

Summer Issue

The Jouster



August, 2008

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WINDMILLS ON WINNIE, 2008

By Allen Chauvenet

Ethan Bixby (5271) sailing with Amy Drinker substituting for his usual crew/wife Trudy and sailing in light and shift winds on Lake Winnepesaukee, NH, looked vulnerable after his 8th place finish in the fourth race. He had re-started after jumping the gun. However, he closed with two bullets to complete a 5-3-1-(8)-1-1 series and held off Florida competitors Arthur Anosov/Danny Florianovich (5527) and John Jennings/Julia Valdez (3803) by 4 points. Arthur took second from John on tie-breaking when each had one win but Arthur had two seconds. In a fleet that included five prior Windmill National Champions, four-time champion Craig Tovell (4200), sailing with his son Collin, never had a bad race ((8)-2-8-5-6-2) and took 4th on tie-break over Larry Christian (5048) and Peter Follansbee (4-4-5-(OCS)-4-6) who "slumped" to 5th after three consecutive runner-up finishes.

The host Winnepesaukee Yacht Club made all Windmillers feel welcomed and provided excellent facilities. The PRO was Dave Ellis (see story elsewhere) who had placed 3-1-1-3 in the past four Nationals. Dave was forced to struggle with light and very shifty winds. In spite of starting earlier each day, there were 3 races on day 1, only 2 on day 2 and just 1 on the final day. Conditions like this certainly challenge the race committee and there was universal approval of the way Dave managed the races and was able to complete a series in which outstanding sailing was clearly and eventually rewarded. The class owes a debt to the WYC, Dave and to Larry Christian, Ken Deyett and the other fleet 66 members who worked so hard to make this event a success.

Monday July 14 saw the junior nationals contested for the first time since 2003. Ali Deyett, crewed by Larry Christian, was the winner. Larry let Ali do the sailing and make the tactical decisions during the races.

Special mention should be made of Lars Arnesen, crewed by Lon Ethington, who led (with 2-2 results) after the first two races only to wind up 5th overall after an OCS in the final race.

After the completion of the 6-boat junior event,

the race committee ran 3 practice races as well as a 4th practice partial race in what were to be the best winds of the week.

Tuesday saw an enthusiastic crowd of sailors on the starting line as the committee set WLWL courses for the first two races and an extra weather leg for the last race. Many sailors had great difficulty understanding where to find the breeze as intermittent puffs with skipper and crew on the deck were mixed with drifting conditions. Arthur Anosov found the wind first and took the early lead. No one could ever catch him as he sailed to a dominating victory. Jennings (the 1961 National Champion!), Rick Fontana/Carol Hubbard (4621; the 1996 and 2004 National Champion), and Christian followed ahead of Bixby.

The second race saw Jennings with an outstanding start (later advice from John was to "start first and stay there") and he jumped into clear air on port tack shortly after the start. With outstanding boat speed, John and Julie simply lengthened their lead throughout the race. The Tovells showed that they would be contenders in the regatta when then held off defending champion Bixby for second; Bixby was followed by Christian and Anosov as the eventual top five began to separate themselves from the fleet when Fontana dropped back to 11th.

The final race of the opening day included an extra weather leg and Ethan Bixby used a good start to his advantage to catch up with his title competitors, leading throughout the latter stages of the race. Anosov retained the regatta lead by one point when he took the runner-up spot while some new faces appeared in the top five with class President Dave Neilsen/Sarah Strohl (5150 sails; 4th in last year's Nationals) in third ahead of Nick Mercier/Hannah Nickerson (5041, tied for first in 2003 Nationals, losing to Fontana on tie-break) who were followed by Christian and, with his "bad" race, Jennings who failed to heed his own



advice and had a relatively poor start before recovering for his 6th which left him tied with Bixby, one point behind Anosov as the first day of racing came to a close.

The Wednesday start was scheduled for 10 AM but the committee had to postpone for lack of wind and it was not until noon that the fleet headed out to the race area. In the light and shifty winds (with occasional puff interspersed) there was a great premium on finding the wind. The race was again set on a WLWL course and on the second weather leg, Ed Fontana (who barely made the first race of the regatta after slicing his finger) and local crew Al Posnack found wind that eluded the rest and jumped into the lead, or at least into a battle with Nick Mercier who might have won except for learning that he was OCS (along with several others) at the start. Anosov took the regatta lead with his runner-up finish while Ed's brother Rick recorded another third place. When Jennings and Tovell rounded out the top five, Bixby found himself in overall third after his 8th place finish when Bill Blanton (4953) and daughter Chesa as well as Lon Ethington and Meg Gimmi (3886) finished ahead of Bixby.

Faced with his third place position and another race with intermittent puffs and flat spots, Bixby cranked it up in the second race of the day and worked out to a good lead which he held in spite of visiting a few flat spots himself. Former National co-champ Ken Deyett and daughter Ali (5046) offered the pursuit with their best race of the regatta and Mercier continued his good sailing with a third place. Christian rebounded from his OCS with a solid 4th, made possible by an excellent second weather leg and Jennings stayed in the hunt with a 5th. With Tovell and Ethington taking the next two places, it was Anosov's turn to have his only "bad" race with an 8th. Amazingly, not counting drops or tiebreakers but just total points for 5 races, this left Bixby, Anosov and Jennings tied, although they would now finish in that order should no more races be completed.

Note must be made of one of the most remarkable events: In these light wind conditions no less a sailor than Rick Fontana managed to capsize when one of the few strong puffs came from exactly the opposite direction of the wind he saw coming; with skipper and crew trapped on the wrong side of the boat, 4621 executed the only capsize of the regatta!



When the wind died at the end of the race, the race committee polled the sailors regarding another race. Initially the majority voted to sail, but as the wind died the sentiment shifted and a cheer went up when racing was cancelled for the day. Some wind did appear on the way in but it was not clear that it would have reached the race area. The completion of five races meant that there would be a drop race.

A 9AM start was set for the final day, with rules forbidding any start after noon. Again there was minimal wind and the race committee was forced to delay before sending the fleet off on another WLWL course (the final leg was changed in direction due to a wind shift). In these conditions, Blanton found a slant of wind that eluded the others and led at the first mark but Bixby was close behind and ahead of his regatta competition.

Eventually Bixby worked by into the lead and Craig Tovell found some breeze to move into second. John Jennings (according to Blanton) simply sailed right through Blanton to take over third, but could not improve upon his position so Bixby won both the race and the regatta. Blanton held fourth but Anosov moved past Christian to take 5th, the precise position he needed to tie Jennings and take regatta second on tie-break. This left Florida sailors in the top 3 positions, recalling the early days of the class and being the first time this happened in many years.

Overall there was much good and entertaining sailing; no one was in the top 5 in all races and no less than eleven sailors (not counting OCS, DNS or DNF in this) had a difference of 15 or more places between their best and worst finishes!! While we did not approach Larry's call for 50 boats, we did have the largest fleet of the millennium...one has to go back to Rock Hall in 1999 (34 boats) to find a larger turnout at the Nationals. This, along with new activity in Florida, Maryland, New Jersey and New York as well as a group of new members in Washington, bodes well for the future of the class. Make your plans now for the 2009 Nationals...the class will help you make it happen!!

David Adams was Larry Christian's very skilled crew during his earlier Windmill racing days. Nobody knew, not even David, that he had always had very rare immune deficiency disorder. After a brave fight from several illnesses including cancer, he was not able to recover and died on September 27, 2006. The David Adams Memorial Sailing Center on Lake Winnepesaukee is named in his memory. This is a 501 © (3) tax exempt corporation. Adams Memorial Fund c/o Lake Winnepesaukee Sailing Association, PO (Box 7047, Gilford, NH 03247

FROM THE POOP DECK

Class President Dave Neilsen

Greetings to All,

I hope that the summer has provided you all with at least enough breeze and spare time to stretch your legs and imaginations, to find time to sail, laugh, and put this whole crazy ride into perspective.... I know my time on the Windmill is some of my most favorite ticks of the clock. I usually know what is happening, where we're going, and how it was that I got there. The rest of my life lacks some of those predictable variables, so the Windmill moments become more precious...

Contained within, you'll find top shelf sailing journalism, from our resident expert and recently elected Jousting Editor Dave Ellis and the many fine contributions of our district commodores and interested members. Thanks to you all. As you have already noticed from the headlines, the Nationals is featured in this edition. It is our largest convening of the year, brings teams and families from all over the nation, and lets a region of the nation witness just how much fun dinghy sailing can be when you put the right people in them, and around them.

I continued to be impressed with the Windmill Class Membership, as each year our "racers" are dominated by family teams. Father/Sons - Daughters, Husbands / Wives, Brothers/Sisters, multiple generations often times. This year in New Hampshire was like a "Family Values" poster that would have made the most ardent Republican strategist jealous, as our fleet was a wonderful cross of on "Golden Pond" and "The Simpsons". We had FAMILY! And if you weren't, by the end of the regatta you felt like you were. Special thanks Larry Christian and all of the District members (Ken, Jack and Glenn) for helping organize, and to Roy Sherman, who, in his own lovely cross between Long Island "what, you want a piece of me" and his Jimmy Buffet alter ego, made sure that all had drinks, and parts/tools and a boat that was ready to sail.

The challenging conditions of Lake Winnepesaukee had me checking into a mental health clinic each night, as the subtle nature of the winds, shifts, bursts, puffs, and calm caused me to look on

the home shopping channel for the "Home Lobotomy Kit" after two days on the water... My hat is off to all skippers and crew who successfully dealt with these offerings; nice sailing! We had some really great races by individual skippers who knew where to be to take advantage of changes rather than be victimized by them.

And yes, the annual meeting did happen! We had a packed house, and the sunburned and tired brows caused me to consider streamlining the meeting process to ensure that all could get home, shower, sleep and be ready for the next day. "Bob's Rules of Order" were used, and we flew through the meeting. In retrospect I do realize that some of the original "Constitutional" requirements of the WCA may need revision within the 21st Century. This much I promise to tackle in the next few months, to go through the Constitution and see if we can do some pruning or revising so that our management of the Class and the Boat is consistent with today's landscape. I would welcome any and all comments you would have on our WCA Constitution, which can be found on our Website.

In closing, I guess there is no beginning or end to our Windmill Years, we just rotate through seasons, in one constant ongoing sailing national calendar. We're all experiencing summer now, and preparing for the next season. Join us if you can at the next regional championship, or big event. For the Fun of it! May you all find joy in what you're doing, laughter with those that join you, and peace at the end of the day. Hope to see you on the docks soon.



THE VIEW FROM THE RACE COMMITTEE

THE RACE COMMITTEE'S NATIONALS

Dave Ellis

For the past few years I have become increasingly involved with helping run regattas for several classes. With the competitive juices waning, it is a way to contribute to the sport of sailing while staying above the fray of boat to boat combat.

Writing and double-checking Sailing Instructions is one of the most important parts of an event. The Principal Race Officer is bound by the SI's, the Notice of Race and in our case, the Windmill Class rules on Nationals. We wanted to have races with no fewer than four legs. If there was enough wind we wanted some reaches. We wanted to have good starts and good upwind and downwind legs.

Enter the lake. Imagine trying to set up a race course with the wind varying in direction from 300- to 195-degrees and in speed from one to eight mph. It would have been easier if the puffs were always from one direction. But no, they could be from anywhere.

What we ended up doing is finding an average, or rather a mean direction. I would ignore the very extreme changes. I think they were only on the surface of the lake.

The start line was a big guess. Several times it was set perfectly, with good help from the local RC volunteers. At two minutes before the start the pin end would be favored. Almost everybody would crowd down there. But I had the advantage of knowing that at the windward mark the wind had gone the other way. So boats starting back toward the RC boat who tacked to port right after the start would get the next shift and be gone. So we would let that start go.

Another time the line was a bit too short. That was my fault, so I put up the AP flag and started the race over after having the pin placed another several boat lengths farther away.

Changing the course was interesting. We only had one set of Red and Green direction change and one plus and minus board. So it could either be at the weather mark to change the leeward or on the RC boat to change the windward mark. We ran through some gas on the support boat delivering it a few times.

Sometimes, notably in the last race, it was impossible to change the course early because some boats were lapping others. Finally we were able to change the course to the finish at the last windward mark, having a few seconds between the last boat around on the previous leg and the leader rounding for the finish. Whew.

I found that serving as PRO was at least as exhausting as racing in a blow. Our team really wanted to give the sailors a good regatta. With 66 people's opinions to consider,

we just did the best we could. A special thanks to Pete Crosby, Al Posnack, Marcey Sherman and Ed Philpot for their help.

Next JOUSTER I'd like to spend some ink on leeward mark roundings. There were some sailors who obviously do not understand the rights and obligations involved. In very light air this merely causes bruised feelings or undeserved passes. In a blow it could be dangerous.

I'd also invite the Windmill Class sailors to advise a few peers that rocking the Windmill back and forth in very light air is CHEATING. When one boat looks like it is on a rocking chair and squirts many boat lengths ahead of a crowd at the starting line, you just have to tell them to stop! Or do you want the RC to do it? I certainly will, if you want.

2009 NATIONALS

The 2009 Nationals will be at Rock Hall, Maryland.

This is a known venue with excellent RC and facilities. Start making plans to attend.

Dates to be determined

Roy Sherman and Carol Fairfield sail a classic woodie to windward at the 2008 Nationals

Photo by
Marcey Sherman



DUTCH TREAT 2008

Concord YC in Tennessee has staged the Dutch Treat for decades. Originally it was for Windmills and Flying Dutchman. Get it? Later Thistles were added during some years.

This was the venue for the 1985 Windmill Nationals that featured the infamous storm that leveled the fleet.

This year a fleet of seven FD's raced. Also there was an open Portsmouth fleet with Bill Dodge sailing the lone Windmill. Not unexpectedly, the old light air fox, sailing with his daughter, aced the open fleet. Windmill Sailor Dave Ellis served as crew on the winning FD.

DAVE ELLIS ELECTED HONORARY MEMBER

The Windmill Constitution allows the approval of honorary members of the class. The first such, of course, was the designer **Clark Mills**. **Ted Tolson**, the man who organized the St. Petersburg Yacht Club racing organization decades ago, was named for composing the Windmill Class Association By-Laws. **Winton P McMillen** was the class sparkplug in the 1950's - 1960's. **Russell Chauvenet** took up that mantle through the 1980's.

At the 2008 Annual Meeting Dan Fontaine and Allen Chauvenet nominated and the class approved Honorary Membership to **David B. Ellis**.

Dave Ellis has a longer association with the Windmill Class than anyone other than our other living honorary member, Winton McMillen.

As a young boy, Dave was exposed to Windmills when he crewed for Walter Most in Windmill #17 (a boat later sailed by David Posey) and they won the first ever Windmill National Championship in 1957 and again in 1959. He also crewed on Windmill #1.

Later Dave crewed for Dennis Snell in the 1960 Internationals where a last-race win propelled them to 3rd overall...a race highlighted by Dave's exit from the boat when a hiking strap broke and his outstanding swimming (urged by his skipper!) to rejoin the boat and maintain the lead! Dave continued sailing in Windmills through his high school years and for a year after graduation. He then moved to up the East Coast, then to California where after a few years he built a Moth and an A-Cat. Marriage led him back to Georgia and through his Florida connections, back to Windmills. Dave crewed with Betty Snell and skippered 645 (from the Snell Family Windmill Fleet) to 16th of 41 in the 1977 Nationals at Pensacola. This result with an old heavy boat re-kindled his interest in Windmills and Dave purchased Moorman Windmill 4040 from Ron Butler.

Traveling to Kerr Lake in North Carolina, Dave and his wife Susie won the 32-boat NC Governor's Cup regatta with a 2-6-1 record, overcoming Jim and Patsy Farley in the final race.

In March of 1979 Dave won the Windmill Midwinters in a 19-boat fleet on Lake Parker in Lakeland, FL. In spite of winning 3 of the 6 races, Dave had to overcome a challenge from John Adams on the last leg of the last race before securing the victory.

This was followed by a 3rd place in the 46-boat Nationals, behind only sailmaker Bob Rowland and the redoubtable John Adams.

Toward the end of the 1979 season, Dave won the Southern District Championship at the Birmingham Sailing Club in Alabama. Again victorious over John Adams, Dave won two of the 5 races.

In 1979 Dave was elected President of the Windmill Class.

Sailing with his wife Susie, Dave won the 1980 Windmill

Southerns. He was to repeat this feat in 1985 when he recruited then-young Patrick Dodge as crew.

In the summer of 1980, Dave and Susie journeyed to Saratoga Lake, New York where they won the last Windmill Internationals, an event that drew two top Windmillers from Finland. While the Finns took 2nd and 5th and future Windmill National Champion Craig Tovell captured third ahead of 1967 National Champion Paul Gernhardt in 4th, Dave and Susie won 3 of the 5 races. Dave was also re-elected President of the Windmill Class: This event is the only time that a current Windmill Class President won the Nationals or Internationals!

In April of 1981 Dave skippered the Windmill to 3rd of 21 boats in the Centerboard Division of Yachting's "One of a Kind" on Lake Pontchartrain, an event in which every class sent their best sailor or recruited an outstanding sailor to represent their class.

In 1981 Dave agreed to serve as Newsletter Editor (2nd VP) for a year, bridging the time between Dave Hutton and Allen Chauvenet.

In June of 1985 Dave acquired #4922 (the original McLaughlin boat, sailed to 3rd by Matt Gregory in the 1982 Nationals) and with his son Brandon again won 3 of 6 races at the Concord YC in Knoxville, TN. Dave discarded a 7th and won the Nationals by 11 ¾ points over two-time defending Champion Tovell who was followed by Rick Fontana (later to win two Nationals) and Alex Krumdieck (also later a Nationals winner). This Nationals is known for the storm that leveled the fleet; only Dan Lewis (sails up) and David Bailey (sails down) made it back to the club without a capsized.

Dave followed this National Championship with the 1986 Midwinter title, recording 4-1-1 finishes in a 14 boat fleet at Gulfport YC overcoming the weather (only one day of racing) and a recall at the start of the first race, and Alex Krumdieck as well as Mark and Emmie Swanson, again to later win the Nationals.

After "retiring" from Windmill sailing, Dave continued sailing a variety of small boats and became an active promoter of sailing in Florida, teaching sailing, serving as Sailing Master of St. Petersburg Yacht Club, writing sailing columns for the St. Pete Times as well as articles in numerous southern and southeastern sailing magazines.

When Christina Chauvenet "hassled" him back into Windmills, Dave re-did one of the Snell family Moorman Windmills and, sailing with his totally inexperienced nephew as crew, placed 3rd in the 30 boat Nationals in Charleston, SC.

Subsequently, re-rigging the other Snell Moorman boat, Dave won both the 2005 and 2006 Nationals before "falling off" to 3rd in the 2007 Nationals.

As the Windmill Champion, Dave has represented the class twice in the US Sailing "Championship of Champions" and placed 7th of 20 one-design champions in the 2006 event sailed in

Y-Flyers. Dave has also represented the class in two One of a Kind regattas.

The Windmill Class has been fortunate over the years to have many tireless promoters and many great sailors; none, however, have combined the multiple National Championships, endless promotion of Windmills, service as both President and newsletter editor and promoter of small boat sailing in general over the time span that Dave Ellis, still one of the best sailors in the class, has on his resume. He remains the only person to have won the National Title while serving as class president (a challenge for Dave Neilsen!). He is the only Windmill sailor whose name is engraved on the National, Southern, Midwinters (also true of Ethan Bixby and Terry Wood), Midwestern, and the International trophy. He is secure in this distinction since the International Trophy is no longer up for competition and sits in Allen Chauvenet's attic!

While it should be mentioned that Paul Gernhardt and Pat Hamilton were both Presidents and National Champions and Don Malpas was both President and Secretary-Treasurer (holding the latter position longer than anyone else to date) and the late Ed Laviano was National Champion and class representative in the One of a Kind regatta while Ray Drew was President and sailed to an incredible win in the Heavy Weather One of a Kind, Dave is the only sailor in the history of the class to be the National Champion both as skipper and crew, President, 2nd VP, represent the class in the One of a Kind regatta and the Championship of Champions.

Not only has Dave been an outstanding sailing competitor, he has been a tireless promoter of small boat sailing and especially Windmill sailing. Within the past year he has rebuilt 5 older glass boats which are now sailing in the growing Tampa area Windmill group.

Finally, Dave agreed to serve as both the PRO of the 2008 Nationals and as the new 2nd Vice President (Jouster Editor) of the class—another position in which he has previously served the class.

Dave is always available to help any sailor at any level; before the 2005 Nationals he led a group discussion on how to sail the boat...then promptly showed that he knew what he was talking about by winning the regatta!

OLYMPIAN WINDMILLER

The Star class USA Team representative in China is John Dane. He also happens to have won the Windmill Internationals held in New Orleans in 1970.

HEY, ISN'T THE FAVORED END ALSO THE FAVORED TACK?

Ed Fontana

Nationals is always a great time to rekindle friendships. I appreciate on the water interactions and particularly looked forward to the moderate sailing conditions at Lake Winnepesaukee. As we said our farewells on Thursday to many folks that I consider very good sailors, it seemed like the first time we had spoken all week! Consistently good starts had largely limited our interaction to folks like Nick and Arthur as we gradually sailed our way back to mostly mid fleet finishes. We did have the opportunity to, time and again, help Arthur teach his son that preparation, perseverance and superior skill can overcome a competitor tacking directly in front of and forcing one off the favored tack. Less these saving good deeds, on the course social interaction seemed different. Out of frustration over this social injustice, I write this exposition on the techniques Al and I used to accomplish a top 5 start, or better, in every race at this year's Nationals.

This audience knows that on most courses, if one gets in phase quickly and stays in phase without getting pushed to a layline too early the race will likely turn out Ok – especially if one can do all this in clear air.

What this audience may not know is that if the committee sets the line so that the favored end shifts from port to starboard as the wind oscillates, whenever the port end is favored, port tack is also the "in phase" tack. Whenever the starboard end is favored, starboard tack is also the "in phase" tack. So, if in phase in clear air is your priority, starting on the **favored third** of the line with room to tack and cross is more important than competing for the that highly contested most favored end spot.

In some of the races we would use up space to leeward before the horn so we could tack and cross on port at the horn. This is counter intuitive to most of what is taught about starting on crowded starting lines. Oh, and we had a technique to make sure we never started in a crowd.

In up and down conditions where the wind velocity is changing over the course during the 5 minute starting sequence, the fleet is almost always either early



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or late at the favored end of the line – usually in a big clump. This has to do with how folks process information. Even though few explicitly use the sail first away and then back toward the line for equal amounts of time method, mentally, folks process boat speed as if it will be constant for the entire starting sequence. By watching the wind on the water and the fleet position with respect to the favored end, it is pretty straight forward to figure out if the fleet is going to be early or late.

If the fleet is going to be late, lead them in making them later while keeping boats off your lee bow. If the fleet is early, trail in making sure you can tack if port tack is in phase, or making sure you can drive off for clear air if starboard tack is still in phase.

Most folks of driving age know what a stale green light is. Well in the same way a traffic light can get stale, the favored tack (end) at the start can get stale. Since this starting method usually puts the boat in the middle third of the line, one can shade the start line position and boat spacing to account for a stale favored tack (end).

Other stuff that we did, but do not attribute any particular success to, is: 1) Determine the favored end by sailing across the line close hauled on both tacks. This gives you a sense of where the line is by looking at the mark and the boat and their backgrounds in context. It also can give a sense of how stale a favored tack is, and 2) Use the second hand on an analog watch to time the start (taught by Bill Dodge). If the horn will sound when the second hand hits the 12, starting is just getting the bow of the boat to hit the line at the same time as the second hand hits the 12. Since it is really easy to lose track of minutes with this method, skipper and crew have to talk about that – and in the process get a shared sense of how stale the favored tack is.

In summary, decide if the fleet is going to be early or late. Avoid the clump. Start in clear air on the favored tack *toward*, not necessarily *at*, the favored end.

QUICK TIPS

If you want to go to the right side of the course, start toward the right side of the starting line. If you want to go to the left side of the course, start toward the left side of the starting line.

The ability to go the correct way will be far more valuable than a few feet gained at a “favored

Ed Fontana and Alan Posnack
Nationals photos by Marcey Sherman

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Tie-down points are soft webbing loops.

Chemically Stripped polyester thread which deteriorates in UV and needs to be restitched every 2 to 3 years.



A MIDWESTERNS ODYSSEY

Kevin Kunz

Dorothy and I went to Columbus for the Windmill Midwesterns. The folks there were extremely helpful lining up a 'Mill for us to use (thank you Jacqueline LaMuth!). We didn't sail well (gee, what a surprise—it's been 5 years since we raced together!), but we had a fantastic time, beat a few boats, lost to a few boats, and didn't go swimming (which was the only reason we beat a few boats). But most importantly we renewed friendships we had allowed to languish. The Columbus crew really knows how to make people feel at home, and work hard to show their Midwestern hospitality, something that just comes natural to them.

We've been coming to this regatta for years, and for years Graham Alexander has run the race committee. But he's consistently offered to let me crew for him in the club racing afterwards in his 505. Unfortunately, we've always had to leave right after the regatta. When we lived in Chicago, it was to get back before dark; now in Houston, it was always to catch the next flight. Well, wanting to "live the dream", I was hoping he'd ask again and set our flight for the next day. True to form, Graham extended the offer, which I gratefully accepted.

Ever since I was 16 I wanted to sail a high performance sailboat, one where you couldn't see the bottom of the boat due to the number of lines running across it, and definitely one with a trapeze. Sure, I sailed a Hobie 16 on a trap when I was younger and found my way wrapped around the forestay once when the windward hull hit the water, but I never considered that a truly high performance boat. My brother lives in Seattle and we had lined up an I-14 once when I was scheduled to go out there, but that trip fell through. So now here I am looking at 50 and wondering if that would ever happen. I've even had dreams of doing it.

Now, I've never seen the 505 up close. I knew it had a trap and chute, and I knew that even the stays run, but I had no idea that there would be so many strings on the thing. Graham went home to get the sails, I took the cover off, and was immediately overwhelmed. I truly don't know how you guys keep all those things straight! Then I got to put on the harness, and immediately became a soprano! That's when Graham was satisfied that it was on right.

Well, we got the boat in the water about half-way through the second race of the afternoon, so I figured we weren't racing. Instead, we close-reached up the lake, and broad-reached back with the chute, the whole time me hanging on the wire. What a trip! Dorothy got a few fuzzy shots of us, but it was a blast. We did this for about 3 hours in really good wind. Each time I pushed out on the wire, the boat accelerated and lifted out of the water, making us go faster. Now, I've owned an E-Scow and I thought that was a fast boat, but this was truly incredible. After I got over the initial hurdle of settling into the harness and letting it bear my weight, and stopped playing the jib, I got a real sense of the boats performance. It was hard, but I tried to get my



Charlie Davidson starboard tacks Ed Fontana

Photo by Marcey Sherman on the RC boat

head out of the boat at least a little. So many things to think about and focus on. I have no doubt racing this boat would be an incredible experience after, oh, I don't know, a couple hundred hours of sailing it!

Then it was time to tack and launch the chute. Now, the chute on this thing is twice the size of the other two sails combined. Thankfully, we never jibed it, but what a trip! I really never felt like we were under control, just hanging on to this bucking bronco of a boat, trying to aim it where we wanted it to go, and trying to keep it from hurtling over. Indeed, there was one point where the mast was parallel to the water, and it was pulling me over (I was hooked to it after all), standing on the side of the boat, wondering if I should "crash and burn" into the main or pray. I chose prayer, and have no idea how Graham managed to get the boat back upright and moving again, but he did. Amazing.

Eventually, I found I wasn't 16 any more and ran out of gas. We got back to the dock, and while Graham de-rigged the sails, I got the dolly. That's when I noticed all the blood running down my legs. Never realized I had been injured in all the falls and crashes across the boat to get on the wire. This is not to detract from the experience; indeed, it shows how exciting it was. Surely a little flesh wound should not even enter into the consciousness of such an experience!

But that brings me back to the **Windmill**. For those of us not 16 any more, the 'Mill clearly offers a high-performance ride with simplicity of rigging and a whole lot less required athleticism. I've sailed lots of different boats: Rebels, Flying Scots, Interlakes, M, MC, C, and E Scows, Sunfish, Lasers, Butterflies, Snipes, JYs, Flying Juniors, NOD's, Finns, Fireballs, Hobies & other cats, Solings, and larger keelboats. Now I can add the 505 to the list. All good classes. For performance, the Windmill gives as much as any of the others and more than at a level of simplicity that continues to amaze after 55 years of sailing.

So, we got all put away, and Dorothy and I slept like babies that night. What a great trip! And now I can cross one more thing off my "bucket list". Thanks, Graham, for a great experience. I may never do it again, but I'm glad I got the opportunity and had the guts to do it once.

WESTERN DISTRICT REPORT

My attempt to attract boats from Washington and Oregon by calling the Scotts Flat regatta the West Coast Championship was thwarted by gas prices. Then two of our members had work commitments at the last minute. So Scott and I slugged it out in the Open Centerboard fleet. I sailed single hand for all but the last race. In gusty 8-15 mph breeze that can be a lot of work. Sure glad I have the pole launcher. Scott and I had some good racing, mostly pretending the other boats weren't around. Overall I finished 2nd and Scott was 4th out of 12 in the Open Class. Folks are starting to notice the Windmill.

In mid-July Tony Mindling, Scott Rovanpera and I went to Eagle Lake in the Northern Sierra Nevada's. It was worth the drive just to be in this beautiful location. We sailed Saturday's first race in challenging winds – gusts up to 4 mph! As we waited for the last boat of the Hobie 16 fleet to bob across the finish line we decided to call it a day. After dinner a nice 5-10 mph breeze filled in, so we went sailing and spent some quality tuning time. For me that was one of the summer's highlights – two Windmills sailing together at sunset on a beautiful high mountain lake – it doesn't get much better than that.

We have a new fleet member, Armand Peterson, who is restoring an Advance Fiberglass boat. We look forward to seeing him on the water soon. Our next event is the Totally Dingy Regatta, Sept. 20-21. After all the lake sailing I am looking forward to getting out in the wind and waves of San Francisco Bay.

I welcome contact from other West Coast boats. I'd like to know that others are out there sailing Windmills. Who knows, maybe we can get together somehow. There's a great lake in Oregon that has a regatta in early July every year. That would be a good half-way point for the folks in Washington and the No. California boats. If someone wants to come to San Francisco area I'll be happy to go sailing with you, or we may be able to find an extra boat somewhere.

Of course Dave Neilsen sailed a respectable series as the West Coast representative at the Nationals in New Hampshire. And the UTube video on the Windmill Class Website proves that he's a darn good Master of Ceremonies as well.

Alan Taylor

Western District Commodore



District 3 champ Christina Chauvenet sails upwind to a second place in a race at Rock Hall. A Headless Dad Allen crews.

Photo by Al Schonborn

Web Site:

<http://www.windmillclass.org/>

The Windmill Class Web-site is getting a lot of traffic. If you haven't been there yet, do yourself the favor of exploring the site. There you will find regatta results, lots of photos, rigging and go-fast tips, past issues of the Joustier, and lots more. There's a message board and a For Sale section. In fact, Windmill #821 recently sold in just 13 days!

Be sure to sign up on the roster so that we all can stay in touch.

This is the class website – it is interactive – come participate – it is a good as we make it.

Alan Taylor

WCA Webmaster

E-Jouster

The class has decided to go *paperless* as much as possible. Those who would like to receive *The Joustier* as an attachment to an email will now have that option. This will save the class postage and printing costs, ultimately keeping the cost of membership down.

You can find examples of the PDF files on the class website.

NOTE TO MEMBERS

E-jouster

If you would like to OPT-IN to receiving the *e-Jouster* next time, please go to the class web site to sign up or send your NAME and E-MAIL address to alan@lakelevel.com.

2008 NATIONALS RESULTS

Sail number	Skipper/Crew	Total	1	2	3	4	5	6
1 5271/	Ethan Bixby/Amy Drinker	11	5 ⁽⁵⁾	3 ⁽⁸⁾	1 ⁽⁹⁾	(8) ⁽¹⁷⁾	1 ⁽¹⁸⁾	1 ⁽¹⁹⁾
2 5527/	Arthur Anosov/Danny Florianovich	15	1 ⁽¹⁾	5 ⁽⁶⁾	2 ⁽⁸⁾	2 ⁽¹⁰⁾	(8) ⁽¹⁸⁾	5 ⁽²³⁾
3 3803/Aeolus	John Jennings/Julia Valdez	15	2 ⁽²⁾	1 ⁽³⁾	(6) ⁽⁹⁾	4 ⁽¹³⁾	5 ⁽¹⁸⁾	3 ⁽²¹⁾
4 4200/C-Monkeys	Craig Tovell/Collin Tovell	23	(8) ⁽⁸⁾	2 ⁽¹⁰⁾	8 ⁽¹⁸⁾	5 ⁽²³⁾	6 ⁽²⁹⁾	2 ⁽³¹⁾
5 5048/Toad	Larry Christian/Peter Follansbee	23	4 ⁽⁴⁾	4 ⁽⁸⁾	5 ⁽¹³⁾	(OCS) ⁽⁴⁷⁾	4 ⁽⁵¹⁾	6 ⁽⁵⁷⁾
6 4621/	Rick Fontana/Carol Hubbard	35	3 ⁽³⁾	11 ⁽¹⁴⁾	9 ⁽²³⁾	3 ⁽²⁶⁾	(27) ⁽⁵³⁾	9 ⁽⁶²⁾
7 5046/	Ken Deyett/Ali Deyett	40	11 ⁽¹¹⁾	6 ⁽¹⁷⁾	(17) ⁽³⁴⁾	10 ⁽⁴⁴⁾	2 ⁽⁴⁶⁾	11 ⁽⁵⁷⁾
8 3886/Prize Pig	Lon Ethington/Meg Gimmi	42	(12) ⁽¹²⁾	8 ⁽²⁰⁾	12 ⁽³²⁾	7 ⁽³⁹⁾	7 ⁽⁴⁶⁾	8 ⁽⁵⁴⁾
9 4953/Pop Rivet	Bill Blanton/Chesa Blanton-Harris	44	9 ⁽⁹⁾	(21) ⁽³⁰⁾	13 ⁽⁴³⁾	6 ⁽⁴⁹⁾	12 ⁽⁶¹⁾	4 ⁽⁶⁵⁾
10 5273/Saratoga Boat	Ed Fontana/Alan Posnack	48	10 ⁽¹⁰⁾	(19) ⁽²⁹⁾	15 ⁽⁴⁴⁾	1 ⁽⁴⁵⁾	10 ⁽⁵⁵⁾	12 ⁽⁶⁷⁾
11 5041/	Nick Mercier/Hannah Nickerson	53	6 ⁽⁶⁾	7 ⁽¹³⁾	4 ⁽¹⁷⁾	OCS ⁽⁵¹⁾	3 ⁽⁵⁴⁾	(DNS) ⁽⁸⁸⁾
12 5150/Sea Alice	Dave Neilsen/Sarah Strohl	58	13 ⁽¹³⁾	10 ⁽²³⁾	3 ⁽²⁶⁾	(OCS) ⁽⁶⁰⁾	19 ⁽⁷⁹⁾	13 ⁽⁹²⁾
13 5047/Depends	Roger Demler/Brendan Demler	64	19 ⁽¹⁹⁾	15 ⁽³⁴⁾	11 ⁽⁴⁵⁾	12 ⁽⁵⁷⁾	(29) ⁽⁸⁶⁾	7 ⁽⁹³⁾
14 5045/Crash Boat	Chris Demler/Cam Demler	64	17 ⁽¹⁷⁾	17 ⁽³⁴⁾	10 ⁽⁴⁴⁾	11 ⁽⁵⁵⁾	9 ⁽⁶⁴⁾	(19) ⁽⁸³⁾
15 5042/Huffelpuff	M. Shaughnessy/C.Shaughnessy	70	14 ⁽¹⁴⁾	12 ⁽²⁶⁾	20 ⁽⁴⁶⁾	(OCS) ⁽⁸⁰⁾	14 ⁽⁹⁴⁾	10 ⁽¹⁰⁴⁾
16 3450/Too Old to R&R...	Charlie Davidson/Jane Head	71	(25) ⁽²⁵⁾	14 ⁽³⁹⁾	14 ⁽⁵³⁾	15 ⁽⁶⁸⁾	13 ⁽⁸¹⁾	15 ⁽⁹⁶⁾
17 5404/No Excuses	Stuart Proctor/Sarah Proctor	79	20 ⁽²⁰⁾	13 ⁽³³⁾	16 ⁽⁴⁹⁾	13 ⁽⁶²⁾	(21) ⁽⁸³⁾	17 ⁽¹⁰⁰⁾
18 5319/Dave	Graham Philpot/RJ Durabant	90	21 ⁽²¹⁾	(24) ⁽⁴⁵⁾	21 ⁽⁶⁶⁾	19 ⁽⁸⁵⁾	15 ⁽¹⁰⁰⁾	14 ⁽¹¹⁴⁾
19 5255/Local Hero	Bob Lemarie/Marc Lemarie	90	16 ⁽¹⁶⁾	16 ⁽³²⁾	(22) ⁽⁵⁴⁾	22 ⁽⁷⁶⁾	20 ⁽⁹⁶⁾	16 ⁽¹¹²⁾
20 1823/Bandit	Roy Sherman/Carol Fairfield	94	7 ⁽⁷⁾	18 ⁽²⁵⁾	26 ⁽⁵¹⁾	21 ⁽⁷²⁾	(30) ⁽¹⁰²⁾	22 ⁽¹²⁴⁾
21 4196/Rozinante	T.Shaughnessy/Nora Shaughnessy	95	24 ⁽²⁴⁾	26 ⁽⁵⁰⁾	18 ⁽⁶⁸⁾	9 ⁽⁷⁷⁾	(31) ⁽¹⁰⁸⁾	18 ⁽¹²⁶⁾
22 4620/Underdog	Dan Fontaine/Selina Fontaine	98	15 ⁽¹⁵⁾	9 ⁽²⁴⁾	7 ⁽³¹⁾	(DNS) ⁽⁶⁵⁾	DNF ⁽⁹⁹⁾	DNS ⁽¹³³⁾
23 4339/Go Bananas	Dan Lewis/Jan Lewis	100	22 ⁽²²⁾	(30) ⁽⁵²⁾	25 ⁽⁷⁷⁾	17 ⁽⁹⁴⁾	16 ⁽¹¹⁰⁾	20 ⁽¹³⁰⁾
24 4350/	Barry Skikne/Ian Giles	103	23 ⁽²³⁾	(31) ⁽⁵⁴⁾	23 ⁽⁷⁷⁾	18 ⁽⁹⁵⁾	11 ⁽¹⁰⁶⁾	28 ⁽¹³⁴⁾
25 5400/	Dyer Harris/Jim Gregson	106	(29) ⁽²⁹⁾	25 ⁽⁵⁴⁾	24 ⁽⁷⁸⁾	14 ⁽⁹²⁾	22 ⁽¹¹⁴⁾	21 ⁽¹³⁵⁾
26 5586/Beauty & The Beast	Christina Chauvenet/Allen Chauvenet	110	18 ⁽¹⁸⁾	23 ⁽⁴¹⁾	19 ⁽⁶⁰⁾	24 ⁽⁸⁴⁾	(26) ⁽¹¹⁰⁾	26 ⁽¹³⁶⁾
27 2117/	Jack Cartland/Jeannine McKay	114	26 ⁽²⁶⁾	28 ⁽⁵⁴⁾	(30) ⁽⁸⁴⁾	20 ⁽¹⁰⁴⁾	17 ⁽¹²¹⁾	23 ⁽¹⁴⁴⁾
28 3653/Windy City	Cliff Cooper/Brendan Fortuner	121	27 ⁽²⁷⁾	20 ⁽⁴⁷⁾	(31) ⁽⁷⁸⁾	16 ⁽⁹⁴⁾	28 ⁽¹²²⁾	30 ⁽¹⁵²⁾
29 5044/Pastime	Dennis Phelps/Alex Stowe	126	(DNS) ⁽³⁴⁾	33 ⁽⁶⁷⁾	28 ⁽⁹⁵⁾	23 ⁽¹¹⁸⁾	18 ⁽¹³⁶⁾	24 ⁽¹⁶⁰⁾
30 2793/Medea	Erik Arnesen/Lars Arnesen	129	(30) ⁽³⁰⁾	22 ⁽⁵²⁾	27 ⁽⁷⁹⁾	28 ⁽¹⁰⁷⁾	23 ⁽¹³⁰⁾	29 ⁽¹⁵⁹⁾
31 5310/Am I Lost?	Ken Noble/Bill Noble	130	28 ⁽²⁸⁾	27 ⁽⁵⁵⁾	(32) ⁽⁸⁷⁾	25 ⁽¹¹²⁾	25 ⁽¹³⁷⁾	25 ⁽¹⁶²⁾
32 1395/Epoch	Mark Kondracky/Susan Gerr	141	31 ⁽³¹⁾	32 ⁽⁶³⁾	(OCS) ⁽⁹⁷⁾	27 ⁽¹²⁴⁾	24 ⁽¹⁴⁸⁾	27 ⁽¹⁷⁵⁾
33 5102/Jouster	Glenn Mckibben/Joan Mckibben	147	(DNF) ⁽³⁴⁾	29 ⁽⁶³⁾	29 ⁽⁹²⁾	26 ⁽¹¹⁸⁾	32 ⁽¹⁵⁰⁾	31 ⁽¹⁸¹⁾

2008 JUNIOR NATIONALS RESULTS

5048	Alison Dexett/Larry Christian	4	1	1	=	6
5319	Alex Stowe/Marty Barrett	1	5	2	=	8
3886	Hayes Lowth/Sarah Veazey	3	4	3	=	10
2793	Lars/Lon Arnesen	2	2	OCS	=	11
5046	Cam/Brendan Demler	5	3	4	=	12
2117	Bryce Quigley/Chip Nolan	6	6	5	=	17

WELCOME NEW WINDMILLERS

Cheryl	Basiotis	2238	KS
Mark	Beaton	5569	NJ
T.W.	Burton	5570	GA
Craig	Carlson	5000	FL
Stuart	Cavness	4713	WA
Brian	Dale	5574	WA
Chris	Dara	5259	NY
Harvey	Flanders	4257	RI
Allen	Forsman	3424	PA
Jay	Gallivan	1371	IL
David	Gemhardt	2837	KS
Charles	Grassia	5123	WA
Jim	Hanks	594	WA
Michael	Jarvis	5571	CT
John	Jennings	3803	FL
Mike	Jones	5573	FL
Dennis	Marshall	5575	MI
James	Masson	3765	FL
Rodney	Moore	3542	VA
Ken	Noble	5310	FL
Armand	Peterson	3066	CA
Scott	Ranney	5187	PA
Antolin	Rivera	4922	FL
Peter	Rothman	3579	OH
Jim	Scarpa	3866	PA
Dick	Schneider	3442	CO
Manny	Schweitzer	289	NY
Mike	Sewell	4624	MO
Darrell	Sorensen	5576	CA

ROCK HALL REGATTA

The annual Rock Hall Invitational regatta June 21-22 saw Arthur Anosov (5527) travel from Florida to tune up for the Nationals and sweep the regatta with a string of seven consecutive firsts. Lon Ethington/Meg Gimmi often challenged Arthur and sometimes led him, taking the runner-up spot with four seconds and three thirds (2-2-3-2-3-3-2) and Roy Sherman brought new Windmiller Chris Dara as crew and showed he is improving 4500 (3-4-2-6-2-4-4) as he used two seconds to capture the third place trophy. These three boats were from outside District 3, so the other six battled for the District III Championship which was won by Christina Chauvenet (dad Allen crewing) who parleyed an outstanding sixth race (7-3-5-3-5-2-5) and a throw-out into a one point win from Rick and Wanda Loheed who sailed Marty Shubert's boat to fifth place overall (4-5-4-4-5-3) in the 9-boat fleet. Winds were light to moderate but consistently adequate for wonderful racing and the fleet was one larger than the previous year.

The annual "Downriver Race" from Chestertown to Rock Hall (about 12 nautical miles) was sailed on the Friday prior to the regatta and drew 5 Windmills among the 40 boat fleet. Allen Chauvenet led the Windmills and managed to crack the top 10 on handicap, finishing in just over 2 ½ hours of mostly windward work in a moderate breeze.

The regatta included four boats from the growing RHYC fleet, resulting in new purchases and plans for additional fleet growth as well as looking to again host the Nationals.

Allen Chauvenet



Windmill Class Association

www.windmillclass.org



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