



The Joustier Fall 2016

Windmill Class Association Inc.

Happy Fall, Windmill Sailors!

As our season quickly comes to an end, let's reflect not only the great fun we've had, but the new friends that were made, the different venues that we've explored, and of course, all of the time we have spent together as a Windmill family! Our fleet is truly unique!



The birth of #5706!!



Inspect those tanks!



Warm fires, good friends, and moonshine at the Northern Southerns!



The final club racing group at Rock Hall.



Midwestern.... trouble.



The starting line at the Nationals in North Carolina.



Mark and Emmie Swanson sail their mill in the brisk beauty of Alaska!



Boat plans sales still in progress! Another construction in Alaska by Orsen Smith, #5617!

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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Midwesterns Championship

Tovells Dominate 2016 Midwesterns By: Allen Chauvenet



Craig and Cindy Tovell, pictured above, (C-Monkeys; 4200) dominated the 2016 Midwesterns with an impressive string of first place finishes. A broken outhaul at the start of the first Sunday race meant that they had to count their 2nd in the final race along with 8 wins to emerge 22 points ahead of the runner up team (and former Midwestern Champs) Lon Ethington and Meg Gimmi (5070) of St. Pete, Florida in Prize Pig. While Craig Tovell has won this event many times (including last year with his wife Cindy), seldom has he put up such an amazing set of finishes as this year. We were pleased to have 15 boats racing with 8 out of town boats joining 7 Hoover Sailing Club (HSC) Fleet #60 sailors.

The RC, headed by PRO (505 & Windmill sailor) Graham Alexander did an excellent job in dealing with shifting and challenging conditions. Two races were run Saturday morning in light (5-7) airs and in both the Tovells not only had excellent speed, they found all the key shifts. Both races were run over a Triangle WLW course. In the first race, long-time local sailors Mike & Dixie Michelson (4804) picked out the shifts very well and pushed the Tovells around the triangle. National & 2016 Midwinter runners-up Chris & Nancy Demler (5705) had “Speed Bump” moving well and eventually got by the Mickelsons to claim the runner up spot.

Allen Chauvenet of Washington D.C. and Sarah Steward (5586, Beauty & The Beast) won a tight battle for “best of the rest” while Lon & Meg rounded out the top 5.

The second race again found the Tovells off to an early lead which they simply widened throughout the race. Nate & Tim Bachman (4689) in “Blue Muse” took the runner up spot ahead of Pat & Janet Huntley former JY15 NAs Champ of Erie, Pennsylvania (5703) in “Grafitti” who represented the the new Erie PA fleet. The Demlers recorded another excellent race for 4th position while Meg & Lon were again 5th.

The lunch break gave all a chance to reorganize their efforts! Everyone enjoyed the always outstanding Hoover lunch spread before heading out for afternoon racing.



Winds were just a bit stronger and steadier (still quite shifty) after lunch as the committee again set a Triangle WLW course. Lon & Meg came out and sailed with great skill and determination to turn the weather mark first and retain the lead at the jibe mark. The Tovells got by on the run to the leeward mark and were able to protect and slightly extend their lead throughout the rest of the race. Lon & Meg held 2nd followed by the Bachmans, Huntleys and B&B in 5th. The Demlers slipped to 7th when Nancy exacerbated a shoulder injury, leading them to sail in and miss the remaining races.

The 4th race saw a similar course, but with starboard roundings. Carroll Sparwasser of Rock Hall, Maryland and local Hallie Bourne (3800; Apollo's Chariot) found boat speed and the left side of the course to be first around the weather mark followed closely by Allen & Sarah who used the same strategy. The Tovells came over to the left in time to round 3rd.

Midwesterns Championship

There were no place changes on the reach but on the run except the Tovells were able to take the lead followed around by B&B with Carroll & Hallie now 3rd. The Tovells slowly extended their lead but B&B stayed close enough to make them pay attention! In a tight battle for 3rd, Lon & Meg edged out the Huntley team while the Bachmans came from behind to take 5th from Carroll & Hallie. Unfortunately, Tim was hit by a rapidly retracting whisker pole; while ultimately not a serious injury, the Bachmans missed the next two races and had to count a DNS. The Crotty (Mike & Matt) brothers from the Erie fleet (having driven all night after putting together their "new" Windmill) made it out to start their first Windmill race, finishing just behind the Mickelsons.

The fifth race repeated the same course, again with starboard roundings. The Tovells battled with Allen & Sarah around the triangle with much of the fleet close behind. On the long beat the defending 2015 NA Champs, Ralph and Matthew Sponar of Rock Hall, Maryland found all the shifts and made great gains to turn the weather mark just behind the Tovells. The run and final beat saw the Tovells hold the lead with the Sponars followed by Allen & Sarah who held off Graffiti and Pig Headed.

The sixth and final race on Saturday reverted to port roundings but was shortened to WLW. Many boats were very closely bunched approaching the leeward mark but the Tovells alertly jibed to port and passed behind B&B to get the critical inside overlap. The final beat was very tense as the Tovells came from the left and tacked to place a perfect cover on the Sponars and B&B. The scramble had Tovells, Sponars, Lon & Meg, Huntleys and B&B finishing in that order within seconds--by hull color in the absence of time for numbers!

Saturday evening and night found everyone enjoying the always spectacular Hoover food, drink and hospitality events in preparation for Sunday races. Kudos to all the Fleet #60 and HSC members who pull this off every year!

Sunday saw similar conditions and courses. The race committee held 3 Triangle WLW races followed by a final shorter WLW as on Saturday. Just after the first start, the Tovells had an outhaul failure leading to DNF. The Bachmans sailed an outstanding race to win with the Sponars taking 2nd again followed by Carroll/Hallie, Allen/Sarah & the Huntleys.



The Tovells won the next two races with the Bachmans and Lon/Meg showing great results behind them. This left Lon/Meg in command for the runner-up spot and the Bachmans with an outside shot at 3rd even counting their DNS. However, although the Bachmans won the final race, becoming the only team to beat the Tovells in any race, this was not quite enough; they did pass Sarah/Allen (who hit the weather mark with their boom) by a point but were still two points behind the Sponars & Huntleys. Their string of 2nd place finishes gave the current National champions the 3rd place regatta finish.

It was another outstanding event at the longest running Windmill regatta sponsored by the same club/fleet. As always, everyone owes a debt to those who made it possible and looks forward to having even more boats sailing next year.

Photos Courtesy of Lisa K Photography

District 3 Championships

Dannebergers Retain District 3 Title

By: Allen Chauvenet

Shaking off a difficult regatta start and a later OCS, John & Anne Danneberger (5069) won the District 3 Championship for the 3rd consecutive year with 2-(5)-1-1-2-(OCS)-1-1-1 for a total of 9 points. Often applying pressure were Ralph & Allie Sponar (5702) who recorded 14 points after (4)-1-3-2-1-1-3-(4)-3 results. Allen & Christina Chauvenet (5586) made a charge in the final races to take 3rd with (5)-2-(4)-3-3-2-2-2 and a 16 point total in the 9 boat fleet. The Windmills were the largest monohull class in the Rock Hall regatta and especially appreciated the support from Lon Ethington/Meg Gimmi (FL) sailing borrowed 3651 and John/Natalie Deimel (3735) of the new Erie PA fleet 83 who not only towed their boat down to the event but also finished just 5 seconds behind Ralph & Sandy Sponar in Friday's downriver race.



Photo from Sara Gagalski

After a calm Saturday morning, some wind filled in allowing 5 light to moderate air races. All races on both days were run over a simple WLW course but the long leeward leg challenged everyone to find the lanes of wind and the best jibing angles--always difficult. In the first race, Lon/Meg and John/Natalie also found a great wind lane upwind to round 1-2 with the Dannebergers eventually closing enough to finish between them. The fleet was commonly bunched at the weather mark and on the first part of the downwind leg. On Saturday the last boat was generally 1/2 way up the final beat when the winner crossed the line. Matt Sponar & mother Sandy sailed brilliant downwind legs in the 3rd and 4th races to finish 2-4 with Matt beating his father for the first time as skipper in the 3rd race!

Sunday brought similar conditions but fortunately with the light wind present at the planned 10AM start time. This allowed the completion of 4 races in a timely fashion. The Dannebergers took the pin end start and apparently won the first race--only after all were ashore did they and the fleet learn that their result was OCS! In the final 3 races, the Chauvenets found the optimal trim for the jib they borrowed from Pat Huntley and had superb upwind speed--pressing the Dannebergers in all races and leading them around the weather mark in the final 2 races. Each time the Chauvenets went well downwind but the Dannebergers were able to obtain an overlap at the leeward mark and win by a boat length of open water. The keys to downwind performance were heading up enough to maintain boat speed, bearing off in the puffs (which were small headers) and finding the wind lanes. Always hard, but always the objective in the conditions encountered.

Lansing Williams (5255) had an unfortunate capsized approaching the finish of the final race. This is mentioned only because in attempting to right the boat, crew weight on the board resulted in the board breaking in half! Ultimately this happened because the mast was stuck in the mud. This is the second time this season that damage has occurred (prior was to the DB well itself) when an otherwise good effort to right a capsized boat led to excessive force from the mast being stuck in the mud. The conclusion is to know the water depth & realize that if the mast is stuck in the mud pressure from below the submerged rail and pulling on the rail that is out of the water is likely a lot safer in preventing some sort of damage. Fortunately in this case, Lance was able to obtain a superb new board immediately (Happy Father's Day!).

All enjoyed the sailing, camaraderie and conversations. Hopefully we will all return next year with a growing Rock Hall fleet and more guests bringing us to 12-15 entries. Already the Windmill is the only really active one-design fleet in the club so that's a plus in attracting new sailors like the Penders who had several excellent races and were pushing closely on those at the top of the fleet!

Windmill Business



From the First Lady, Sandy Sponar:

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

The Windmill class is incorporated in the state of Maryland Articles for Tax Exemption, our MD Department ID# D06127773. We are an officially approved 501 (c) (7) Amateur Sailing club our Non-Profit Federal Employer ID number is ID# 47-2704921.

At our 2016 Nationals our class officers reported: President Ralph Sponar, "We have a strong healthy class. Participation in racing events held around the USA are up. Membership is on the rise and our fiberglass builder Mark Johannsen, is eager to build our boats.

Secretary Allen Chauvenet, has led a Windmill membership campaign. His goal was to reach and surpass 100 members. As of our newsletter posting we are at 106 paid dues and we already have 25 who have paid for 2017. Thank you Allen for all your hard work! Pay early for next year to help Allen reach 150 member for 2017!

Treasurer Lansing Williams, reported that we now have our Federal Letter of Recognition as a tax exempt 501 (c)(7) entity. Our Windmill checking and savings account was \$20,017 and our Net Equity was \$29,639 as of June 30, 2016 balance sheet. Our financial house is in order and strong.

Vice President Roy Sherman, as Chairman of the Building Committee he proposed:

Funds would be needed for our builder, Mark Johannsen to build a new fiberglass deck mold that would incorporate better flange separation points, smoother top deck and larger attachment points for the mast partners and thwart seat. Our current 1980s deck mold was causing Mark to spend excessive labor hours to refinish decks. Mark was going to have to increase the price of a new Windmill hull.

The class approved funds and the motion for the new deck mold was approved.

Chief Measurer Larry Christian, reported he and Erik Arnesen are making progress in new/updated Windmill boat, rudder and centerboard mechanical drawings.

2nd Vice President Alan Taylor, asked everyone to email him at alan@lakelevel.com if they have a regatta that needs to be posted to our event page or news they would like to post to our windmillclass.com website. We love to travel and explore new places to race so any dinghy invitational regatta can be posted to the event page.

Alan and the entire class Thanked Allie and Matthew Sponar for their contribution of Windmill You Tube videos, maintaining our face book page and the publishing the Windmill Newsletter.

I would also like to take this time to say Thank you to the members of the Windmill Class board and you, our Windmill members. We are a fantastic group of people who work to improve our boats and strive to help each other become better competitors on the water. We take pride in owning our 'Mills and appreciate the craftsmanship involved to keep these new to 46-year-old boats maintained and on the race course. You have a valuable stake in our class and your input is always needed. If you have any suggestions, please send us an email. Thanks for your support of Ralph as the President for another year. Let the fun begin!

Photo from: Allie Sponar

Nationals

2016 Windmill Nationals

By: Craig Tovell



In the quaint rural port of River Dunes, North Carolina, 25 teams from 12 different states gathered July 14-17 for the 2016 Windmill Nationals. The field was comprised of contenders which included eight past national champions from seven states, along with seven runners-up from the last five years. Essentially, this created the most competitive regatta ever assembled.

Located about two miles off the mouth of the Neuse River, Pamlico Sound offers the second-best breeze in the country next to San Francisco Bay. As the event unfolded, nobody questioned that claim. In the meticulous preparation and scouting for a host site over the past year, Rock Hall, Maryland Fleet, led by class president and 2015 national champ Ralph Sponar with family support crew, wife Sandy, son Matthew, daughter-in law Allie and Lansing Williams couldn't have chosen a better location. Southern hospitality, the natural beauty, and resort feel surrounding the event set a vacation-like mood as well as brass tacks.

While the Windmill Class (WCA) is a big family of husband-wife, father-son, father-daughter, mother-son teams -- most take the event very seriously. Although the majority of foils conformed in 2015, a new trend appeared in measuring new suits of sails from three different makers. Class Measurer, Larry Christian from New Hampshire brought all boats to spec within half a day. Bravo.

In preparing the event, Ralph put together a crack Race Committee (RC) team from River Dunes, all familiar with the local conditions. They prepared to tow boats to expedite running the regatta on time and for safety reasons. The fleet was to sail out a few miles into Pamlico Sound where the breeze picked up almost one knot for every quarter-mile into the open water. There was little to no land reference, making compass use necessary to spot wind shifts. Prevailing southwest winds would be true throughout the event, with slight current from the tide and historic Neuse River, although the depth was consistent for the course – a combination of four more factors than a flatwater race course.

The class schedule was to start reasonably early at 10:30 on the first day, then peel 30 minutes off the second and third racing days, to get off as many races as possible -- long one-hour races on Friday and Saturday, then three races on Sunday before noon. Unlike the first two windless days of preparation, Race day one began with a southwest prevailing and building breeze of 12 to 18 knots. Most teams de-powered their rigs by either raking their masts back with the shroud chainplate, flattening a traveler and applying more boom vang, or easing jib halyards and moving jib leads back a notch. Outhauls were flattened and some cunningham was implemented to flatten the mainsail, an adjustment which was marginally usable in many situations. As the day progressed, many raised their long daggerboards 10 inches to lessen tripping through the waves and to minimize hiking. Most also ran their auto bailer throughout the day because of tall intermittent motorboat chop. Those who didn't sometimes paid the price.



Nationals

The wind condition called for a T5 (Triangle, Windward, Leeward) and Race Two was T4. Oddly, with 25 teams on the water, the first two races mimicked one another with the top five boats finishing in identical order -- again, all national champions or runners-up. "The Pack" seemed to start closer the RC end of the line, then worked their way right in both races.

But, as teams fatigued the fleet began to alternate positions. There wasn't much tacking upwind because the shifts were five to 10 degrees minimal with the weather marks miles away. Good ground could be gained with offwind planning, surfing with the whisker pole and subtle fore to aft crew weight movements to not bury the bow and submarine the boat. Whoever could stay on their wave the longest gained immensely. In these conditions, better boat handling earned the better finish.

After race three, when contenders had been on the water for over four hours, some teams broke down. Some capsized. One team suffered heat stroke requiring EMS on shore. Based on these difficult conditions, the RC wisely decided to retire the fleet after race three. Hats off to Lon Ethington and Meg Gimmi of Tampa for being in sixth after the first day leading the "Old Goats."

Most participants stayed in Oriental, North Carolina (2-time NA hosts -- another quaint sailing center on the Intercoastal Waterway) where they rehydrated and dined on the waterfront before calling it an early night.

Although it was forecast that there would be a diminished breeze for the next day, Race Day Two offered nearly identical wind conditions. Fortunately, the heat index dropped 20 points. Teams were more aware of their mortality and took better care of themselves. Unlike Day One, however, the right trend was more to the left especially at the start where the pin was slightly skewed, unlike the previous day's racing. People starting on the right or getting too far right paid dearly. Some scrapped their way back and others perished on the outside of the wheel, where the wind was often softened by shore affect.



Similar to Day One, the fleet was shrewdly retired after the second race as a local fisherman on the mark boat recommended abandonment. A torrential downpour with lightening ensued 10 minutes after the fleet had pulled and buttoned down. As the day's racing ended, positions were jumbled with many teams in striking distance of one another. The exception in this picture were the leaders and past national champs Ethan and Trudy Bixby from St. Petersburg, Florida. These skilled sailors are a team who rarely if ever make mistakes - they let you do "it."

Race Day Three started earlier with a diminished breeze and wind direction similar to the previous two days. Courses were shortened to W5 then W3 as described in the NOR and to get more races in within the time limit, although they weren't shorties at 50 minutes each. Unlike Day one and two, teams changed positions drastically by the end of the third day.

A memorable and remarkable feat of the event occurred in the last race, when past national champ Rick Fontana of Maine and his 12-year-old son Jasper led until the final beat. When the wind picked up the Bixby's nipped them right at the finish and captured top honors.

Photos from: Oriental Yacht Club & Marcey Sherman

Erie Yacht Club Invitational

Tovell Wins in Erie

By: Matt Sponar



Janet Huntley, Captain for Fleet 83, wasted no time in putting on a great event this August at Erie Yacht Club. Sixteen boats from as far as New Hampshire and Florida to several local boats competed in two days of challenging conditions.

Erie Yacht Club will host our 2017 Nationals. The venue proved it had the charm, style, and conditions to host a great regatta. Friday before racing, sailors arrived early and were able to have a practice sail with plenty of breeze. Ralph Sponar and Larry Christian sparred up and down the lake on a full plane. That evening, John Deimel and Tim Polaski hosted a wonderful backyard party. New and veteran windmill sailors shared stories, weather/wind predictions, and laughs before retiring for the evening.

The conditions witnessed for the first day of racing could only be described as challenging. With a sustained breeze in the mid teens and gusts into the 20's, each competitor worked hard for their places.

The tight starting line forced the fleet to split early going to windward with Ralph and Matt Sponar being the first to round. However, they were challenged by a tight group of 5 boats including Chris and Nancy Demler, Lon Ethington and Meg Gimmi, Craig Tovell and Alec Chicoine, Pat and Janet Huntley, and Larry Christian and Allie Sponar.

The race for second changed throughout the race with the top 6 finishes being within seconds of each other.

The second race began with a false lull, but continued to build throughout the race. Craig and Alec were first to round the windward mark followed closely by Ralph and Matt. When the leaders gybed to head downwind, they both took off on a full plane, leaving the remainder of the fleet in the dust. An ill-timed puff at the downwind mark allowed Craig and Alec to secure their lead as Ralph and Matt capsized while attempting a gybe to get them through the other leeward gate. Lisa and Jake Fath were in 3rd when they also capsized, on the same downwind leg. Unfortunately, they were forced to retire when her cleavis pins failed, resulting in her losing her entire rig. On the next windward leg, Lon and Meg took 2nd place, and held onto it for the remainder of the race. With the rest of the fleet following closely behind, skippers had to fight for their positions, with places 3-8 within a few boat lengths of one another.

The looming storm forced all racers off the water after completing the second race of the day. Topping the scoreboard for the day, were Lon and Meg with 4 points due to their consistent second place finishes. Craig and Alex followed with 5 points, then Ralph and Matt with 8. Chris & Nancy Demler, Pat & Janet



Erie Yacht Club Invitational

Huntley, and Larry Christian & Allie Sponar were all in a 3 way tie for 4th place. Thus proving the level of competition was very high!

Tired skippers and exhausted crews scrambled to roll sails and cover boats before the downpour, then retired for naps and later drinks at the bar with members of EYC. The club hosted a fantastic dinner at their junior's boathouse accompanied by live music from a new Windmill, D.J. Krahe. Sailors both new and veteran shared stories and discussed tactics. The evening provided the perfect opportunity to meet members of the new Erie windmill fleet, and enjoy the evening. After watching the sunset from the porch of the boathouse, all weary sailors went to bed.

The storms from Saturday and fronts that brought the challenging conditions moved out quicker than predicted. The Sunday morning breeze was probably at its highest as the boats sailed out onto the course. Sadly, for John Coleman and Sandy Sponar, a broken main halyard cost them dearly, and forced them to retire before even getting to the course.

The first race, after a general recall, left competitors with less than 5 knots of air the entire day. Crews and skippers did their best to find the strips of pressure and manage weight wisely. The top five leading boats shuffled with each leg. The course was shortened after the first windward to make it a two legged race instead of four. Craig and Alec came out on top when they finished going around the downwind mark. After the racers finished the breeze died, and the race committee declared postponement was put in place till it returned.



When racing was permitted, the second race was again a windward- leeward. Ralph and Matt returned to finish in 1st place, followed by Larry and Allie. As the last boat finished the race so did the last bit of air. Race committee helped several boats by towing them to the dock. Others sailed in waiting for their spot to pull out. Boats that had retired were broken down and packed for travel.



The class met once more to hold awards. The top five were all given an award for their place and everybody was recognized. Craig Tovell and Alec Chicoine came out on top after four races with two bullets and two fourths. Ralph and Matt Sponar took 2nd with two bullets of their own. Lon Ethington and Meg Gimmi came in 3rd. Larry Christian and Allie Sponar took 4th place and Pat and Janet Huntley took 5th place overall. Fleet 83 had a great turn out and the venue. Many new boat owners raced in their first windmill event. Two father and son teams from Erie, Tim and Andrew Polaski, and Dan and William Claxton started all races and were competitive with all the boats. The class also welcomed Matt Crotty, Maggie Werling, and Frank and Michael Jarecki.

Erie Yacht club did an excellent job hosting this Invitational. Thank you again from those who traveled to those who offered and put some of us up in their homes and boats for the weekend. Erie Yacht club has long history of sailing. A big thank you goes to Pat and Janet Huntley for putting everything together it was a good preview for what we will expect next year at Nationals! Everybody should make their way up there next year.

Photos from: EYC Race Comittee

Northerns

Larry and Allie Dominate the Northerns

By: Allen Chauvenet



Larry Christian does NOT always win on “Larry’s Lake” --it just seems that way! Actually last year the esteemed skipper was 3rd! However, with his new crew Allie Sponar, Larry continued an outstanding 2016 season (10th Nationals, 4th Erie) with a dominating win on September 17-18 by winning 5 of the 8 races and taking the runner up position in the other 3 for a total of 9 points after discarding a second that anyone else would have loved!

Lake Massabesic was 4 feet below normal due to a New England drought, but cooperative work made launching straightforward and excellent mark placements removed any shallow water issues from the race area.

Saturday was a beautiful day with 78 degrees and a clear sky; winds were 5-12 mostly from the South with of course the usual Massabesic shifts! Although often challenged by Ralph & Matt Sponar (5060) in “Go Blue”, the finished in the first four races (alternating two-lap triangles and modified Olympic courses) found Larry & Allie (wooden 5319 with 5048 sails) in “Dave” battling at the end with defending champions Rick & Jasper Fontana (4261) in “Spaghetti Farm”

The Fontanas won the second race and were runners-up to Larry & Allie in the other 3 before falling to 4th in the final race of the day. Allen Chauvenet & Sarah Steward (5586--”Beauty & The Beast”) took 3rd in both the 3rd and 5th races, beating the Sponars and then the Fontanas. Geoff Ling (5001) & Steve Allen (3653) broke into the top half with well sailed 4th place finishes in the 2nd and 4th races respectively. There were lots of close finishes and at the end of the day, though the top 4 were likely set, only 1 point separated 5th from 8th! Windmillers enjoyed the end of the day with food provided from the local fleet, especially the great stew/soup by Glenn McKibben!

Sunday morning brought threats of rain which actually never exceeded a drizzle and a wide variety of wind predictions. In the end, three races were sailed in light and very shifty conditions with the first two being one lap triangles and the final being a 2 lap WLWL course. After rounding the weather mark in the first race, the fleet generally held to the right on the run to the second mark. Steve Allen & Michelle Harris noticed wind to the left, sailed to it and were soon storming by the fleet. Larry/Allie were able to get back just in time to save their lead while Steve/Michelle turned 2nd ahead of the Sponars and Allen/Sarah. The Sponars made a great challenge on the beat to the finish but Larry & Allie were just able to hold them off for another win while 5586, 3653 and 4621 finished in that order. The second race around the same course found Allen & Sarah picking up a perfect slant of wind to round first and sail into just enough wind to maintain the lead throughout the course. Larry & Allie held off the resurgent Fontanas while the Sponars were 4th after just catching Steve & Michelle on the final beat.

The concluding race of the regatta saw very close rounding of the first mark among the top 5 with Steve/Michele and Allen/Sarah back in 6th and 7th after going the wrong way on the beat. These two closed distance on the run to the leeward mark but passed no one.

Northerns

While the fleet went left on the long beat, Allen & Sarah found nice pressure and shifts on the right; as they came in on starboard, Sarah alertly noted that boats along the shore were close to becalmed. One extra tack out on port allowed them to come down to the weather mark in the lead, with Larry & Allie right behind. "Dave" got by on the run to the final mark but "B&B" was first to tack starboard after rounding and gradually gained. When "B&B" tacked port it was necessary to duck "Dave" and at the next meeting B&B had a small lead which was protected in the final 40 yards for a second consecutive win. The Sponars followed in third with Steve/Michelle again beating the Fontanas.

Larry & Allie thus easily won the regatta with the Fontanas 2nd, only 1 point ahead of "B&B" and "Go Blue." To the delight of "B&B" the tie was broken in their favor (due to the two 1sts) and Allen & Sarah celebrated Allen's birthday with the 3rd place trophy. This of course also excited Larry and his "Wood, Wood, Wood!" theme as wood boats won 7/8 races and took 1st and 3rd place.



Overall it was a wonderful event as always. There are good prospects to add to the local fleet and we hope for some additional out of town entrants as well, so plan now for September 2017.

Photos from: Sandy Sponar

Fleet 66's Newest Windmill!

After racing with Jack Cartland in the 2016 Northerns, Ed Watt purchased his own Windmill on October 15 in Rock Hall Maryland. Anxious to try out his new toy, Ed took "Inspiration" for a sail the next day at Massabesic Yacht Club.



Inspiration was home built by Nick Suhr of New Jersey around 1996. Nick never raced with the class, but was a member for several years. He kept meticulous records and often provided help, and offered advice and answered questions for reconstruction. This boat of course has built in floatation as well as excellent spars and sails. We all are looking forward to seeing Ed out on the water!



Photos from: Allen Chauvenet & Larry Christian

For the Good of the Class...

Dues!

Please check your dues status on the class website. If you have not already paid, early submission is highly encouraged. Contact our class Secretary, Allen Chauvenet, with any questions.

The Windmill Class membership is currently at 106!
This is the largest membership since 2011!

New Sailors!

330 Scott Mueller, Tampa FL

An original Ellie's Boat Works (Clark Mills) boat with hull in amazingly good condition. Scott found it, bought it, joined the class and is re-doing the boat!

821 Michael Bloed, Mercer, CA

A previously restored boat (work by Darrell Sorensen and Dave Neilsen) which looks beautiful and is now an active member of the CA group

1059 Brad Attig, Albany OR

Found by Brad with detailed records back to the early 1960s! He's upgrading the boat and looking forward to getting it back in the water

2219 Sam Bennett, Idaho Falls, IA

Bought an old boat in good condition and hopeful has had it out sailing already!

3026 Joe Huberman/Ruth Bromer Raleigh, NC

Previous District III Champs who rejoined as associate members to support the class. Moorman hull available for FREE to anyone interested

3418 Lee Washburn, Duneidin FL

Bought from Tom Payne of Charlotte, NC. 3rd owners of nice boat ready to sail. Active already on our Facebook page!

3932 Matt Crotty, Erie PA

Bought and is upgrading good Moorman hull. Already raced in 2 class events and looking forward to more.

5621 Brad Fox Salt Lake City, UT

PLANS PACKAGE--Looking to build and be the first Windmill sailing in that area!

4450 Dan Claxton of Erie PA

Fleet 83 Salentine (wooden) hull which had hung in garage in Columbus OH for 35 years. Raced in Erie regatta and took 3rd in final race!!

4537 Kris Johnson, Hueytown, AL

Bought beautiful home-build boat and has been upgrading and sailing it. Once a strong Windmill fleet in area--hope we can rebuild it with/for him!

5187 Tim Pulaski Erie, PA

Bought McLaughlin boat from MD--4th owner of what was originally Allen Chauvenet's boat--so he beat Allen by 1 point in the Erie regatta!

5622 Tom Olsen Bend, OR

PLANS PACKAGE. Had plans decades ago but never built. Put up frames to start and registered new number with intent of building modern boat.

5426 Edward Watt Nashua, NH

Ed will be sailing with fleet #66 in NH. Inspiration was home built by Nick Suhr of New Jersey --plans 1996.

4618 Donna Bass Nashville, TN

Donna is the new owner of Moorman Windmill. She is now upgrading and restoring it. She's been out several times locally and very much enjoys her boat!

Upcoming Regattas....

→HOT V - Charity Regatta

October 28 - 30
Greensboro, NC

→ Southern

November 12-13
Boca Ciega, FL

→ Jameson Whiskey Kettle Cup

December 3-4
Sanford, FL

For the Good of the Class...



The Boom Stops Here

By: Ralph Sponar

A message from your
Windmill Class President

Hello all! We have had a very successful regatta season this year! I'm happy to see many new and returning members and breaking our membership goal of 100! More than 50 members are active racers in our 13 plus sanctioned and invitational regattas. This is no reason to slow down, we encourage all our members to become active volunteers with ideas, time, and special talents to promote the class and support more regattas. Come on out and try sailing at a new venue next year. Meet new friends and experience some different sailing adventures.

On another tack, reflecting back on the past sailing season the class has been sailing hard and in adverse conditions. The boats have weather the conditions well, but it's time to inspect and maintain them. I urge all members to inspect those masts closely this winter. Remove the tape and inspect those shrouds, halyards and sheaves. If you have rope halyards, pay special attention to wear points, especially if you wrap your jib around the forestay. I recommend that you replace all the clevis-pins and ring dings. Also, pay careful attention to the bolts that connect the stanchion to the hull. Several boats have had screw heads shear off or the stanchion has pulled up because there was no backing plate. Now for the boom, you may need to replace the shock cord in boom for pole launching system. Check your outhaul for wear. It's a lot easier now, before it breaks and ruins your day on the water.

Last but not least, please keep an eye on the Windmill web site event schedule. Representatives of clubs that host annual events please email Alan Taylor as soon as possible to help with regatta attendance planning. We will get confirmed dates on the class website as soon clubs confirm correct dates.

Tentative 2017 schedule:

- Gaspar-(St. Petersburg, FL)- ?

 - Clearwater Spring regatta-(Clearwater, FL)-March

 - Sarasota Sailing Squadron-(Sarasota, FL)-March 17, 18, 19th (We are still in talks for this event to be 3 days)

 - Northern Southern-(Fallentimber, PA)-May

 - Lake Yosemite-(California)-May

 - Going for the Gold-(California)-June

 - Mid-Western District Championships-(Westerville, OH)-June

 - Possible Windmill Junior Nationals 1 day regatta-(Rock Hall, MD)-June *Must have at least "5" Windmill 18 and under youths.

 - Down the River Regatta-(Chestertown to Rock Hall Yacht Club, MD) 1 day 11 mile pursuit regatta-June

 - Mid Atlantic District Championships-(Rock Hall, MD)-June

 - Independence Day Regatta-(Pymatuning Yacht Club, Pa.) July 1st & 2nd

 - Corsica River Invitational-(Centerville, MD)-July

 - Windmill Nationals is tentatively scheduled for (August 11, 12, 13th) at the Erie Yacht Club Erie Pa.

 - Northern District Championships-(Auburn, NH)-Sept

 - Gardner Regatta-(Lake Yosemite, CA)-Sept
- We are looking forward to seeing many new faces out there next year and a record number of boats.