast/5586	Allen Chauvenet & Christina Chauvenet	58	7 ₍₇₎	4 ₍₁₁₎	9 ₍₂₀₎	8 ₍₂₈₎	3 ₍₃₁₎	10 ₍₄₁₎	9 ₍₅₀₎	8 ₍₅₈₎
10	Bacon Bits/5045	Mike Fontaine & Mary McCormack	76	11 ₍₁₁₎	DNF(11) ₍₂₃₎	DNF(10) ₍₃₅₎	DNF(9) ₍₄₇₎	7 ₍₅₄₎	9 ₍₆₃₎	10 ₍₇₃₎	9 ₍₈₂₎
11	Blue By You/4049	Talib Moran	81	10 ₍₁₀₎	10 ₍₂₀₎	DNF(10) ₍₃₂₎	DNF(9) ₍₄₄₎	DNF (10) ₍₅₆₎	DNF(11) ₍₆₈₎	DNF(11) ₍₈₀₎	DNF(10) ₍₉₂₎