



The Joustier Spring 2017

Windmill Class Association Inc.

Happy Spring Windmill
Sailors!

Flowers are blooming,
temperatures are rising, and
our 2017 sailing season is
already off to a great start!

Please help your class
begin preparations for the
2017 Nationals by complete-
ing the attached registration
form and mail with a check.
We have some big plans in the
works and need all of your
help!



**The Hoover Sailing Club
Windmillers**



Pat and Janet Huntley's new boat!



**An aerial view of the windmill
fleet racing in Sanford.**



**Fresh varnish and some TLC for
Dave!**



**The President and First Lady
racing in the Florida sun.**



**Merry Christmas from the Kettle
Cup!**

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.



**Follow us on Facebook at:
Windmill Class Association
AND**

**Check us out at:
windmillclass.com**



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.

New Sailors!

Dan McKay (1329)

This boat was home built in 1963-64. Dan bought it in the late 1960s and decided it was time to join the class with a 2 year associate membership! Allen and Dan have exchanged several emails and Allen waiting for some photos and for information regarding what he wants to do with the boat. There was once a fleet in Arlington, TX and last year there was one WCA member from there. Hope to get them together.

Frank Murphy (3026)

Frank acquired this Moorman hull from Raleigh, NC (Huberman/Bromer) with the help of Miles Booth. Former district championship boat--Frank is working on cleaning up and restoration with expectation of joining some District 3 Windmill adventures in 2017.

Amy Brigham (4585)

Amy is an Interlake sailor and a Hoover Member. She will be sailing Hallie Bourne's old boat.

Timothy Weibel (5703)

Timothy purchased 5703 from the Huntleys. He is an accomplished J-70 sailor, is new to dinghys, and is intending to sail with his wife, Barb in Erie.

Jim & Lea Watson (5622)

Jim and Lea Watson recently raced in the Midwinters in Sarasota, FL. Located in Massachussettes, they are friends of the Bixbys.

Alex Miller (4450)

Alex recently purchased #4450. He is an accomplished Erie sailor, and we look forward to seeing him on the water!



Check out our 2017 Nationals Venue on Facebook at Erie Yacht Club, or at Erieyachtclub.com

Upcoming Regattas...

→TAYC Spring Invitational

April 29
Oxford, MD

→Gaspar Regatta

April 29 - 30
St. Petersburg, FL

→Mid-Western Championship

June 3-4
Westerville, OH

→ Junior Nationals

June 16
Rock Hall, MD

→ Down the River Regatta

June 16
Rock Hall, MD

→ District 3 Championship

June 17 - 18
Rock Hall, MD

For the Good of the Class...

The Boom Stops Here

By: Ralph Sponar



Hello Fellow Windmillers,

Once again we are starting a new year and I have high hopes for large class participation! Congratulations to Pat and Janet Huntley who ordered a new Mark Johannsen hull # 5707. It was just completed, outfitted and I can't wait to see it racing at the Sarasota Mid-Winters. The class is still growing and boats continue to find new homes with high hopes for the season ahead.

Erie has increased its fleet size. With the excitement of our 2017 Nationals coming to town, they hope to get even more members on board! Thanks to Miles Booth a new Windmill fleet will be established at Fishing Bay Yacht Club, Virginia.

This year I'm also seeking people in our class to help out and become more interactive with the association. Do you want more racing in your area? Then jump in and email the race details to me or Alan Taylor. Become the Regatta Chair and see what really happens behind the scenes. Everyone needs to review the events tab for 2017 on the Windmill website. There are new exciting venues and some date changes for our regular events. I encourage all to come out and try a new racing venue and make some new friends.

Facebook has become a great tool to keep everyone up to date. Now that we're starting to get back on the water, take a picture or go "Live". Tell us who you are, where your sailing and what skill you hope to improve. Do you have any of those "Now what do I do" questions when making a repair. I've posted several videos on the website that have measurements to help you. New to Windmills and have a question about a maneuver like rounding the mark and getting set up to go downwind? Send us an email or post. With the large Windmill knowledge base someone will be able to explain and help you understand so you can improve.

Do you work for a great company or own your own company? Let Sandy know and she will be happy to send a letter or email asking for donations. We always appreciate donations and sponsors for our National event. Did you win new sailing gloves, hats, neck gaiters or sailing shirts at last years Nationals? Let's make 2017 the year you wear them out!

I hope your family will spend lots of time sailing and can't wait to see you on the water!

Safe Journeys,

Ralph Sponar
Windmill Class President

2017 Nationals

WHEN?

August 10 -13



WHERE?

Erie Yacht Club
1 Ravine Drive
Erie, PA 16505



You are cordially invited to attend the 2017 Windmill Nationals. Erie promises to be a great venue with plenty of sailing area to finely tune your skills. Erie Yacht Club is a well attended, very diverse club that offers something for people with all interests.

Visit their website to learn more about the club, rules about pets and to get driving directions:

Erieyachtclub.org

Preliminary schedule of events.
All events are subject to change.

→ Thursday August 10

Mandatory Measurements

Everyone is required to attend

9:00-11:00

1:00-4:00

Windmill Board of Directors Meeting

Junior Boat House

5:00-6:00

Race Committee, Scoring Committee and "On the Water Committee" Meeting (TBD)

→ Friday August 11

National Racing

Time will be posted in racing documents.

Catered Dinner and Annual Windmill Meeting:

Colony Banquet & Catering

6:30 - 10:30 p.m.

3014 W. 12th St.

Erie, PA 16505

814-836-7600

→ Saturday August 12

National Racing

Time will be posted in racing documents

→ Sunday August 13

National Racing

Time will be posted in racing documents.

Prizegiving

Following the conclusion of racing

2017 Nationals

Lodging

Hotels fill up very fast, make your reservation early!

Clarion Hotel and Conference Center

2800 W. 8th St.
Erie, PA 16505
814-833-1116

Has 10 rooms with a special room rate of \$149.00 per night plus tax, starting 8-13 August 2017. **You must request “Windmill Association” to get this rate.** Hotel check-in time is after 4 PM, check-out time is by 11 AM. A hot breakfast buffet is available between the hours of 6am-10am in Maxi’s at \$5.00 per person. Rate cut off date must be made by Friday 21 July or when room inventory is depleted. This rate is not eligible for partner rewards.

Comfort Inn Presque Isle

3041 West 12th St.
Erie, PA 16505
814-835-4200

Has 10 rooms with a special room rate of \$159.00 per night plus tax, starting 8-13 August 2017. **You must request “Windmill Association” to get this rate.** Hotel check-in time is after 4 PM, check-out time is by 11 AM. A hot breakfast buffet is available between the hours of 6am-10am and is included with your room. Rate cut off date must be made by Friday 21 July or when room inventory is depleted. This rate is not eligible for partner rewards. No pets allowed.

There several small non- brand motels in the Erie Presque Isle area. One that was recommended:

The Glass House Inn

3202 W. 26th St.
Erie, PA 16506
855-782-4852
No pets allowed.



Lampe Campground:

3 Wayne St.
Erie, PA 16507
814-454-5830

Sara’s Campground:

50 Peninsula Dr.
Erie, PA 16505
814-833-4560
sarascampground.com

Presque Isle Passage RV Park and Cabin Rentals:

6300 Sterrettania Rd.
Fairview, PA 16415
814-833-3272
Presqueislepassage.com

There are a few Airbnb, Flip key, and Home away houses for rent for the week of racing.

Davis Island Regatta

WINDMILLS RETURN TO DAVIS ISLAND

By: Allen Chauvenet

For the first time since Thanksgiving 2010, our class returned to the DIYC "Fireballs & Friends" regatta which saw a turnout of 9 Fireballs, 7 Windmills and 6 Interlakes. Windmills sailed on Saturday and Sunday with the upcoming Midwinters at Sarasota the following Friday/Saturday/Sunday and thus missed the very heavy air day on Friday. Both Saturday and Sunday saw fitful and shifty light airs. A special highlight for Windmills was the participation of both boats from Sea Scout Ship 915 of Gulfport who showed the benefits up some boat upgrades, newer jibs and more experience.



The Saturday race started in 4-6 mph winds from the club with Allen Chauvenet & Sarah Steward (5586: Beauty & The Beast) off to a good start and heading to the left side. They were joined by Cam & Kiley Carlin sailing the St Pete Sailing Center Johansen 5701 but using 2585 sails. The course was a modified Olympic (triangle followed by W-L). B&B moved well in the light airs and worked over to the mark with well-timed port hitches to establish a useful lead over 5701. However, B&B gave some of the lead back by tacking to starboard short of the lay line and needing 2 extra tacks to round the mark. The boats sailed the short reach and rounded the jibe mark in the same order with Colin Browning/Eric Mann (5252: Bella) 3rd ahead of Lisa & Jake Fath (4028: Elvis) and the Sea Scout Mills 4886 (Tye Belcher/Camille Dodson) and 4049 (Talib Moran/Ian Witbreak) not far behind. The "run" to the third mark saw drifting conditions with boats barely moving; the course was shortened to finish at the leeward mark and a light breeze came up from astern so the fleet compressed in distance with at least 4 boats having a chance to win. B&B maintained the lead and

trimmed immediately to the 180 degree "shift" to finish close hauled and win while the Carlins also picked this up to save second, followed by Bella, Elvis and the Sea Scout boats 4886 and 4049 close astern. A second race was started but abandoned by the committee.

Sunday saw light winds from the east with the same course set. Allen & Sarah again made a good start and headed left with Bob & Rob Woithe (4481: Kraken) moving well ahead and to leeward. A timely tack to port gave B&B the lead until they tacked back to lay the weather mark, overlooking new breeze coming in from the right. Playing this perfectly, Tye & Camille came down rapidly to round first with Colin & Eric just behind and charging over B&B at the mark. On the reach 4886 & 5252 got into a luffing match while Allen & Sarah used any puff to make distance to leeward. At the jibe mark B&B had an inside overlap on Bella with Tye & Camille now 3rd & doing turns after a foul. The "run" to the 3rd mark (which again became the finish) found the wind swinging to the south and then SE, making the leg a close reach & beat. Allen & Sarah established & steadily extended their lead by driving off for speed in every small puff to win handily followed by Colin & Eric. Lisa & Jake caught Tye & Camille on this leg to take 3rd with Bob & Rob rounding out the top 5.



Thus Allen & Sarah (starting their 7th season sailing together) secured their first regatta win when racing was again abandoned for the day while Colin & Eric (4-2) took 2nd on tie break over Lisa & Jake (3-3). All were delighted with the "new" approach to trophies where each skipper and crew chose either a bottle of wine or Mount Gay Rum!! A good time was had by all and we hope to return next year with a larger fleet.

Caring for your gear...

Here are some care tips for your neoprene gear

What is neoprene?

Lots of boating gear has neoprene in it. Why neoprene? It has properties that make it a natural for boaters. It's a closed cell foam "rubber" material. The "cells" are numerous pockets of gas, usually nitrogen, throughout the material. These gas pockets retard the passage of heat through the material, giving neoprene good insulating properties. The "closed" designation refers to the fact that the rubber keeps water from seeping in and filling the cells. Another good thing for boaters is that neoprene is quite buoyant, so it helps you stay afloat.

Neoprene is formed in a chemical process. The two basic processes use either petroleum or calcium carbonate (limestone) as their raw materials. NRS has switched its neoprene source to one made in the calcium carbonate process; we call ours Terraprene™. While it still takes considerable energy to produce, we believe the raw material is more environmentally friendly.

Wetsuits, Sprayskirts and Other Neoprene Items

One thing that's death on neoprene is chlorine. If you're using HydroSkin, a heavier wetsuit, sprayskirt, etc in a swimming pool for roll practice or water aerobics, you'll need to go the extra mile to prevent the rubber from disintegrating. Rinse with fresh water any items exposed to the high chlorine content of pool water, right away after you get out. Wetsuit & Drysuit Shampoo has ingredients that neutralize chlorine and do a good job of cleaning the gear.

Tears and holes in these items can be repaired with a couple of different products. Quick, field repairs are best done with Seal Cement, a contact adhesive. After cleaning and drying the tear area, apply the adhesive to both sides and allow to dry for five minutes. Then put on another layer of adhesive and let dry for about 10 minutes. Press the two sides together for at least 10 seconds, then you're good to go.

Aquaseal Urethane Adhesive is another excellent repair aid for neoprene. Since Aquaseal is not a contact adhesive, it requires a slightly different technique. For a tear in the item, after cleaning and drying the tear area, bring the edges together and use a piece of tape on one side to hold them together. Then apply Aquaseal to the other side of the tear, working it down between the edges and about ¼" beyond the tear. Keep the repair area level and allow to cure overnight (10-14 hours). If you mix 1-part Cotel Accelerator/Cleaner to 3-4 parts Aquaseal, you shorten the cure time to less than two hours. You can also apply Aquaseal on high wear areas of your gear; urethane is a very abrasion-resistant material. Thinning the Aquaseal with Cotel makes it easy to spread with a brush and shortens the cure time.

It's a good practice to rinse your neoprene after every use. The water you boat in is crawling with microbes, dissolved solids and contaminants. Rinsing it well and drying it thoroughly before storing will help prevent mildew, odor and other nasty consequences.

But let's face it, even with conscientious rinsing and drying, neoprene gear can get really funky, especially booties, socks and gloves. Washing with the Wetsuit & Drysuit Shampoo helps control the funk, but when odor is still bad, using either MiraZyme or Sink The Stink gear deodorizers will take care of the problem. Each of them have a proprietary blend of odor-eating microbes and enzymes that eliminate the odor causing substances, not just cover up the odor.

Finally, 303 Protectant is a product that belongs in every boater's gear care arsenal. It's a long-lasting sun-screen that prevents UV damage. As boaters and outdoor people, our gear is out there getting pelted by the sun's rays for long periods of time. Spray it on and wipe off any excess. It's not greasy or oily and it repels soiling and staining. Please let us know if you have questions about any of this.

Have a great boating season and Boat Safe!

Send to us from Meg Gimmi

The Road to Sarasota



A chance to sail Mid-Winters in Sarasota Florida whilst buried in snow and freezing temperatures was a no-brainer; however, the journey there was a completely different story. Feeling like we were living the movie; “The Out-of-Towners” here’s our side of the story:

First, we needed a Windmill, trailer and a mast. Since we just sold ours, Pat would have to pick the new one up in Vero Beach, Florida. But six hours in West Virginia during his first trip to Florida, his truck malfunctioned and he had to come back home. Second trip to pick up the Windmill in Florida was successful, then up to Charleston SC to pick up the mast rig from Selden and finally to Dan Litten in West Virginia for the blades. All in three days!

Pat worked closely with Mark Johannsen during the build. But he still needed to customize the boat and was outside grinding new parts in the dark, snow, with temperatures around 10 degrees. All, so we could be ready for the Windmill Mid-Winters by March.

The week before leaving, temperatures were mild, promising spring. Our plans were set; our bags packed, our route detailed to include a relaxing day at Tybee Island. But winter was not happy and wasn’t about to leave without a fight! A major snowstorm had hit across the eastern Mid-Atlantic and southern states. Temperatures had plummeted and travel was becoming almost impossible. Not to be deterred, we changed our route, pushed back a day and traveled onward. All was not lost.

It was a white knuckle drive the first six hours from Erie, PA; icy roads, brutal winds that swayed the RV along with the Windmill back and forth across the road, but as we passed Cincinnati the roads cleared and the sun peaked out through the clouds.

Finally settled on our route we eagerly anticipated our arrival to Sarasota. Our stop for the night was seemingly uncomplicated. A camp KOA nestled in Forsyth, Georgia. We pulled off the interstate around 10:00 p.m. and into the KOA. But both sets of eyes were tired, trying to locate our camp and somehow, we made a wrong turn and were forced to stop, so we got out and planned our route around the trees.

As we attempted to leave to our dismay, the RV would not get in gear. Back out of the vehicle to inspect further but there was no evidence that would explain why the RV would not move. Pat turned the RV off and back on again and this time he was able to get the RV moving. We proceeded out of the campground to turn around, but the transmission kept slipping. Pat kept turning the RV off and then back on as we crawled forward and then he noticed a Truck Company. We pulled in the lot for the night, knowing a mechanic would be clocking in at morning light.



Exhausted, we settled in for the night, but no sooner did we close our eyes then a car pulled in next to us. Pat jumped up and opened the door. I would say a savory looking character lumbered out of his car and undaunted, Pat asked him if he worked here.

The Road to Sarasota

He replied yes and Pat explained our situation. He immediately offered us a ride to Walmart to pick up transmission fluid; as it was determined that was what was needed. Unfortunately, it didn't work. The transmission slipped just as before.

We were told we couldn't stay in the lot, but the mechanic offered to follow us to Walmart where we could safely spend the night until we decided our fate in the morning. Back to bed finally, I think Pat got to sleep at 3:00 a.m. Soon after we fell asleep, we were awakened by extreme shivering from cold. (The furnace had quit working). Since there were not enough blankets that would keep us warm Pat was able to fix the furnace and we were able to get a couple more hours of sleep.

Morning was a whirlwind of emotions; disappointment, sadness, anxiety and fear. (That was just me!) Pat was on the phone scrambling to make the trip happen. He called everyone for rentals that would accommodate the Windmill. If this was to be done we needed to be out of Georgia by noon. He found a U-Haul which was a mile away. He found a wrecker that would pick up the RV and tow it back to Atlanta. He also found an auto parts store across the street and called them for a hitch adapter. We could walk to the U-haul, pick it up while the wrecker was on its way and be back to unload the RV.

The U-Haul Company was friendly, but it took a longtime for the clerk to figure out how to process everything. I was nervous because the Wrecker was already at the RV and thought maybe he would leave, but he waited and once we arrived he even helped us unload and we were finally on our way. All this just before noon.

Was it worth all the trouble? **Absolutely!** Even though we arrived disheveled; we couldn't have asked for a better time in Sarasota and with a group of awesome people who made our time there amazing!



Thank you to all who helped!! Starting with Ralph and Sandy Sponar for hosting such a wonderful Regatta. They also took time out to help out with our boat. Special thanks to Lisa Fath for lending us her spare spreaders and to Chris and Nancy Demler for helping rig the boat when Pat was passing out from exhaustion. Thanks to Lon for help rigging and Meg for the towel and shampoo! Thank you to Lin Robson for bandaging Pat's bleeding finger. Finally, after the regatta thank you to Cindy Tovell for getting me to the airport on time!

This was an amazing racing venue. Looking forward to many more Mid-Winter regattas in Sarasota, Florida. Hopefully the next time with fewer complications....

Your Sailing Friends,

Pat and Janet Huntley

Midwinters

2017 Windmill Midwinters

Story by: Chris Demler

The Windmill Midwinter regatta has been held for 54 years. For the first time it, was held over three days to make the trip south worthwhile for the out-of-towners. Turnout was excellent with 17 boats registered, including Craig Tovell, Nancy and I representing Hoover. Unfortunately, Craig arrived sick and his hot-shot local crew was out too with Tonsillitis and was unable to race. This was especially unfortunate because he was one of the favorites as Ethan Bixby was out of town this year and the field was wide open.

Nancy and I arrived Wednesday evening and found that Ralph and Sandy Sponar had all the local arrangements made with the club. Including a great secluded rigging area and us launching off the beautiful white sand beach. Fantastic! We rigged and de-bugged the boat in a 12-15 knot sail on Thursday. Which was a good thing as it seemed we had everything crossed.

All the competitors arrived, including Pat & Janet Huntley, who had the trip from hell as their borrowed RV broke down in Georgia and they had to arrange a U-Haul to pull their brand new bright orange 'Graffiti' Windmill #5707. Allen & Christina Chauvenet were together again. Christina is sporting a very cute short haircut and taking a break from her PhD dissertation prep. Of course, all locals were out in full force too and it was great to see Lon, Meg, Lisa, Jake, and Lin Robson. We made new friends with many others. Really enjoyed the father son team of Bob and Rob Woithe while drinking Mojitos at Marina Jack's; they reminded me of the fun I had sailing with Cam for years! Thanks to Julio Spinelli for getting there early and making the dinner arrangements happen! Finally, we made some new friends from the north too as Ethan's boat was sailed by his good college friend Jim Watson and wife Lea, of Gloucester, MA who distinguished themselves in race #2 and by their overall gung-ho spirit; the Sarasota marathon ran by the club on Sunday morning and to ensure they didn't miss the start, they camped Saturday night at the club.



The sailing venue was awesome, and although it was cool, the sun, wind, and club were as advertised! We saw sea turtles, dolphins, and plenty of fish as we sailed in a wide range of winds under the direction of a first-class RC with square courses running approximately 45 minutes each. In fact, there were four race courses running at once; the Windmills were racing with Melges 14 (a cool looking go-fast super laser type single hander). Another course had Albacores and MC-Scows. E-Scows were on a separate course. A note on the E-Scow, on Saturday they had over 15 boats on the course and they are beautiful. On Sunday, due to high winds only 4 came out, but reaching with their asymmetrical spinnakers they were planning as fast as the windsurfers – just a ton of energy there! A totally separate regatta of over 100 Open-Bics were running too. Kids from all over the world hoping to have fun and qualify for upcoming world championships. The Bics are a 9 foot long roto-molded boat with a neat stepped rig intended to be indestructible and fun to sail. If you ever sailed a Sailfish, it's kind of like a small one of those in which you sit on it and not in it. Anyway, they run non-traditional races that include stages where you must capsize or do a 360, etc....it looked like fun.



Midwinters

The first race was fresh at 5-8 and all the boats moving well, but you had to be very careful not to tack too much and you needed to focus on staying in pressure and not so much on the compass. The second race was run in similar conditions, except for the final leg which finished in dying and shifty conditions as the sea breeze and shore breeze came to a stalemate above the sailing area. The result was a bunch of boats all crossing 'together' for positions three through seven or more. This got us off the water a little early and made for a beautiful evening on the patio at Jacks with a large group of compatriots.

Day two was warmer, but windier with a better chance for the sea breeze to fill. We waited before we headed out. While sailing in 8-12 knots of stable wind we got to see sea turtles and dolphins throughout the day! The Windmill is fun to sail in this condition and rewards those who sail it flat. Nancy and I worked hard and were fast, sailed clean, and calm. Somehow, Go Blue passed us in race two, and Graffiti in race three both off the wind, to finish 1-2-2 on Day 2. So, the Sponars were leading after day two, with ourselves, Lin Robson, and the Huntleys all in the hunt to displace them. To prep for the BIG day three showdown, some of us partied on St. Armand's Circle. Where we learned that Colin Browning rules the cowbell! There are plenty of photos of Cowbella on facebook!

Day three was forecast to be warmer yet and blow stink. Although it started out cool and selecting the right level of clothing was a tough decision (turns out more was better). We got on the water and the wind was 12-15 knots and rotating slightly as the RC set up the triangle course that the Melges 14's wanted to run. Once set, the line was right again and the race to the windward mark was on! Our strategy was to start, sail strong, focus on ourselves, and ignore the other boat. Of course, we started in a ¼ mile drag race off the line with Lin just to leeward of us and Huntley just to windward of us! Later in the leg, we were a length to windward and even with the Huntleys and desperate to push over the top of the. We were slightly faster, they were pointing slightly higher, each wave was critical. We went back and forth by several feet with each set of waves and puffs. We just needed to string together a couple more feet forward to bury them, but we were

unable to and had to tack away. It was intense and I loved it! Ultimately, the three of us got to the top mark all about the same time and went on a planning reach to the jibe mark and down to the leeward gate and did the beat again! No one gave up and once again we were all very close at the top. The downwind leg was going to decide it and we surfed every wave as hard as we could and held on to win! As this occurred, the sea breeze fully nuked and 20+ knots rolled down the bay and filled it with large waves and white caps throughout. Several boats were in distress, the M14's were capsizing left and right, and with the crash boats now engaged, the RC made the call to return to shore, finalizing the regatta.



In summary, the regatta was perfect – everyone was tested in a wide range of winds. The sailing venue was beautiful (seriously, we had a pod of Dolphins swim by and under us). The club facilities and RC were excellent and the windmill class came together and enjoyed one another as always! Everyone is encouraged to come next year; there is great racing top to bottom in the fleet and the you can't beat the location! Special thanks to Ralph and Sandy Sponar for making this happen!!

Rock Hall Racing!

Windmill Junior Nationals - Friday 16 June 2017

All Junior Sailors are invited to come to Rock Hall Yacht Club to compete for the Windmill Junior Nationals on 16 June 2017. Are you ready to be Captain of your own boat? The youth will be the helmsperson with the boat owner as the crew. Racing will start in the afternoon and (3) three races are



planned. Langford creek area adjacent to Rock Hall Yacht Club will be your racing area as conditions will allow. What do you need to do? Sign up on the Windmillclass.com event page by 1 June 2017. Five (5) Windmill youths are required for the race to held. The youth must be 18 years old or younger on 16 June 2017.

Make your plans to become the celebrated Windmill National Junior Champion!

RHYC Down the River Race - Friday 16 June 2017

If your feeling very ambitious, the annual Chester River to Rock Hall Yacht Club. A 12-mile long pursuit race will also be held the morning of 16 June 2017. Russ Chauvenet who is Allen Chauvenet father donated a beautiful silver trophy for the first Windmill that finishes. The beauty of the Chester river and beautiful farmland and homes that slip by as you race down the river for a different style of racing makes the day enjoyable. Coolers and libations along with food have been known to be partaken of while you slip "Down the River".



RHYC Windmill Mid-Atlantic District 3 Championships - Saturday 17-18 June 2017

Are you ready to get back on the water and compete in 2 days of racing round the buoys? Rock Hall Yacht Club is the place for you! There is plenty of wide-open space for your boat and free camping under the stars. The club house has 24 hour bathrooms and showers, a relaxed restaurant and great bar. Sit on the large veranda to watch the beautiful sunset while you sip your drink and watch the boats go by. Worried about your family left back on shore? Rock Hall YC has a large pool, lounge chairs and umbrellas. Bring your kids bikes, there is plenty of space for them to ride. Pets are welcomed if they are on a leash. If you want to find lodging and

dining places there are lots of choices on www.rockhallmd.com or www.vbro.com or www.airbnb.com . Come on down to the shore, we'll leave a light on for you!



Registration Form
Windmill Class National Championship 10-13 August 2017
Erie Yacht Club
1 Ravine Dr. Erie, Pa 16505

Registration fee is \$175 before **15 July 2017** deadline and \$200 late fee after deadline. Fee for skipper and crew includes: Windmill Championship racing, Friday night dinner tickets for 2 people and Annual Windmill Class Regatta Shirt for 2 people.

Please Print Skipper: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Birthdate: _____

Email: _____

Boat #: _____ Boat Name: _____

I certify I'm an "Active" WCA member in good Standing with Dues paid through 2017. Initials _____

Crew Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Birthdate: _____

Email: _____

Skipper Shirt (Circle Size): **XS S M L XL XXL** Crew Shirt: **XS S M L XL XXL**

Registration: (\$175 early or \$200 late) \$ _____

Extra Sat Dinner Adults # _____ x \$(25) each \$ _____

Extra Sat Dinner Child # _____ x \$(15) each \$ _____

Total Amount Enclosed: \$ _____

Extra shirts will be for sale at registration desk for \$20 each.

Mail completed form with check payable to Windmill Class Association, Inc. (WCA):

Lansing Williams

c/o WCA, Inc.

213 Richard Dr.

Chestertown, MD 21620

Questions contact Sandy Sponar cell 443-520-7384 or email Rsponarwindmills@gmail.com