

Fall Issue

The Joust



The Joust 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 welcomed.

SOUTHERNS A LIGHT AIR AFFAIR

By Allen Chauvenet, et al

Arthur Anosov (5527), the 2009 National Champion, successfully defended his Windmill Southern Title at the Davis Island Yacht Club November 28-29. Reflecting the growing Windmill activity in Florida, a competitive fleet of 16 boats turned out for the event. Unfortunately (and atypically) the wind failed to cooperate and only 4 races were held. Three of them had a rather short windward and then finish to leeward course. However,

the races were very close and produced a different winner in each heat! Additionally, the fleet had plenty of time to talk, look at fittings on each other's boats and look forward to the coming 2010 sailing season!

The first race (and the only one with two laps) saw John Jennings and Julie Valdez in command with superb upwind sailing and maintaining control downwind as they found the good shifts and puffs to stay ahead of Anosov and the Ethan/Trudy Bixby team. New Windmillers Dede and Beau Plessner (showing that one can learn from just working for Ethan!) sailed a great

Ethan and Trudy (5271) head off on port tack, followed by Lon and Meg (3886). Note the difficulty of starboard tack boats making the pin end of the starting line, a recurring situation on Sunday's final race, including a general recall. Photo by Marcey Sherman



race to take 4th ahead of Dave Ellis, who used 14-year-old Adam Wright from the Clearwater Sailing Center as crew. Adam learned to sail in August and seemed to enjoy himself.

The second race found light and very shifty winds up the first leg. Lon Ethington and Meg Gimmi found a zephyr and played it just perfectly to reach the weather mark first. The Bixbys were around second but could not overtake Lon and Meg on the run to the leeward mark, which became the finish when the race committee shortened the course. Anosov took 3rd ahead of Jennings while class webmaster Alan Taylor and Sue Nuyda (sailing a borrowed/demo boat arranged by Daniel Fontaine and sails from Dave Ellis) moved up from an opening 14th to round out the top 5. In spite of some waiting, no wind appeared and the Race Committee sent the fleet in for dinner.

This left Jennings, Bixby and Anosov all with 5 points after two races.

Sunday saw just enough breeze to get out to the race area, after which the committee set a one-lap course.

Anosov, sailing with daughter Sonja Duncan, sliced and rocked through the fleet on port tack and held that long port all the way to the layline. He was followed by Roy and Geoffrey Sherman who held second while the rest of the fleet drifted in a fairly compact mob toward and eventually over the finish line. Jennings remained in contention by taking 3rd ahead of Taylor while Ellis beat Bixby for 5th.

The fleet waited for over an hour and some boats sailed in, but finally a 4th race was held. Bixby came back to win this race and Jennings took 2nd but needed to put a boat between himself and Anosov and could not do this when Anosov was 3rd ahead of Ellis, Sherman and Daniel Fontaine.

Thus the final results found Anosov, Jennings, Bixby, Ellis and Ethington in the top five.

No one spent the entire regatta at the back of the fleet as every single one of the 16 entrants placed 9th or better in at least one race! The class had a delightful time and looks forward to a bit more wind at the Midwinters in March.



Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4
1	5527	Arthur Anosov & Sonja Duncan	9	2 ₍₂₎	3 ₍₅₎	1 ₍₆₎	3 ₍₉₎
2	3803	John Jennings & Julie Valdez	10	1 ₍₁₎	4 ₍₅₎	3 ₍₈₎	2 ₍₁₀₎
3	5271	Ethan Bixby & Trudy Bixby	12	3 ₍₃₎	2 ₍₅₎	6 ₍₁₁₎	1 ₍₁₂₎
4	4620	Dave Ellis & Adam Wright	21	5 ₍₅₎	7 ₍₁₂₎	5 ₍₁₇₎	4 ₍₂₁₎
5	3886	Lon Ethington & Meg Gimmi	24	6 ₍₆₎	1 ₍₇₎	7 ₍₁₄₎	10 ₍₂₄₎
6	3446	Roy Sherman & Geoffrey Sherman	27	10 ₍₁₀₎	10 ₍₂₀₎	2 ₍₂₂₎	5 ₍₂₇₎
7	4955	Alan Taylor & Sue Nuyda	40	14 ₍₁₄₎	5 ₍₁₉₎	4 ₍₂₃₎	DNC ₍₄₀₎
8	5250	Dede Plessner & Beau Plessner	40	4 ₍₄₎	12 ₍₁₆₎	12 ₍₂₈₎	12 ₍₄₀₎
9	2049	Lisa Fath & crew	40	9 ₍₉₎	13 ₍₂₂₎	11 ₍₃₃₎	7 ₍₄₀₎
10	4481	Colin Browning & Niki Valentini	41	8 ₍₈₎	6 ₍₁₄₎	14 ₍₂₈₎	13 ₍₄₁₎
11	5528	Daniel Fontaine & crew	44	7 ₍₇₎	14 ₍₂₁₎	DNC ₍₃₈₎	6 ₍₄₄₎
12	3524	Ralph Sponar & Sandy Sponar	44	13 ₍₁₃₎	11 ₍₂₄₎	9 ₍₃₃₎	11 ₍₄₄₎
13	5151	Chesa Blanton-Harris & Bill Blanton	48	15 ₍₁₅₎	15 ₍₃₀₎	10 ₍₄₀₎	8 ₍₄₈₎
14	4886	John Gifford & crew	49	16 ₍₁₆₎	16 ₍₃₂₎	8 ₍₄₀₎	9 ₍₄₉₎
15	5586	Allen Chauvenet & Nick Chauvenet	51	12 ₍₁₂₎	9 ₍₂₁₎	13 ₍₃₄₎	DNC ₍₅₁₎
16	5000	Craig Carlson & Eric Mann	53	11 ₍₁₁₎	8 ₍₁₉₎	DNC ₍₃₆₎	DNC ₍₅₃₎

SOUTHERNS LEARNING EXPERIENCES

Each time I get in a sailboat and at each regatta, I try to learn something from the experience. Now, this regatta was not one of the more exciting events in Windmill history. But it was what it was, an all very light air affair.

So, what did I learn from that weekend?

Well, weight does count. I guess I could undergo an amputation of some sort, as getting below 185# seems to be out of reach. With the overweight hull and the healthy teenaged crew, we were about fifty pounds heavier than the top boats. Upwind it did not seem to make any difference, as long as we did not try to point very high. But on the runs we always lost boats and distance. Have an all-up crew weight at around 300 pounds and get the hull weight near minimum. It does make a difference.

Off the wind we found to our dismay that in a drifter the

whisker pole slowed us down. Race three I could feel the wind coming from just off of directly behind. We were a couple of boat lengths behind Jennings and we were both having crew hold the jib out to leeward. I decided to wing it out, with this wind behind. John continued holding the jib to leeward. He gained many boat lengths and passed a boat. We barely stayed ahead of a bunch of boats bringing wind from behind. Whew.

I noticed some of the boats still had dagger boards with rough spots, especially on the leading edge. A smooth, fair board is as important as a great set of sails.

Finally, in light air it again proved the wisdom of staying on the edges of the fleet. Never the middle. Choose the correct edge and you win. The wrong side and you will still do OK.

Dave Ellis

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SOUTHERN MARYLAND SAILING ASSOCIATION REGATTA

By Allen Chauvenet

Five Windmillers gathered in southern Maryland for the SMSA regatta September 19-20. Unfortunately last-moment conflicts dropped the entry from the anticipated 8+ boats. But the five who sailed were treated to an outstanding weekend.

Winds were 5-12 mph on Saturday, very shifty in both direction and strength. The committee set WLWL courses except in the fourth race where WLWLW was used. Ralph and Sandy Sponar showed great speed and won the first race handily although Lon Ethington and Meg Gimmi closed on the final run. Allen Chauvenet and Lisa Hayes tried out Lisa's boat, newly refitted by Lon and were just able to nip George Kuney and Susan Bloomgarden at the finish while Dan Cudney and Matt Janson sailed Marty Shubert's boat to a distant 5th place. Dan and Matt were sailing a Windmill for the first time and up against some rather good sailors. They were destined for a sharp learning curve!

The second race found a tight struggle among the top four, but this time Lon and Meg came out on top ahead of the Sponars with George and Susan just slightly ahead of Allen and Lisa. Dan and Matt were still last, but at least in sight coming up the last beat before the others finished. The third race found Lon and Meg 4th at the weather mark but clever tactics downwind moving them into 1st at the leeward mark. Ralph and Sandy battled with Allen/Lisa and George/Susan throughout the race but the boats finished in that order. Dan and Matt moved up closer to the fleet.

The final Saturday race saw close racing on the second beat and when the Sponars fouled Allen/Lisa and did a 720 they looked destined for 3rd or 4th. However, finding a favoring shift on the final beat, they again secured the runnerup spot. Allen and Lisa gradually lost their lead on George and Susan until they approached the finish line almost dead even. At this point Dan and Matt came down rapidly toward the weather end of the line (having picked up the shift found by the Sponars) and looked to have a chance to steal 3rd. The three boats finished within less than 5 seconds, but George/Susan snatched 3rd while Allen/Lisa just saved 4th. Dan and Matt showed incredible improvement from the first to the fourth race, even if this was not reflected in finishing position.

After a delightful evening eating, partying and studying the incredible star sights in the area, the fleet gathered for the final two races. Unfortunately, Ralph Sponar had to fly off to Japan and missed these races. Lon and Meg won easily in both races. George noted before the racing that Dan and Matt seemed to have excellent speed. This was certainly borne out when they finished second in the first race! Allen was still struggling to find the handle on Lisa's boat and they finished 4th. In the final race all the boats were close until Lon spotted wind to the right, went under the transoms of all boats and grabbed a big lead. Dan and George were close, slightly ahead of Allen. But 'Fancy Free' was moving well and closed on the run. On the second beat, Allen and Lisa had the boat moving the best of the regatta and found wind to the right while the others were drifting a bit on the left side of the beat, toward the middle of the river. Allen and Lisa thus took second to secure overall 3rd while Dan beat George again.

Everyone had a wonderful time. We confidently expect to see a return to 8-10 boats next year and were delighted to welcome Dan and Matt to Windmilling!

Plan now for the 3rd weekend in September of 2010 and enjoy Allen's birthday!

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 Jouster, and lots more.

There's a message board and a For Sale section.

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 Jouster* as an attachment to an email now have that option. This will save the class postage and printing costs, ultimately keeping the cost of membership down.

The e-Jouster is sometimes an expanded version of the paper Jouster. You can find examples of the PDF files on the class website.

Sign up on the website in the Jouster area.

Dave Ellis, Jouster guy



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2010 NATIONALS, YA'LL

Look for the official Notice of Race in the Spring Joust.

The Windmill Class is delighted to accept the offer of the Flag Officers and Board of Governors of **Lake Lanier Sailing Club** to host the 2010 Nationals.

The event is scheduled for **July 15-18, 2010**.

Anticipated schedule:

Thursday July 15: Check-in, Measurement, Youth Championship

Friday July 16: Nationals Racing begins. Casual post racing social

Saturday July 17: Nationals Racing Dinner / meeting.

Sunday July 18: Nationals Racing ends Prize-giving

We contemplate 7-9 races, conditions permitting.

The racing area will be that part of Lake Lanier adjacent to the Club, in or around the area commonly marked "Chattahoochee Bay" on most charts.

AMPLE ON-SITE CAMPING IS AVAILABLE AND THERE ARE NEARBY MOTELS FOR THOSE WHO PREFER.

The drought publicized over the past couple of years has been eradicated by heavy rains during the last half of 2009. A year ago, the Lake level was approximately 1053 feet above sea level, but at the time of this writing the Lake is full or past full, with a water level of 1072.31 feet.

EARLY SIGN-UP IS NOW OPEN ON THE WINDMILL CLASS WEBSITE AND WE ANTICIPATE A TURNOUT OF AT LEAST 30 BOATS WITH STRONG SUPPORT FROM OUR GROWING FLORIDA FLEET.

ABOUT LAKE LANIER SAILING CLUB

Lake Lanier Sailing Club ("LLSC") is located on beautiful Lake Sidney Lanier, approximately 50 miles northeast of Atlanta, Georgia. The Club has just celebrated the 50th Anniversary of its founding, being formed in 1959, shortly after Lake Lanier was filled. The Club's present location near Flowery Branch, Georgia, was acquired in 1960, and is located on land which is partly owned by the Club and partly leased from the Army Corp of Engineers.

The main Clubhouse or pavilion was constructed mainly by Club members in the 1960's and since then it and other facilities have gradually been improved. In addition to the pavilion, the club has two paved boat ramps, paved boat storage and parking areas, five auxiliary sailboat docks, four docks for small boat launching, race committee shack, work area with lifting equipment, a camping area and a groomed swimming beach suitable for launching small boats (such as Windmills).

The Activities of Lake Lanier Sailing Club have traditionally been organized and carried out by the members and their families, and both new and veteran members carry out an active schedule of regatta management, social affairs and work parties. The Club also sponsors an active Juniors program, which includes learn-to-sail sessions, learn-to-race, and an annual week-long residential camp in the Summer.

In recent years LLSC has hosted many significant events, including the 2007 and 2009 Southeastern Optimist Championships, the 2008 Laser No-Coast Championships, 2009 Elliott 770 Nationals, and the 2010 MC Scow Nationals. Ya'll come.

Bradenton, Florida's Lisa Fath has again reconditioned her wooden Windmill. With good sails and sailing she and designated skipper placed ninth overall in this quality fleet. (Gotta let the top of the mainsail out more, twisting it off. Note the top ribbon showing a stalled mainsail.)

Photo by Marcey Sherman



WESTERN WINDMILLING

Western District 8 is in the process of fleet building in northern California. It has been a two steps forward, one step back sort of thing. I came on the scene last year with Windmill #821. I purchased it in Wisconsin and did almost a full rebuild. Everyone was excited because now we had an official fleet with five Windmills: Scott Rovanpera, Alan Taylor, Tony Minding, Dave Neilsen (who owned 3 Windmills) and myself. Then bi-coastal Dave took his best boat back east to use at east coast events and sold Windmill #3432 to Jody Christopherson in the Reno area, keeping 'Almost Embers' #758 to sail with us in Dist. 8.

Armand Peterson spent much of 2009 refurbishing Windmill #3066 with a beautiful paint job and had her back on the water in September. About that time there was a much neglected Durabuilt offered for almost free. John French from Atwater CA is now in the process refurbishing Durabuilt #3306. Then a step back with Alan Taylor moving to North Carolina and I took over the position of District Commodore. So now we will have six 'mills in our

northern California fleet plus one in Reno and the latest in Southern California.

Joseph Yarmolovich purchased a new almost completed wood Windmill #5565 from a Long Beach man who had worked on the boat for 10 years. Joseph did the finishing touches on the boat and has ordered new sails and mast for her. Joseph plans to be sailing his new boat next summer.

The boat John French acquired is the last glass Windmill available on the west coast. However I have been collecting used wood mast, booms and sails (up to 3 sets now). That way we can build more new woodies to add to our fleet as we find new members.

Our next event is the annual New Year's fun sail. This year it is at Benicia, CA on January 2nd. After an enjoyable day of sailing we will have an informal dinner meeting to work out our 2010 schedule with a mix of fun sails and regattas that we will attend as a class.

Darrell Sorensen

President's Thoughts

Greetings to all of our WCA class members and families. I hope that as 2009 closes out, and we look forward to the upcoming year that we all have meaningful pursuits ahead of us. Losing that 5 pounds and running a little faster are my silly ones, but probably more important ones relate to helping to get this nation back on its feet. We all better be hiking out on that task!

The years have flown by really quickly since Bill Blanton pulled me into a dark alley, and stuffed the "Presidential Key to the Washroom" into my pocket. It has been a great joy to be able to work on behalf of the Class, and get to know so many new people across the nation. To keep the president's post fresh and engaged, I had said "three years-then we find someone else". Well, that three years is coming to a close, and the WCA has begun the process of succession planning. The nominating committee had asked Lon Ethington if he would consider serving, and gracefully, or graciously, Lon has said "YES". For all of us who have attended any regatta on the East Coast, chances are that you have met Lon and his partner Meg. Can't find finer people to represent us, and steward this association's future.

Ethan Bixby has also indicated his willingness to step down and let another person assume the role of Vice President. It is a perfect chance to help promote the class, pay attention to the details of keeping the boat and class rules up to speed, and assist our fellow Windmillers in becoming more engaged with local and national events. ANYONE interested in stepping up to this post should let me know, or Allen Chauvenet, and we will make the many applicants known for the upcoming vote. Allen, Dave Ellis and Roy Sherman have all volunteered to continue serving the Class, which I am the first to offer up my thanks and appreciation.

One important piece of business that I'd like to complete before turning over keys to Lon is the amendments to the By-Laws and Constitution that will make the WCA more compliant with existing fiscal management structures within small associations. Currently we have a combined Secretary – Treasurer position in our constitution. Lots has changed in the many years since that was drafted, and now the common practice to have "checks/balances" on the positions of President and Treasurer. This includes an "audit committee", so that the membership can be assured of a transparent review of the Association's annual budget and expenditures. These changes not only will provide us with the necessary audit protections should our humble little

association ever be visited by some state/federal oversight friends, but will also take some of the burden off Allen Chauvenet who currently performs all of the heavy lifting for this Association. Please be looking for these "revised documents" in the next Joust, as you'll all need to be voting on them.

My, I've written too many paragraphs and yet to use a single term related to sailing. A sad day indeed! If you have the capacity to use the internet, and cruise our website, and other postings, you'll all be pleased to see that Windmill sailing is alive and well. In the great Northwest of Washington State, things are stirring. The California Fleet is lamenting the loss of Alan Taylor and Sue, who have gone east to Greensboro, but we will continue on. Great stuff happening all along the Eastern Coast, so be assured that you own a wonderful boat, with a vibrant association. Please enjoy the season, your blessings, the celebrations and gatherings, and get ready for a great spring of sailing. We'll gather this year in great State of Georgia, using Lake Lanier as the site of our National Championship. Start planning now for the mid July event, and I'll see you there.

dave neilsen

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The Jouster

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