

The Joustier



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

A President from California—Dave Neilsen

Greetings! When a friend unhooked this tired beat up sailboat in my front yard 10 years ago, and said “Thanks!” I really had no idea where the trail would lead me. I only offered to accept the gift because one of my all time sailing mentors called the Windmill one of the four best dinghies ever built. With its cracked blades, weather beaten wood mast, damaged hull, and original sails it was hard to convince the neighborhood that I had inherited a real prize.

Well, these last ten years have flown by (maybe because I’m not sure if it’s been 9 or 10) and all of the trails attached to that little boat have been treasures. It turned out that nothing beats a screaming reach in a Windmill with one of your best partners sitting next to you. Almost anyone can climb aboard, and within minutes, be enjoying the thrills of sailing. There aren’t friendlier and more helpful members to be found in any other class within America.

Taking the position after Bill Blanton so gracefully performed it for many years is a little daunting to me. Luckily, it has been confirmed that all the real work is done by the other officers and district commodores, and I just need to be quiet and helpful. I look forward to being helpful, and look forward to sailing with you all. I’ll have to work on the quiet part some. Your thoughts, comments and wisdom are always welcome; and I can be reached by e-mail at <gowindmill@succeed.net>.

The Windmill Class concluded it's 2007 National Championship in Edenton, North Carolina. (Continued on page 2)



Bill Blanton bids a fond farewell as President, leaving him more time to sail with his super-crew, Chesa

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Regatta Announcement

- District 5 Championship, Indianapolis YC, Aug. 25-26 Contact Carol Alexander @ sailor-mom@wowway.com
- West River Regatta, Galesville, MD, Sept. 1-2 Contact Allen Chauvenet <Achauvenet@triad.rr.com>
- Northern Championships, Sept. 15-16, Lake Massebesic Contact Glenn McKibben <glenn@storcon.mv.com>
- Southern Championships, Oct. 27-28, Lake Keeowee SC, Rob Blais <RBlais@aol.com>

2007 Windmill National Championships

Twenty four boats arrived in the quaint town of Edenton, North Carolina to sail the Windmill National Championship, July 16-18. The Albemarle Sound was a gracious host, providing winds that filled in from nothing and built up to mast-breaking conditions, so everyone had a chance to find their magic boat speed. Jim Lingeman was hand-picked to head up the race committee of hard-working volunteers from the Edenton Yacht Club, supported by the regatta consulting firm

of Tom and Liz Lathrop. The incredible story of this regatta was that it was organized on the West Coast through the expert preparation and organization of Jenn Lancaster. Jenn composed the NOR, crafted the sailing instructions, planned the annual dinner, obtained the trophies, and sailed as the 2nd best crew of the regatta. But the biggest cheerleader of the regatta has to be Allen Chauvenet, the most active Windmill racer in modern history. He (Continued on page 2)

The President continues...

(Continued from page 1)

Carolina. Graced with excellent conditions on two of the three days, and 24 boats on the water, the WCA members in attendance were treated to the hospitality of the town of Edenton, great racing and a wonderful chance to renew and/or make new acquaintances with sailors, families and friends. The 2007 National Champs are Ethan and Trudy Bixby of St Petersburg, Florida. They sailed flawlessly amongst the very high level competition, and took home the well deserved trophy to sit next to the Mid-Winters Cup. Larry Christian and Jenn Lancaster were a very close second,

and Dave Ellis and Nora Shanghnessy were third. The rest of the class members had moments of brilliance and hours of intense sailing with skippers who gave no breaks to friends. Jim Lingeman of the Lake Eautis area, and past WCA "do everything kind of guy", ran the race committee for us, managing to get in all the races and dinner without a hitch. A special thanks to him!

The multiple amendments before the WCA regarding the rudder profile, forestay length, and the discontinuation of "hanks" requirement on the jib were soundly discussed until all begged to go to dinner. Again, the conversations were

focused, and generally upon the cost-benefit to the class, the recruitment of new sailors, and the cost of such upgrades. All were supported by the members in Edenton, with an overall agreement that the WCA will need to continue to have the kick up rudder as an option for those skippers who both desire a longer rudder, and still like/need the beach launching option. There will be a ballot circulating shortly to capture the necessary votes from the entire class membership.

The new and continuing class officers were voted on, as Bill Blanton and Frank

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Midwestern Regatta Report—Ed Yingling

What can I say about the 2007 Midwesterns? I think for the first time in my tenure at Hoover SC and Fleet 60, we had many firsts, they just were not all first place finishes. Let's give kudos to Craig Tovell and his crew Diana Stacey. Craig makes the 'Mill perform like no one else. I'd swear there is a top-secret, hydrostatic, propulsion system rigged in his boat as it moves magically in all conditions (faster than the rest of us).

There are three unique things that stand out about in my mind about the regatta. I am not sure if I have ever seen

standings like this, but the first and fifth place boats were only separated by five points. For the first time in ten years, we could only get in the minimum 5 races. For that I have to credit Graham Alexander, Dave Stetson, and the rest of the super 5-0-5 fleet. They got us off the water after managing three great courses before the storm blew in Saturday afternoon. The conditions for the rest of the day did not allow us to keep racing - which gave us more time to party!

The RC somehow found us enough wind to get in two more races Sunday

morning. The wind oscillated from literally every compass direction prior to racing, making it next to impossible to set a course. That was the N.E.W.S. (North, East, West, and South). We patiently waited for about an hour until it sort of filled in consistently from the north. Again the credit goes to the RC for getting in five races. The good thing about only sailing five races, rather than the typical eight, is that everything counted in the standings and no one was terribly sore or too exhausted Sunday

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2007 National Championship continued...

(Continued from page 1)

is tireless when it comes to rallying the sailors to drive from all points of the country to sail on a race course with double-digit Windmills. Allen is the "pied piper" of the Windmill Class when it comes to luring boats to a championship. He also brings spare boats, finds crew, encourages new skippers, and sails every race. The class is forever grateful for his energies and a National Championship would not be lacking credentials if Allen was not in attendance.

The sailing week kicked off with the Edenton Bay Challenge, the weekend feeder regatta that allowed the sailors an opportunity to track wind shifts, current relief, and do a lot of paddling! While some of us toiled on fixing or waxing boats, many Windmills took advantage of the racing conditions to tune up or strip down, for the heat and the humidity were unforgiving.

Eight races were scheduled for the championship and Mr. Lingeman made

sure that eight races were sailed. Day one was sailed in fairly breezy conditions (10-18 mph), but it was the tight chop that challenged the helmsmen. If you couldn't steer through the chop, then you were experiencing knockdowns (such as my own mistake when throwing in a mistimed tack before the finish line of the 1st race). After three races, there were boats upside down, boats stranded on leeward shores, boats with broken masts, and boats with fractured hulls

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The President continues—Dave Neilsen

(Continued from page 2)

Larimer stepped aside for others to have the same chance to serve the WCA. Many thanks to both of them for years and years and years of nurturing the WCA, and keeping the Class strong. Roy Sherman, as our new Chief Measurer, wasted no time asking detailed questions about boat set-up and specifications. Some skippers, or at least one, (me) wasn't very helpful. I blamed it on the sun.

The work of Jenn Lancaster, who organized the WCA National Championship from Newport Beach, California was warmly recognized, as was Allen Chauvenet for his tireless work on behalf

of the Class.

It was a great event. Hard sailing, good fun, and plenty of time to sit over a dinner or meal and just learn more about your fellow Windmill sailors and family. Special moments in this hectic, fast moving world we live in.... Hopefully all had safe travels home, and have placed some placemarks on the 2008 calendar in mid-July for the next Windmill Championship. Hope to see you there.

Pleasant Sails!

dave



Your New Windmill Class President for 2007!

Dave Neilsen with his political advisor, Sarah

Midwestern Regatta continued...

(Continued from page 2)

afternoon. Finally, anytime you have the last place finisher (me, unfortunately) mixing it up at the start with the first place finisher, you have the makings for a very competitive regatta. We even had boats over early at the starts in two races, making the racing very exciting.

I have to also mention the travelers! Five out-of-town boats came out to play with us this year. It always makes the conversations lively visiting with old and new friends! Our visitors were Rick Beale (Illinois) and Jerry Rezab (North

Carolina), Lon Ethington and Meg Gimmi (New Jersey), Allen Chauvenet (North Carolina) and Tiffany Cooper (California), Randy Juras and Anna Jefferson (Michigan), and our local, but out-of-town sailors, Chris and Cam Demler (Lebanon, Ohio).

The 2007 regatta is in the books and I think all the participants on and off the water had a great weekend with plenty of stories to keep the fire burning until the next big event!

Regatta results are posted elsewhere. See you on the water!



Traditional Midwestern Regatta group photo

2007 National Championship continued...

(Continued from page 2)

after engaging in "unscheduled contact sport". By the time the fleet straggled back to the marina green, the front runners were clearly in charge of the first three spots (Bixby, Christian, and Ellis).

The Annual Meeting took place later that evening and Bill Blanton wasted no time in holding elections and handing over his reign to Dave Neilsen. Dave ran the rest of the meeting and a spirited discussion on the proposed rule changes

occupied most of the evening.

Day Two was much milder in sailing conditions, with a clocking wind that would bedevil the RC while setting the starting line or positioning the weather mark. But the racing was fair and boats that prosper in the lighter conditions took full advantage. The standings were maturing after six races, with a grudge match forming between Team Bixby and the New Hampshire Wizard. Dave Ellis and his Maine crew Nora were lurking

around in the 3rd spot, hoping for someone to screw up. Frank Larimer and Patrick B. were having fits with Dave Neilsen and his professional crew Sarah, whereby the Left Coaster was able to snatch two 2nd place finishes in the regatta. The last race was finished just in time, as a nasty but determined thunder storm was barreling down on the fleet and the port of Edenton.

Needless to say, when the regatta din-

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2007 Finnish Class Championship—Lauri Lipasti

The Finnish Windmill Class Championship regatta was held on August 4th - 5th on lake Tuusulanjarvi, just some 25 miles north of Helsinki, her capital. The hosting club, Tuusulanjarven Purjehtijat, is one of the strongholds of active Windmill racers in Finland today. While in the booming 70's and 80's typically around 50 boats could be seen on the championship regatta starting line, now 30 years later, we usually have less than ten boats showing up. But make no mistake, the remaining crowd is very competitive.

Here, the Windmill is often a second or third boat class for many highly competent sailors, who then participate only in a couple of Windmill regattas every summer, other class schedules permitting. And many of these sailors are then members, or aspiring members, of our National sailing team in their primary classes. Actually, few other boat classes in Finland, if any, have such a wide distribution of sailors, some of which are sailing Optimist, or just outgrowing the

Optimist class. Some are on their way to Laser championship in Finland, some have been around almost since the beginning (and have won everything many times over in the meantime), and then there are also a few relative newcomers. Three of the crew members, and one skipper, were between 13 and 15 years.

The race track was upwind-downwind type with an offset mark to the left of the upper mark, and a narrow gate at the lower mark. Four races were sailed on both days, and a proper lunch was served on the shore on both days!

Over the week-end, many different wind conditions were experienced, with Saturday starting almost dead calm. The race had to be postponed a couple of times before very light wind started to pick-up, allowing the boats to move a little. In the Saturday afternoon there was a bit more wind, but it was shifting quite a bit and also ranging from 3-4 knots to 12-14 knots. On Sunday, there was perhaps 2-3 knots throughout, both in the

morning and in the afternoon, so the boats could move in their comfort zone.

The Finnish Championship was taken by Matti Jaskari and Antti Jaskari, father and son, from the hosting club, Tuusulanjarven Purjehtijat, after a flawless performance, and a low score of 7 points. The second place went to Kaarlo Jaskari and Timo Jaskari, grandfather and grandson, also from the hosting club. The third place went to last year's champs, Juha Peltonen and Vesa Kukkonen, from Heinolan Pursiseura club, HeiPs.

Two of the boats had new (and still experimental) deep and narrow rudders; and it was described as "more fluid" and "less dragging" than the old one, clearly preferred. We did not experience high enough wind, however, to assess the survival aspects of the new rudder. What we did notice, though, was a higher stress point than before at the lower gudgeon in the new rudder, where a lot of torque concentrates. This resulted in the only DNF mark in the race table.

Sail #	Skipper/Crew	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	Pts
5321	Matti Jaskari/Antti Jaskari	(3)	1	1	1	1	1	1	1	7
5329	Kaarlo Jaskari/Timo Jaskari	1	2	2	2	(3)	2	2	2	13
4058	Juha Peltonen/Vesa Kukkonen	2	(DNF)	5	3	2	3	3	3	21
5328	Pyry Aalto/Esko Aalto	5	3	3	5	(6)	5	4	5	30
5345	Matti Innala/Noa Moilanen	4	5	4	4	5	4	5	(6)	31
5514	Lauri Lipasti/Sari Aalto	(6)	4	6	6	4	6	6	4	36

2007 National Championship continued...

(Continued from page 3)

ner caterer was reloading the buffet trays, the fury of the storm tested the tensile strength and drainage paths of the party tent. Allen was able to open the festivities with an eclectic raffle from many sponsors (North Sails-Gulf Coast, Layline, and the unselfish patrons of Chowan County; Acoustic Coffee, Chowan Arts Council, Edenton-Chowan Chamber of Commerce, and the Chowan County Tourism Authority).

The final day of racing was only necessary to sort out the 3rd-5th positions. The Bixby Racing Machine was in supreme control of the standings, while Larry Christian and Jenn were not in fear of parting with 2nd place. Dave Ellis was looking over his shoulder at the other Dave, wondering who would out sail who. Frank Larimer was sweating out his 5th position because Dan Fontaine was making a serious charge at our lame-duck Chief Measurer. With

stealth, Allen and Chris Chauvenet were lurking in the shadows, rounding at the 7th spot, followed by Lon Ethington and Meg Gimmi in 8th and Stuart and Sarah Proctor in 9th. Your author sailed a distant but satisfied 10th place.

Many thanks to the organizers, the volunteers, our friends, and the wonderful community of Edenton for hosting the 2007 Windmill Championships. And warm regards to all of the great competitors who support the Windmill Class!

District 5 Championship Notice—Carol Alexander

The 2007 District 5 Championships will be held on August 25-26, 2007 in Indianapolis, IN. This regatta is once again supported by the Indianapolis Sailing Club (ISC) in conjunction with their Commodore's Cup Regatta.

This is very well-run regatta with multiple fleets (Windmills will have their own start) on an inland reservoir. ISC is a friendly sailing club with all the usual amenities, including an experienced race committee and friendly sailors. They are looking forward to hosting our group of Windmill sailors.

I hope you can join us for this regatta the weekend before the Labor Day! For more information about Indianapolis Sailing Club, including a map and directions, the Commodore's Cup Notice of Regatta, camping and lodging information, and more; please see:

<http://www.indianapolissailing.org>

Attachments include the NOR, Sailing Instructions and Dinner announcement.

Fees are:
\$10 to ISC as a non-member boat

\$10 to Windmill District 5
\$10 (adults) for Steak dinner at the club Saturday evening, (\$4 for children)

Please RSVP by Aug 22 for sailing to: Carol Alexander, District 5 Commodore sailormom@wowway.com or at 614.392.0094 (leave message)

Please RSVP by Aug 22 for dinner to: Kay White of ISC (identify yourself as a Windmill sailor/guest) 317.849.7588

Getting My Head Out of the Boat—Alan Taylor-District 8 Report

That's the best advice anyone ever gave me on the race course.

It means stop worrying about the details of cleating the sheet or adjusting the widgeit, and look around at the wind and the other boats.

Well my summer has been spent with my head literally in my boat. The restoration of this old woodie has taken a lot more time than anticipated. I stripped the boat, added flotation tanks (with help from Scott), repainted, and replaced most of the hardware. But *Heartbeat* is looking good, and she'll be ready for the "Totally Dinghy Regatta" at the Richmond Yacht Club in September.

We are currently at 4 active boats here on the Left Coast. At the "Go For The Gold" regatta in June we had a 3-way tie for first. That's what I call a close fleet (and thanks to Dave Neilsen for maintaining the loaner fleet).

Our summer will finish with a bang in September. Labor Day weekend Dave and Tony Mindling go to Arcata for the Redwood Regatta. This is an annual sojourn to the north country. Great camping, beautiful sailing area and all around fun regatta. Here's a shout out to anyone in Oregon or Washington to dust off your boat and come on down. I'm considering the Redwood Regatta as a warm

up for the next event Sept 22-23 when we take to San Francisco Bay for the "Totally Dinghy Regatta". Personally I'm hoping we can turn a few heads as we show folks what four Windmills can do in a 15-20+ breeze.

Congratulations to Dave for representing the West Coast sailors so well at the Nationals. I'm still deciding if I want to congratulate him on the new position of Class President, since his departure as District Commodore has left me sitting here at the keyboard instead of finishing my boat.

Off to the garage... *Heartbeat* #2951

Windmill Southern Northerns Regatta—Allen Chauvenet

Cliff Cooper came up with the idea of reviving Windmill sailing on Bantam Lake, Connecticut, once the site of an active fleet and a Windmill Nationals... so, deciding that CT was south of NH (site of the Windmill Northerns every fall), Cliff initiated the "Southern Northerns" and the first edition was held on May 19-20. Seven boats turned out to sail in very strong winds on Saturday and only slightly less on Sunday, with three races around triangular or modified

Olympic courses each day.

Larry Christian (this time with a new Windmill crew) demonstrated why he is one of the top sailors in the country, winning all the races. Several people led him and in one race Ken Dyett certainly seemed to have him beaten, but always Larry found the speed or the shift to emerge ahead across the finish line. Ken Dyett, also from Larry's NH fleet and a former National Champion, challenged often but consistently came up just a

little short, including one race on Sunday in which Ken fell out of the boat approaching the leeward mark! Allen Chauvenet stayed out of serious trouble and led both Ken and Larry at times but had to settle for a string of third place results for the first four races. Roy Sherman, having re-built #4500 ("Blue") after the DIYC Midwinters, teamed up with Sara Kearney; and as they sailed more races "Blue" moved steadily closer

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Introducing Our New Class Webmaster—Glenn McKibben

The WCA has been able to arm twist another member into taking on the very significant role of updating and managing our WCA internet sites. As many of you know who have visited the website, there is a certain amount of updating that could be done to inspire new sailors to join the Class.

Mr. Glenn McKibben, of Litchfield NH, is our newest webmaster to take over the helm. As he proceeds to make some changes to the site, he is also requesting that WCA members provide him with recent photos of local/regional regattas that could be used (space availability limiting them all) and to showcase some recent events and draw attention to the events that are upcoming.

Rather than loading up 25 pictures into an email, and sending his way, please email Glenn first, and figure out the best way to

have your pictures arrive on his screen. Sometimes a CD with all of them might work better.

I appreciate your time in reading this, and any assistance you can provide to Glenn as he works on our behalf. To contact Glenn, please reach him at:

glenn@storcon.mv.com.

dave neilsen,
president
WCA

Many thanks to Hank Cope, 2004–2006 WCA Webmaster, for all of his hard work, dedication, and altruism toward the Windmill Class Association

NO BREAKDOWNS or HOW TO PREP YOUR BOAT—Allen Chauvenet

After participating in quite a few Windmill regattas I have had the pleasure of losing races to all of the great sailors in the history of the class. I am therefore not really qualified to discuss boat speed. However, gear failures, capsizes and semi-sunken boats are always slow and may be expensive and/or unsafe. If the winds and seas are too strong, no one (not even Ethan or Larry) can safely sail a Windmill and you do not see them out in a tornado or hurricane. We do, however, test ourselves and our gear in some heavy weather and rough seas. The purpose of this article is to point out what I consider to be the keys to surviving, sailing and racing in moderate to heavy weather.

KEY #1: Your boat must be self-rescuing. This requires side floatation tanks that do not leak and cannot fill with water. If you have an older boat without floatation tanks, you need to add tanks (the Class has plans for this, just ask). Most boats do have

floatation tanks so your task is to make sure that water cannot enter and flood your tanks (remember, the Titanic had compartments to prevent any chance of sinking!).

KEY #2: Inspect your tanks; make sure there are no obvious cracks or holes—if found, these must be repaired, generally with fiberglass. The edges (where the tank meets the inside bottom and where the tank meets the rails/deck from the underside of the boat) are critical. If there are any cracks, holes, dents or even just because they are there, consider a layer of glass cloth or extra layers of top-quality varnish or paint for wooden boats. Once your tanks are essentially intact, you must consider EVERY hole in the tanks (such as those used for mounting fittings) as a potential source of leaks. I try to minimize the holes: for example, I mount my jib cleats on the rails, outside the

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The Southern Northern Regatta continued...

(Continued from page 5)

to the leaders until Roy beat Allen in the 5th race and then took second behind Ken in the final race. Cliff Cooper had some problems with equipment failures and a capsize and Glenn McKibben, whose own boat was not quite ready, borrowed Ken's extra boat...which capsized and "sank" on Saturday, just prior to the start of the first race and after the 5th race Sunday. This proved that airtanks filled with water is slow (see "No Breakdown" article). A special delight of the regatta was the appearance of Susan Gerr in an old (but sound and beautiful) Windmill. Sailing with wooden spars and very old sails, Susan and skipper Mark Kondracky managed to beat a newer glass boat in each of the final two races!

A wonderful time was had by all (in spite of the chilly weather), especially at the great dinner at the club Saturday evening. Cliff vows to keep this event going and we look for ten boats next year, including some new interest from the Bantam Lake YC.

(See race results on page 7)





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2007 Midwestern Regatta, Hoover Sailing Club—Race Results

Place	Skipper (Crew)	Sail #	Points
1)	Craig Tovell (Diana Stacey)	4200	17
2)	Chris Demler (Cam Demler)	5095	18
3)	Carol Alexander (Brooke Alexander)	3324	19
4)	Jim Ferguson (Evelyn Ferguson)	4614	20
5)	Allen Chauvenet (Tiffany Cooper)	5586	21
6)	Lon Ethington (Meg Gimmi)	3886	25
7)	Bernie Himmelsbach (Julie Himmelsbach)	5410	30
8)	Rick Beale (Jerry Rezab)	4000	42
9)	Randy Juras (Anna Jefferson)	1515	44
10)	Tim Bachman (Nate Bachman)	4499	49
11)	Hallie Bourne (Kendra McNabey)	4585	51
12)	Ed Yingling (Matt Yingling)	3998	55

Welcome to the Windmill Class

Owner	Sail	Home
John/Jen Biddle	2556	NC
Sean Howard	5568	Belize
Rodney Moore	3542	VA
Ken Noble	3049	MD
Joseph Osborne	1761	VA
Ellen Peppler	3958	FL
Greg Robbins	4028	NC
Daniel Shreeve	1399	ME
Brady Tillman	5566	LA
Matthew Wilson	5567	NY

Southern Northerns Regatta, Bantam Lake YC, Connecticut—Race Results

Sail #	Skipper/Crew	R-1	R-2	R-3	R-4	R-5	R-6	Pts
5319	Larry Christian/Peter Folansbee	1	1	1	1	1	(1)	3.75
5046	Ken Dyett/Mary Endley	2	2	2	2	2	(3)	10
5586	Allen Chauvenet/Henry Kavle	3	3	3	3	4	(4)	16
4500	Roy Sherman/Sara Kearney	5	5	4	(5)	3	2	19
3653	Cliff Cooper/Tiffany Cooper	4	4	(DNF)	4	5	6	23
1395	Mark Kondracky/Susan Gerr	(DNS)	DNS	DNS	7	6	5	34
5102	Glenn McKibben/Lou Caron	(DNS)	DNS	DNS	6	7	DNF	36

Hello,

Looking to buy a set of sails - looking for spars, too... I need an affordable "starter" set of practice sails to get me and my daughter on the water next spring. My boat needs blades, too, but I'm going to build that myself, unless someone is offering some at a very low price. I bought a Windmill hull that is complete, but was never rigged. It sat around for decades in less-than-complete condition, and then was completed by the third owner for occasional fishing. I'm the fourth owner and will be the first to actually step a mast on her.

Please contact me with conditions and prices, if you have items you'd like to sell.

Pat Smith
Troy, Michigan
<ispincircles2@hotmail.com>



Monica and Roy, #2348



Sharlet and Felix sailing in the Gold Country



Sharlet getting a "make-over" by Tony Mindling



Stuart and Sarah Proctor at Edenton during the Nationals

2007 WCA Annual Meeting Highlights — Scott Rovanpera

28 members attended the Windmill Class Association Annual meeting held on July 16 at the Edenton Yacht Harbor.

Elections were held immediately so that Bill Blanton could hand over the tiller before the nominating slate backed out! Nominations were M/S/C and the elected officers for 2007 are:

President—Dave Neilsen

1st Vice President—Ethan Bixby

2nd Vice President—Scott Rovanpera

Secretary/Treasurer—Allen Chauvenet

Class Measurer—Roy Sherman

Dave thanked Bill for many years of dedicated service and support.

Ethan Bixby led a spirited discussion on the proposed rules (removal of jib hanks, maximum forestay length, and new rudder design). See the included ballot measure.

Many members expressed their opinions regarding the new rudder shape:

Pros—More control in heavy weather, more control in big waves, less weather helm, high aspect design will create a neutral helm, more attractive look for the class.

Cons—Hard to sail off beach as a fixed rudder, may require the need for a kick-up design, more surface area than current rudder, some will miss the weather helm

A straw vote was taken regarding the fate of the rule change proposals and it received 26 yeas and 2 nays. Members will be mailed an official ballot before August 31 in order to properly vote.

Other topics discussed include the use of Dyform instead of 1x19 SS wire rope, switch to Vectran as the Jib luff wire, allowing jib luff tension adjustments during racing, allow 1:1 mainsheet purchase, selecting the Davis Island YC as the 2008 Midwinter venue.

Nationals championships for 2008 will go to New Hampshire and for 2009, a bid by Kansas City, MO.

Meeting was adjourned at 1930.

NO BREAKDOWNS—Allen Chauvenet continues...

(Continued from page 6)

tanks, so the bolts to secure them do not breach the tanks at all. Likewise, my traveller attachment is just aft of the end of my tanks.

For all other fittings (inspection ports...you should have 2-5 with mandatory ports on each side which allow you to reach the jib track and under the side-stay attachment points) such as blocks, jib track, shroud attachment points, traveller attachment points, etc...you must secure the waterproof integrity of the tank by filling/backing EACH hole with marine sealant (I use Sikaflex 5200). When appropriate (like ports) the sealant should include all areas where the fitting contacts the tanks and a small rim of extra sealant just outside the fitting. I test my boat by capsizing the hull (in both directions) in calm water and making sure the tanks are dry after righting. Ethan points out that you can put a small amount of soapy water in the tanks (they need drains!) and use reverse suction (not too much pressure) and look for bubbles (I may have this backwards; if you don't like my system of capsizing the hull, check with Ethan). After doing all these things, when you take your boat to the water for the first time in a season,

launch the hull and capsize the boat in relatively shallow water...enough to capsize but where you can stand, hold and study the boat. Look for any air bubbles. After trying the boat capsized in each direction, right the boat and make sure the tanks are dry.

KEY #3: Prevent fittings from pulling out of the hull/tanks. I "back" every fitting that carries significant stress forces attempting to pull it out...this includes jib tracks, shroud attachments, traveller attachments. In general I back these fittings with a small piece of marine plywood (varnished, holes drilled and then varnished again to get varnish into the holes) to spread loads over a larger area than the heads of a few bolts. Make sure there is a way to do the same to the forestay...although we sail with no forestay tension the jib halyard tension applies in the same area.

KEY #4: Do not allow your board or rudder (in the event of capsize) to separate from the boat. This is especially critical for the rudder and the rudder should (any way you like) be LOCKED into place so that it CANNOT come out even if your boat is upside down.

KEY #5: Do not allow your shrouds to break—inspect them very carefully

I may have this backwards; if you don't like my system of capsizing the hull, check with Ethan

each spring and if there is any indication at all of wear or breaks in the wire or any strand, replace the shroud. You cannot prevent damage if you capsize, turtle and stick the mast into the mud (you can pray, however). You DO need to secure the mast step...make sure the pressure is spread over a reasonable area and if the mast step cannot be fastened into place (obviously easier while boat is under construction) then with the boat totally dry, drill holes for mast step screws as deeply as possible. Then pour a small amount of "Git-Rot" into the holes (critical if wooden boat or wood under the step) and then set the screws into the strongest epoxy possible, before the epoxy dries and fully cures. Run the vang from the bottom of the mast rather than the step (it can carry a high load in heavy air and you do not want it pulling on the step). I also have my jib halyard exit the mast without ever touching the step, though Ethan says he has not had prob-

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Background on the Proposed By-Law Amendments—Dave Neilsen

On the list of things in life that excite us, generally a discussion of by-laws and association procedures makes us run for quilting circles, the paint store and the lawnmowers. Generally it is just not that exciting. This year the WCA Governing Board is proposing to the general membership multiple items for your review and consideration. Thankfully, many of you have been following these discussions, and contributing. A special thanks to Frank Larimer, who knows and has remembered every detail about Windmill construction and rigging requirements, and how to go about clarifying any concerns in our By-Laws.

Many of the items can be described as “clean up”, removing text and requirements that have been made obsolete by changes in the industry. Especially notable, we’re removing “formica” from our discussion of rudders and daggerboards, allowing once again our kitchen counters to sleep peacefully. Some of the changes are related to proposals aimed at safety and performance. Some are focused upon the specifications that builders need to construct the boats without guessing on the final dimensions, and finally, allowing for an additional rudder shape option.

A brief review of the more interesting ones might help give additional content for your consideration as you vote on these proposed amendments. All of the

WCA officers and District Commodores are also available should you want to discuss them in greater detail.

Following the successes of 2006 when the daggerboard received its overhaul after many years of discussion, there are multiple rudder amendments proposed. An optional shape, drawn to both fit the lines of the Windmill and capture modern blade construction, would allow competitors to select this deeper rudder instead of the current paddlefoot design. Both will be legal, both will be competitive, but Windmillers would have the option of a blade that is more functional in conditions featuring serious and deep chop, should they find themselves sailing in venues (open bays, large lakes) where this condition is likely. Initial testing in typical conditions, with basically flat water, did not show any advantages to the new shape. With the new shape, additional rule accommodations are being considered so that a number of mounting options can be used, including the kick-up and “cassette” style (the blade slides into a fixed rudder head, allowing for really easy exit/entry on to the beaches when launching).

Masts are expensive, and when they fall, this creates serious injury potential as well. The Windmill has been using a very long forestay, and some have noted this has created serious situations when the jib halyard fails, or the jib is doused,

in that the masts aren’t properly supported. You’ll see a maximum length and thickness for the forestay proposed to address this concern.

Removal of the jib hanks was linked to the forestay proposal. As the mast is now adequately protected by a functional forestay, by removing the requirement for the jib hanks, competitors will still be able to position their jibs with the whisker pole away from the mast, mainsail. Skippers of course retain the option of using the hanks as they wish.

Finally, the dimensions of the daggerboard are further addressed in these proposed amendments. It is difficult with “ambiguous” instructions covering over 40 years of building to have a very tight set of parameters that doesn’t punish current owners of older boats. Coupled with the need for many repairs and renovations, our daggerboard trunks are not all the same, and folks have had to build to “fit” in terms of thickness. The new rule indicates $\frac{3}{4}$ ” as the optional dimension, but allows for a thinner board with a minimum thickness of $\frac{5}{8}$ ” and allows for a thicker board with a maximum thickness of $\frac{15}{16}$ ”.

The Governing Board hopes that this brief background helps you read through the materials and gives you some context on why the proposed By-Law amendments are before you this year.

Or HOW to PREP YOUR BOAT continued...

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lems with the block attached to a securely installed step.

KEY #6: Make sure your hiking straps are well secured, in good condition and can be reached easily when needed. If your hiking straps are secured to the inside bottom of the boat you must do everything described for the mast step; you must inspect the straps themselves and any lines used to secure them to the hull. Some of the more spectacular capsizes I have witnessed have resulted from the skipper and/or crew “missing”

the straps when hiking out (usually immediately after a tack) or from the straps themselves breaking or pulling out of the hull when the crew was hiked out fully to flatten the boat.

Finally, **KEY #7:** Carefully inspect your tiller. I capsized once with an eight year old crew when the tiller broke off as we made a sharp turn around the weather mark. The stress point on the tiller is just forward of the rudder. If you have a forked tiller (as I do) then make sure the opening is rounded to shift the stress lines and/or that the part of the tiller just

forward of the rudder is made of extra-hard wood or wrapped in fibreglass.

All this takes time (not as much as you may think after reading this) but it is time well saved when you avoid a capsize, swamped air tanks or having fittings break or pull out of your hull. The most important item of all is to inspect your boat in total detail either at the end of the season (best) or prior to the start of the following season. When you are racing, on key objective is to KEEP SAILING!

Rudder Thoughts... Frank, Rick, Ethan, Allen, Dave, Ed

The proposal approved at the Nationals has these two areas that concern the rudder. Here are the primary points, and I have deleted the other non-related to save space.

X.9.F. The Rudder

X.9.F.1. The leading edge of the rudder above the apex shall be straight and it shall be parallel within 1/8" to the transom and not more than 1 1/2" from the transom. It must also project above the top of the transom. Fittings may not be recessed into the leading edge.

X.9.F.6.C The shape of the rudder above the Apex base point as defined in X.9.F.2 is open. The planform below the Apex base point must comply with Drawing "Planform V-7" and the following points: 11. If used in a kick-up system, while racing the blade must be fixed in a position laid out by these rules. I feel that the best situation with the class would be to let the current rule change roll forward, as we don't want to lose what we have accomplished. Then I would like Rick, Ed, and any other interested individuals to sort out what would be a good offset for the leading edge that would make it buildable and yet try to keep it as close to the 1.5" as possible. Then we amend the rule in one of the methods available. There is no compelling reason not to allow more offset, but we need to consolidate the changes we have, and then refine as needed for the kickup options that will arise. I think that minor tweaks can be timely. Please circulate your thoughts. - Ethan Bixby

This is great information - I wondered where the 1.5 inches came from! Fortunately, the loading of the new rudder, even as much as 3 inches back, should be less than that of the old rudder at 1.5 inches back. Also, we have a lot more choices and stronger options for rudder fittings now. Do you have any thoughts on specifying the rudder to transom distance as up to three inches or so for the new rudder configuration? Rick Fontana

FYI, the current 1.5" setback was adopted in 1977, prior to that the rule was "as close to the transom as possi-

ble". The discussion at that time included concerns about (more than a few) rudder blade and head failures. The beavertail rudder loads up readily, and if it's mounted further aft of the axis of rotation, it gets worse. - Frank Larimer

The major point you make for simple-math people like me is that the rudder is a brake, and applying brakes slows you down. I point the boat too high (no choice, I have tried pointing at the same angle as Mark Lathrop and what happens, no matter how I tune the sails etc is that I go at his angle but no faster than I was going so he just sails away from me)...which is why I set up with a VERY SLIGHT weather helm...but even here, it is critical that it be very slight; the more the boat is steered by changing balance...hiking out in puffs and to aid in bearing off, leaning in to point or to maintain angle of heel in lulls etc...the less one pulls on the tiller/rudder and the less one slows down. I have invented a number of ways to slow down but the most common and most subtle is to not have the sails and crew weight in balance so that I am "dragging" the rudder...sort of towing it through the water. I try to respond to this message and am so used to doing it that I will not plan to change my rudder because the "feel" of the existing rudder is so natural to me...we do about as well as an old man can do so I think we have MOSTLY figured out this balance. I do not think this issue will really change with whatever new rudder we select; you are certainly right that capsizing serves as a strong reminder about having the wrong helm balance!! Years ago I was T-boned at high speed in strong winds by someone who had responded to my "Starboard" with "hold your course" FOUR TIMES!! Final doom was that he allowed the boat to heel in an extra strong puff, hiked (but did not release mainsheet or jibsheets) and jerked the tiller all the way over...with the boat heeled far over and trying to round up in the puff, the net result was that it just proceeded straight ahead and slammed into the port rail of

my boat just aft of the jib cleats. The deeper rudder MIGHT have helped this person a little, but CORRECT SAILING TECHNIQUE would have been far more important. Maybe the new rudder will "teach" this sooner...but the key will continue to be the willingness of all of us to help/teach and share with every new sailor and those interested in the class. When Ethan comes over (as he did) at the Nationals and spends a good bit of time talking with Erik we are seeing this in its best and most important form (and kudos to Erik, look how far he and Lars have come in 2 years from never having been in a sailboat!!) Way too long, but mathematicians are not engineers...and as a History major in college I love telling tales!! - Allen Chauvenet

I agree that the way people treat other people is critical to the class and that is the most important thing. I think the people sailing Windmills are great! You said: "It seems to me, in this very uneducated world that I live in, that the "good" of drag (indicating needed corrections - improved learning) could be lost to the bad of "drag", as in all of the other thousand tiller movements going up and downwind, when the focus is upon competitors, finding the marks, losing flow when the big gust hits and you didn't ease or hike like a dog, adjusting your swimsuits, etc." Your description is a good one in many ways. I should clarify that what I mean by "strong helm feel" is that if you are not in perfect balance, the tiller pulls pretty hard to indicate that you are messing up. This does not mean that I sail with the tiller pulling. I think my terminology of "heavy" or "strong" helm feel is confusing, I just have not thought of a good term to differentiate this huge difference in meaning between the tiller tending to pull when things are not balance and the tiller actually pulling. If someone thinks of a good term to differentiate these, please let me know and I will use it!

I will try to define what I mean more clearly: I like to tune sail the Windmill

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More Rudder Thoughts...

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and most other boats so that the tiller is not pulling at all on any point of sail. You talk about the drag produced by the rudder. The actual drag produced by wiggling the (identical) rudder is the same whether it is set up for light helm or strong helm. The "strong helm" is sort of like having someone tugging on your tiller hand when you are messing up. A boat with light helm will not tug on your tiller hand as much when you are messing up. In both cases, when you mess up, the (identical) rudder is causing the same amount of drag. It is just not telling you as loudly that you are messing up when the rudder has light helm. Because the new rudder is a more hydrodynamic shape, I think that with the new rudder the drag from messing up is lower than with the old rudder, but is better still to not mess up at all. In this way, I think a rudder with a lot of trail is better for teaching people to sail. I sail so infrequently, Charleston Nationals was the last time I sailed and I think Bristol Nationals was probably the most recent time before that, that I benefit from having the that "strong" indication that I am messing up. The standard Windmill rudder has "strong helm". The old rudder has a lot of rake and we have all been sailing with what I call "strong helm" regardless of how the boat is tuned. Just so no one is confused, I will describe how I like to sail a "strong helmed" boat so that there is very little tiller force. In flat water conditions I try to tune and sail the boat so that the rudder is just trailing along behind. While some people sail upwind with weather helm, so the boat is always trying to head up into the wind a bit, I sail the boat upwind with what a lot of people call "dead fish helm" – if I let go of the tiller, the boat would go straight ahead, not head up into the wind. If the wind builds a bit and the boat heals, then, because I try not to pull on the rudder, the boat will head up a bit. If this happens I hike harder and readjust the sails to bring the boat back down without pulling on the rudder - Visa-versa for lulls. (It is

better still if I make the adjustments before the boat actually heals.) If I need to change course, I change the angle of heel and/or trim of the sails a bit so that I don't have to pull on the rudder. When the boat turns, the rudder moves, but that is because the boat is turning and therefore trying to move the rudder, not because I am trying to turn the boat by moving the rudder. I think that this "dead fish helm" is usually the fastest way to sail a boat that has a deep daggerboard and shallow rudder, which the Windmill does. The old Windmill rudder gives me a strong reminder when I start messing up the boat trim. I am afraid that with the new rudder I will not have a strong a reminder and Ethan will finish even further ahead of me! In a chop, which is where most people think the new rudder is a big improvement, it is not really possible to always keep the boat in perfect balance, and you have to steer with the rudder more. I am enthusiastic about the potential of the new rudder when things get really wild, but I may still need that strong reminder when I am messing up. Of course a wipeout and capsize is the strongest reminder of all, I prefer to avoid that strong a reminder! Rick Fontana

All good points. Although the presence or absence of a rudder drag on a particular point of sail may in fact create an environment that lends itself to folks leaving us, I would suggest that on the water behaviors rounding marks, the on-the-dock assistance, settling of nicks and bangs, and the welcoming of new members will probably be more important in the long run. If folks feel welcomed and appreciated, they'll hang around for the learning and skill development. It seems to me, in this very uneducated world that I live in, that the "good" of drag (indicating needed corrections - improved learning) could be lost to the bad of "drag", as in all of the other thousand tiller movements going up and downwind, when the focus is upon competitors, finding the marks, losing flow when the big gust hits and you didn't ease or

hike like a dog, adjusting your swimsuits, etc... dave neilsen

This clarification might help. There are times when you want to boat to travel through the water with minimum drag on the underwater surfaces (lift is not of particular value but drag is bad). Downwind is one point of sail where few believe that foil drag is advantageous. With the rudder attached to the boat the way it is, one cannot directly sense changes in drag. The only way to sense drag by touch is by sensing lift with the knowledge that any lift has some associated drag. So off the wind you are trying to trim the sails and boat so that foil drag is zero. A rudder with a center of lift further away from the pivot axis will provide a more easily detectable signal that one is dragging the rudder. Skilled sailors using modern low friction gudgeons will likely be fine with the center of lift near the pivot. The characteristic feel of rudder drag will still have the same character, but a smaller amplitude. Skilled sailors will get it. All sailors will get less of a signal that they are creating drag with the rudder off wind. New sailors will likely have more trouble figuring out that this is going on and what they need to do to correct it. The fact that there are two rudders may make helm a point of emphasis that improves skills faster. Sailing in last place from "imperceptible" rudder drag will not be fun... Anyway, on one dimension the new rudder will provide less information than the old rudder and math says it may be harder to sail well, perhaps resulting in more distance between skilled and unskilled sailors on the course. Is this extra distance good for the members of the class? If it is only temporary, and does not become an unspoken motivator for leaving, it could be good. So in short, the concern about less rudder feel is a concern about longer learning curves and reduced participation. We want the Windmill class to be a place where sailing skills grow and people are encouraged. Ed Fontana

Windmill Class Association



Windmill Class Association
1571 Quarrier Street
Charleston, WV 25311

Jouster Editor: Scott Rovanpera

WCA Webmaster: Glenn McKibben
<glenn@storcon.mv.com>

The Jouster

www.windmillclass.org

2007 National Officers & District Commodores

President—Dave Neilsen
4828 Fortna Road
Yuba City, CA 95993
Telephone—530.671.5604
gowindmill@succeed.net

1st Vice President—Ethan Bixby
4820 15th Avenue
St. Petersburg, FL 33713
Telephone—727.323.5142
ethan.bixby@northsails.com

2nd Vice President—Scott Rovanpera
449 La Casa Via
Walnut Creek, CA 94598
Telephone—925.939.4069
scott_rovanpera@pacbell.net

Secretary-Treasurer—Allen Chauvenet
1571 Quarrier Street
Charleston, WV 25311
Telephone—304.343.0565
achauvenet@gmail.com

Florida—Dan Fontaine
77 Woodside Drive
Lakeland, FL 33813
Telephone—863.648.0242
sfontaine@tampabay.rr.com

Southern—Rusty Field
105 Dogwood Lane
Johnson City, TN 37604
Telephone—423.928.0542
nfield@prodigy.net

Mid-Atlantic—Mark Lathrop
307 Highland Drive
Edgewater, MD 21037
Telephone—410.956.0457
Mark.T.Lathrop@noaa.gov

Midwestern—Carol Alexander
5677 Forest Grove Ave.
Westerville, OH 43081
Telephone—614.392.0094
sailormom@wowway.com

New England—Roger Demler
169 Maple Street
Sherborn, MA 01770
Telephone—508.653.2069
demler@msn.com

Western—Alan Taylor
265 Monterey Street
Brisbane, CA 94005
Telephone—415.404.6091
alan@lakelevel.com

Class Measurer—Roy Sherman
43 Highview Avenue
Huntington Station, NY 11746
Telephone—631.425.0853
roy.sherman@worldnet.att.net

Finland—Lauri Lipasti
llipasti@dlc.fi

Greece—George Karaiskos
karaiskos@kim.forthnet.gr