

2009 Winter Issue



Windmill Class Association

THE JOUSTER

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

SOUTHERNS REPORT

Allen Chauvenet

To receive the Joster by e-mail in living color, see the e-Joster info.

Once again the Windmill fleet was delighted with the hospitality of the Davis Island Yacht Club as we gathered on "The Point" for rigging and launching. We were the featured class at the annual Thanksgiving Regatta with a total of 139 boats in seven classes.

In a generally windy series, Arthur Anosov and crew Jeremy Hopkins (5527) shook off an early challenge from John Jennings/Julie Valdez (3803) to capture the Windmill Southern Championship. They had a 2-1-1-1-1 record in a fourteen boat fleet.

Many Windmillers were present on Friday November 28 for rigging and some practice sailing, but lack of wind prevented any sailing until the latter part of the afternoon. Saturday found moderate breezes (8-10 mph) which gradually increased throughout the day. The Windmills shared their course with the Lightning and Flying Scot classes but there was almost no interference among the classes, a great credit to the race committee. After two WL course twice around

Photo's by Marcey Sherman



Nationals winner Arthur Anosov starts between Dave Neilsen, to windward, and Dave Ellis in the Southern

2009 WINDMILL SOUTHERN CHAMPIONSHIP, continued

races, the later three races included a jibe mark for a triangle followed by WL to finish.

Jennings made a superb start in the first race and moved wonderfully well to weather to lead at all marks. Anosov battled his way to a solid second ahead of Lon Ethington/Meg Gimmi (3886), with Dave Ellis/Brandon Stenson (5528 with old 5001 sails!) and Dan/Selina Fontaine (4400/5000 sails) rounding out the top 5 and all of those finishing quite closely together. As the winds increased, Anosov used his heavier crew weight (along with outstanding sail-handling by Jeremy) to power through the waves and dominate the subsequent races. Jennings hung tough with 2-3-2 finishes until the final race where he was on the wrong side of the first beat and hanging on to a top five finish until he capsized jibing after rounding the final windward mark. Much to their credit, John and Julie righted the boat and finished 8th, thus assuring themselves of a hard-earned and well-deserved runnerup spot in the series. The second race had Ethington again third with Dave Neilsen/Sarah Strohl 4th (5150, Dave's sails, but sailing Ethan Bixby's boat) a bit ahead of Allen/Nicholas Chauvenet (5187).

Past President Bill Blanton and daughter Chesa had not fared well in the opening two races but cranked it up to challenge Anosov and actually beat Jennings in race number 3. Ethington and Ellis rounded out the top 5.

Race 4 saw Jennings regain his runner-up spot ahead of the Blantons with Neilsen/Strohl showing outstanding form to take 4th, beating Ethington/Gimmi for the first time in the series. Dave Ellis and Roy Sherman made hard contact at the final mark (the actual finish involves rounding the "leeward" mark and a very short reach to the committee boat and finish line) leading to Ellis taking a RAF which dropped him out of the battle for 3-4-5 in the series. The final race found Anosov with a very large lead and only Neilsen/ Strohl, sailing his best race of the series, challenging. This runner-up position was exactly what Dave and Sarah needed to edge Blanton for 4th overall...they were tied after 4 races and the Blantons recorded an otherwise fine 3rd in the race. Ellis showed fine form in recovering for 4th in this race while Ethington's steady 5th place secured the 3rd position.

There was no racing on Sunday as very strong winds made the Bay too rough for the three classes on the Windmill course and thus the Saturday results stood.

It is noteworthy that 4 boats were being sailed by "new" Windmillers and 1 (Sackellares) by a returning sailor out of action for several years. This speaks well for the class and especially for the efforts of Dan Fontaine in promotion of the class in Florida (Dan sailed very well in the first race but a leaking hull shortened his regatta).

Noteworthy also was Dave Ellis sailing with Brandon Stensen, a member of Sea Scout Ship 915, the newest Windmill Fleet. Unfortunately, illness prevented Ship leader Joel Heyne from sailing the Ship's Windmill which had competed in the Carlisle Cup regatta a few weeks prior to the Southern

Editor's notes: There was a short, steep chop during racing. The fastest boats seemed to sail with a little twist in the mainsail and jib and did not point quite as high as would be the case in smooth water.

Some boats took on a lot of water over the bow. Others sat aft about a foot and both crew leaned well aft on the face of the steepest waves. Bailers stayed open most of the time.

DIYC Vice Commodore Antolin Rivera





Allen Chauvenet sails fine furniture at the Florida Southern

SOUTHERNS RESULTS

pos	Boat	Name	Total
1	5527	Arthur Anosov & Jeremy Hopkins	6 - 2 1 1 1 1
2	3803	John Jennings & Julie Valdez	16 - 1 2 3 2 8
3	3886	Lon Ethington & Meg Gimmi	20 - 3 3 4 5 5
4	5150	Dave Neilsen & Sarah Strohl	23 - 7 4 6 4 2
5	4953	William Blanton & Chesa Blanton	24- 10 6 2 3 3
6	5586	Allen Chauvenet & Nick Chauvenet	33 - 9 5 7 6 6
7	5001	Dave Ellis & Brandon Stenson	35 - 4 7 5 RAF 4
8	1823	Roy Sherman, Geoffrey Sherman	39 - 6 8 8 7 10
9	4525	George Kuney & Susan Bloomgarden	47 - 8 10 9 9 11
10	4481	Colin Browning, Janell Browning	52 -13 12 10 10 7
11	5000	Craig Carlson, Jay Browning	52 -11 9 DNC 8 9
12	2933	Antolin Rivera, Nicky Valentini	59 -14 11 11 11 12
13	5000W	Daniel Fontaine & Selina	63 -5 13 DNC DNC DNC
14	5205	John & Lindsay Sackellares,	71-12 14 DNC DNC DNC

Web Site:

<http://www.windmillclass.org/>
The Windmill Class Web-site.

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 Jouser, 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 as good as we all make it. Alan Taylor

E-Jouster

The class has decided to go *paperless* as much as possible. Those who would like to receive *The Jouser* as an **attachment to an email** will now have that option. This will save the class postage and printing costs, about \$2.50 per copy, ultimately keeping the cost of membership down.

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



John Jennings

President's Comments

Greetings to All,

I hope that each one of our members is enjoying these cool winter months, and you have already begun to focus on Spring and the next sailing season. And for those of you located in Southern climates, I know you don't even pause, it's always sailing season! The WCA starts another "change" process with the release of this newsletter. Our chief measurer Roy Sherman along with Ethan Bixby have discussed several pieces of clarification of our rules. It is very healthy to have the Class rules take into account many changing pieces of the sailing world (i.e., mast/boom dimensions), use of materials that have become commonplace and cheap (carbon fiber tiller extensions). Look for the explanation of these proposed changes on page 7.

Aside from the ongoing rules clarifications, it is noteworthy that we have three sites of growing Windmill interest – the Cooper River in New Jersey, Rock Hall, MD, and Tampa Bay, FL. New members are being added on a regular basis, and it's getting more difficult to find an unused Windmill hiding in someone's garage.

I will just add my note about the resumption of the Southern Championship, held at the Davis Island Yacht Club in Tampa over the Thanksgiving weekend. It is a very positive sign when our WCA can reclaim an event, and ADD it BACK to our schedule. We all know the challenges of keeping regional fleets active in this nutty world we face. My appreciation goes out to all of those members of the Tampa Fleet, especially Antolin and Dan. We had a wonderful event with our champion Arthur Anasov

showing flawless tactics and boat handling skills, followed closely by John Jennings and Lon Ethington. The 14 boat fleet was closely bunched, and we repeatedly crossed paths up and down the courses. FUN! Thanks to all of our CREW, who really worked hard in the conditions we had.

Okay then, please pull out the map, and find ROCK HALL, Maryland. It's just east of Baltimore, across the water. The WCA National Championship will be held there in July of 2009. It is a marvelous sailing location, a super club with very welcoming members and it is our collective opportunity to support the growing fleet there. Only positive things can be said about Rock Hall, and I hope you all can find a way to drag your Mill and families eastward (or south or north.)

See you on the docks!

Dave Neilsen

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Double needle lock stitched flat-felled seams leave no edges to fray and seal water out better than other types of seams.

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Heavy duty [nylon zippers](#) don't scratch the boat.

Stand-up [flaps](#) that snap around stays and zippers

The flaps hide and protect chain plates and zippers from water seepage and damaging UV and the snaps hold much better than velcro.

5/16" elastic shock cord in the hem AND draw cord tie downs to secure the cover on the boat.

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.



DAVIS ISLAND YACHT CLUB WINDMILL SOUTHERNS

2009 WINDMILL NATIONALS

July 13—16, 2009

Rock Hall, Maryland welcomes Windmills back for yet another outstanding Windmill National Championship.

Camping on grounds; ramps; 2 hoists; great clubhouse with food, bar, showers and pool; nearby race course.

Trained race committee team with Principal Race Officer Dave Ellis blowing horns.

Make your plans to attend!

DUES

To find out when your membership needs renewing and the cost, go to www.windmillclass.org and look at DUES at the top.

BUT:

We would love to have everyone start in January. Just e-mail the Secretary to get a pro-rated dues amount.

achauvenet@gmail.com



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2008 MIDWEST DISTRICTS

August 24-25, 2008

By Bernie Himmelsbach

For the 9th consecutive year, the Windmill Midwest Districts were held at the Indianapolis Sailing Club on Geist Reservoir the weekend before Labor Day. Mark your calendar now – we have already been invited back for next year (perhaps because Windmillers do dishes for the Saturday night dinner??).

Friday evening became a bit of a “round robin” event at Loon Lake Lodge as the travelers arrived in a staggered fashion. This year’s gathering included 2 boats from Kansas City (Barry Skikne with wife Marge and crew Bill Smith), 3 boats from Columbus (Graham Alexander with crew Dina Tayim – an up and coming new sailor – Bernie and Julie Himmelsbach, and Monica Coolidge and Roy Underwood in a beautiful woodie built ~35 years ago by Monica’s father), Chris and Cam Demler from the Cincinnati area, and Rick Beale out of Chicago. ISC came through for us and recruited a crew for Rick. He was assisted all weekend by Jim Rapp (a former ISC member) who was visiting from Pagosa Springs, CO.

Saturday dawned with the dreaded “3-H Forecast” – hazy, hot and humid – with light winds. Racing was to begin at 10:30 am, but was delayed for 45 minutes to wait for the winds to develop. Windmills are the 6th start (out of 7 total), and the winds came up nicely to 5 mph just in time for the start of our 7-boat fleet. Team Lewis led the way to the windward mark of the WLW course – clearing the way for others to take over. Team Demler won the race, and thanks to Graham Alexander’s U-turn to the real finish line, Team Lewis landed 2nd place. (ISC has a very organized race committee who is able to finish fleets to the starboard side of the race committee boat while simultaneously starting fleets to the port side). The light winds seemed to be holding, so RC elected to run a 2nd race before breaking for a lunch of burgers and dogs on the deck of the clubhouse. We all hoped for better winds for the afternoon, but it was not to be as they seemed to dwindle even more. All fleets managed to “bob” their way around the course through Race #3, so the RC decided to persevere and try for one more – since the forecast for Sunday was not very promising for wind. The 1st leg of Race #4 had ‘Mills drifting all over the course. After being “buried” at the start line, Team Himmelsbach had tacked away to port, and suddenly found themselves skimming straight for the windward mark in their own private jet stream (Bernie later attributed this miracle to strict church attendance). Team Alexander was the only boat close enough to work their way to this mysterious air, while the rest of the fleet continued to drift to the W mark. Bernie and Julie led around all marks with Graham and Dina closing in. Team Alexander sneaked by on the last leg for a 1st place finish with Himmelsbachs in 2nd – while the balance of the fleet “bobbed” toward the leeward mark.

By the end of Saturday, Chris and Cam Demler had displayed great racing form. With a total of 6 points, they would be unbeatable. Graham Alexander and Dina had a solid grasp on 2nd place, assuming things went well on Sunday. Third place was up for grabs depending on how things went for Teams Himmelsbach, Lewis and Skikne/Smith (each only 1 point behind the other).

After a very hot day on the water, everyone was pleased to retreat to their hotel rooms for a refreshing shower before reconvening at the club for a steak dinner put on by the Y-Flyer fleet. It has become a tradition that the skippers of the Windmill fleet volunteer for KP duty following the meal, and Commodore Lewis took advantage of this captive audience to hold the District annual meeting. Dishes were cleaned and Bernie Himmelsbach was elected 2008-2009 District Commodore – with only one dissenting vote (Bernie’s).

The “3-H weather” held into Sunday, and racers headed out in little to no wind. Two fleets were started in even less wind and the race committee abandoned the day. Racers headed for the dock ... in a new wind ... that died completely as the 2nd half of the fleet neared the cove. Boats and gear were packed to the trip home, and everyone gathered once more for lunch and awards on the deck before hitting the road.

Indianapolis Sailing Club put on a great regatta. Each year they welcome us with open arms and share their wonderful facilities with us. We look forward to our annual visit to renew this friendship.

PROPOSED RULE CHANGES

Please note the proposed changes to the Windmill Class rules.

The underlined words are the changes within the rule.

The bold type (**in parentheses**) is a brief explanation of why the rules committee feels the need for the change.

These rule changes will be voted on at the Annual Meeting during the Windmill National Championship at Rock Hall, MD, July 13– 16, 2009.

An online ballot will be available on the Windmill Class Website and a paper ballot in the Spring issue of the Joustier for those not attending the Annual Meeting.

Change 1.

X.2.E.3. Fiberglass may be used to protect or stiffen all wood construction except the spars. On the mast, fiberglass may be used only less than within six inches above and below the thwart, vang and spreader levels. **(Now allows wood masts to be stronger in critical areas.)**

Change 2

X.2.K. Carbon Fiber tube may be used for hiking sticks or tiller extensions. **(Now off-the-shelf item)**

Change 3

X.5.B.3.b. The boom shall not be greater than 3"; vertically and athwartships. **(Was 2 1/2". Some commonly– used boom sections were slightly too thick for the old rule.)**

Change 4

X.4.O.3. All jibs shall have a wire luff which must be permanently affixed at the head and tack of the jib. A lashing consisting of multiple turns and knotted to itself is considered adequate. The intent of this provision is specifically to eliminate adjustable jib luffs. Adjustment of the length of the luff of the jib during any sanctioned Race is prohibited. **(Allows changing luff tension between races in a regatta.)**

Change 5

X.9.D. The chamfer on the edges of the daggerboard is 3" maximum. The word "chamfer" as used here does not necessarily define a plane surface. The chamfered areas may be faired as desired within the limit specified. **(Allows total "airfoil" shaping of RUDDER on both new and old styles.)**

Change 6

X.4.F. Each sail used in Windmill competition must have sewn to the tack an official Royalty Paid label. Labels for sails now in use can be purchased from the WCA Secretary-Treasurer. Labels for new sails should be furnished with sails by the sailmaker. **(Remove this rule. Saves \$ and hassle.)**

Change 7

X.6.E. **Change 7** X.6.E. Adjustment of the forestay, shrouds, spreaders or jumpers during a race is prohibited. A short length of elastic cord may be used to keep the forestay tensioned but it can not apply more than 10 lbs of force. **(Helps keep the forestay out of the whisker pole when jib not hanked.)**

The Jouster

www.windmillclass.org

Windmill Class Association
1571 Quarrier Street
Charleston, WV 25311



2009 National Officers & District Commodores

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

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

New England—Jack Cartland
157 Londonderry Road
Windham, NH 03087
Telephone—603-437-7919
jackcartland@raytheon.com

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

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

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

2nd Vice President—Dave Ellis
3033-24th Avenue North
St. Petersburg, FL 33713
Telephone—727-804-2644
davesailellis@aol.com

Mid-Atlantic—Dyer Harris
PO Box 7804
Wilmington, DE 19803
Telephone—302-477-9554
sdharris@dca.net

Class Measurer—Roy Sherman
43 Highview Avenue
Huntington Station, NY 11746
Telephone—410.956.0457
roy.sherman@att.net

Secretary-Treasurer—Allen Chauvenet
1571 Quarrier Street
Charleston, WV 25311
Telephone—336.414.2327
Achauvenet@gmail.com

Midwestern—Bernie Himmelsbach
12880 Gorsuch Road
Galena, OH 43021
himmesb@battelle.org

Finland—Lauri Lipasti
lipasti@dlc.fi

Greece—George Karaiskos
karaiskos@kim.forthnet.gr