

The Joustier

SOUTHERNS

Davis Island Yacht Club, Tampa, Florida November 27-28



JENNINGS ADDS SOUTHERN CROWN

Showing his usual sharp sailing and outstanding downwind performance, John Jennings (3803) added the Southern title to his July National Championship in the 11-boat event sailed at Davis Island YC in Tampa November 27-28. After Bill Blanton and son Joey (4953) edged Jennings in the first race, the champion swept the remaining seven races—fighting off challenges in some races and dominating others, while winning the title so handily that he could have skipped the final two races!

The usual Davis Island courses (WLWL with rounding the leeward mark for a short reach/run to the finish) were used for all races. Saturday brought light/moderate winds in the 5-10 knot range while Sunday started off with 12-13 knots for the first race before fading to resemble the Saturday winds for the last two races. In general the racing was quite close with 8 of the 11 boats finishing in the top three at least once and 10 of 11 being 6th or better one or more times.

Class president Lon Ethington and Meg Gimmi (3886) sailed consistently well with a great rally from well back to take 3rd in the opening race and never finishing out of the top five. Only in the third race did they push Jennings and take the runner-up spot, but they had five 3rd place results to go with their 2nd, 4th and 5th which enabled them to take the runner-up position. Third overall went to Dede and Beau Plessner (using Ethan Bixby's sails!) who started "slowly" with 4-5-6 but averaged 3rd in the final five races. Their outstanding effort was in the 7th race where they overtook Jennings on the second weather leg, only to lose the lead on the run to the final mark.

Allen and Nick Chauvenet (5586) were totally confused in the opening two races (9-8) but improved in the next two and closed with three runner-up results in the last four races. Twice they led Jennings to the weather mark and once they appeared to have the lead at the lee-

ward mark, only to be pushed away by a Flying Scot that was rounding and headed down for the finish line.

In addition to Blanton, Colin Browning, Dan Fontaine and Craig Carlson all had at least one outstanding race and everyone had legs of excellent sailing. A key to upwind boat speed was careful balance on the helm with boards positioned forward for lift, a very slight heel to leeward and the boom brought at least to the centerline. (? , editor) While this does not guarantee finding the right shift, good speed frees the skipper and crew to focus on finding shifts!

Downwind speed in these conditions required slacking everything—especially the jib halyard—and keeping the bow down just to meet the water (thus lifting the transom). Shifts don't stop just because the jib is poled out and awareness of "jibe on the lifts" allows one to head more efficiently for the leeward mark. Jibes need to be carried out smoothly, retaining downwind speed. The board needs to be well up to reduce entry drag and wetted surface, with just enough in the water to allow steering and smooth jibes. Practice by yourself will help with this and practice with a partner is even better. One effective method for beginners is to deliberately do things wrong (board, jib halyard, weight placement, trim of main) which drives home via immediate feedback the extent to which these things lead to slower boat speed. When rounding leeward marks, the trivial loss in getting the boat entirely ready prior to the turn is far better than the huge loss incurred if the board is up, jib halyard loose, sails not trimmed or anything else left undone. Work out an order (do those things with least effect on boat speed first) so that you and your crew know what you will be doing, rather than inventing it at the mark!

By Allen Chauvenet

PRESIDENT'S REPORT

Lon Ethington

Some of you know that I have been working on a data base. It is a attempt to find out where Windmill boats and owners are. With people selling boats and losing interest and others coming on board, it is a large job keeping track of them. I can send this information on to anyone that wishes to help.

One thing that we can work on is anyone that has bought plans but did not build the boat is a potential class member. They were interested in the boat at one time. Maybe we can get them to build their boat or buy one that is finished. This is a call for help. We need every member to assist us

On a different note Collin Browning and I had a meeting with 'Captain Scott' from Antigua. He is interested in building six or more Windmills for a youth program in the Islands. We met him at Clearwater sailing center.

We had a surprise when we arrived there. The director of the sailing center informed us that they have a wood Windmill but did not know the number. I was able to find it. The number is 107 and it is in good shape. Their plans are to get a Sea Scout Ship started and get the boat back sailing. More on this as it unfolds.

Sign up and sail the Nationals! It is not too soon.

Please vote on the measurement proposal below, and start thinking about a 'brand' for the Windmill..

THE WINDMILL "BRAND"

'The Real Thing', 'LSMFT', 'Better living Through Chemistry', brand slogans that bring to mind a product or a company. The Snipe Class has 'Serious Sailing—Serious Fun,'; the Raider Class sports 'Performance Sailing—For the Rest of Us'; RS Racing ...A Passion for Sailing; PiXel—the whole point of sailing; Open BIC—Energized Sailing; Hobie Cats had The Hobie Lifestyle and today's Enjoy the Ride.

The Windmill Class has, well, What should the Windmill Class have as a catch phrase?

With all the talent and innovators out there, maybe we can come up with a good one that will "BRAND" the Windmill.

www.windmillclass.org has an invitation for you to deposit your suggestions.

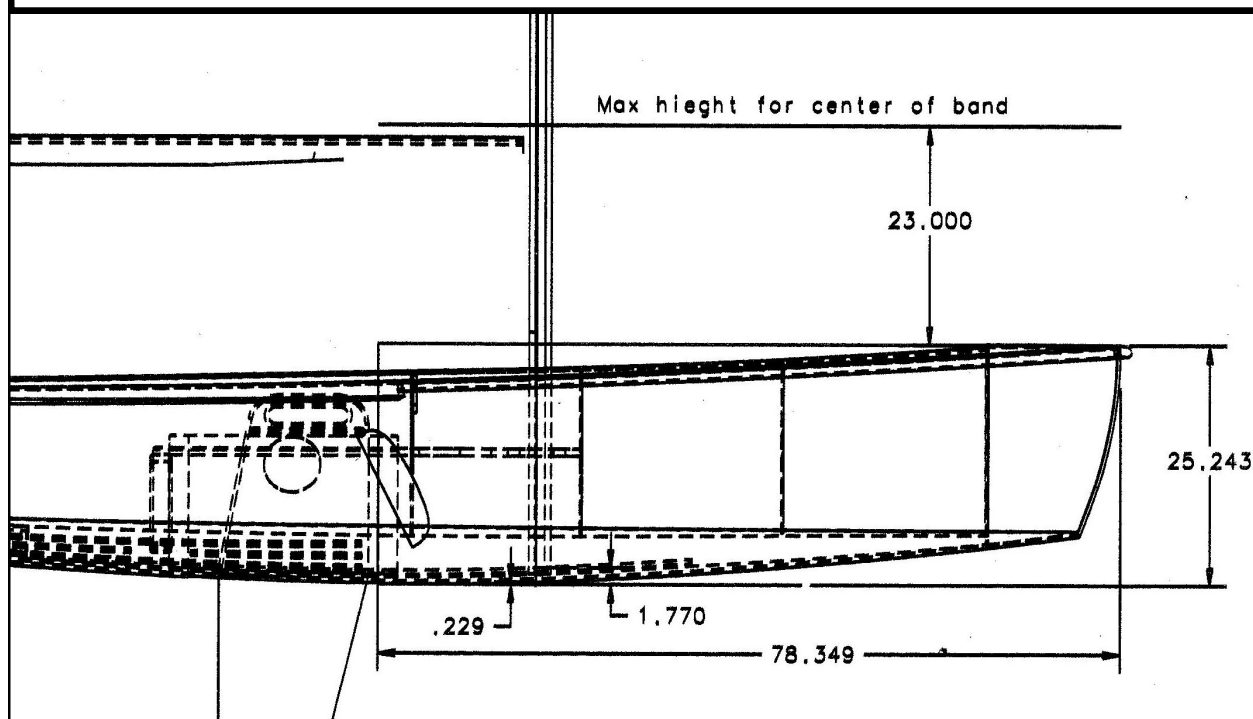
Windmill—Just Plane Fun; Windmill—A class apart; Windmill—Harness the Wind;.....

What's YOUR idea?

The Rules Committee is working on simplifying the wording of the spar's **black bands** to make them more compliant with modern practice and easier to measure.

Check **www.windmillclass.org** for the proposed new wording and note the diagram below.

This proposal will be voted on at the 2011 annual meeting at the Nationals, or you may vote early from the web site.



WINDMILL 1061 SAILS AGAIN

Hal Wood

In the Summer of 2010, Barbara Engeman of Raytown, Missouri is going about her usual angelic duties of taking care of her neighbor, Joe Pooler. Barbara is the manager of a veterinarian hospital, so compassion is kind of built into her. In Barbara's spare time, she helps Joe with household duties and laundry. You see, Joe is 92 years old, is recovering from a hip replacement, and has no living relatives since his wife, Lee, died in 2008. He's only about 5 feet 6 inches tall, yet he's a decorated WWII veteran, who served in Patton's Army. He's still mentally very sharp with a good sense of humor.

Joe mentions to Barbara that he has an old wooden sailboat in his garage that he built in 1963. With Lee as his crew, they faithfully raced their boat on Lake Jacomo in Kansas City until 1975. Joe shows Barbara the original plans, a cool little tackle box of spare parts, and pictures he took of the construction. The plans call the boat a Windmill, and as a historical note, 20-30 Windmills were built in K.C. in the late '50's and early '60's in small groups. That's because Lake Jacomo was opened for use in 1959, putting sailboats in high demand, and the Windmill was one of the few sailboats that you could build yourself out of wood in your own garage.

Joe mentioned to Barbara that he sure would like to see his boat sail on Lake Jacomo again, even though he could no longer sail her himself. That's all it took for Barbara to contact Lake Jacomo and get the name of someone who might be able to help. The staff knew that I raced Windmills and worked on boats, and they gave her my name. When Barbara called, I drove to Raytown to meet with both of them and evaluate the boat's condition.

Joe had put a tarp over the boat when he put it in

the garage in 1975. Unfortunately, the garage roof had leaked, and over time, so had the tarp. The boat had about eight inches of brackish water in it, and my first thought was "dry rot"! The trailer tires were also flat, but miraculously took air after 45 years, and didn't leak. I gathered up the foils, spars, and sails, hitched her up and drove her to a steep-sloped parking lot to get the water out. Joe told me that he didn't believe in bailers and transom drains, so I had to bail her out for over 30 minutes with a coffee can and a sponge.

As the water went down, I began to notice the quality of workmanship that was hidden under the dirt and sludge, and it was amazing. All of the hull was high-quality mahogany plywood built on Sitka spruce runners and a white oak keel. The spars were also spruce and the rudder and dagger board were solid mahogany. The rub rail had been extended with mahogany and spruce laminated together, and Joe had built little cabinets under the rear seat, where I found his and his wife's sailing gloves, still waiting for the next race. The level of detail was more understandable when Barbara told me that Joe had a long career as a lithographer for Hallmark and other companies. The best part was that Joe had sealed the boat with some type of strange vinyl-

based varnish that only allowed minimal penetration of dry rot to the first layer of plywood. Windmill 1061 could be restored!

I towed the boat to the shop in mid-September and began the battle of removing layers of 50-year-old varnish. The vinyl varnish that saved the boat from dry rot now became my enemy. The vinyl base would not respond to stripper, and scraping knives had a tough time getting a bite. Sandpaper clogged up quickly with melted residue. 40 hours of scraping and sanding finally yielded a bare hull, spars, and foils ready for refinishing. As a preventative, I overlaid the keel seam with a four-inch wide strip of fiberglass mat and resin. The first swipe of new varnish caused the beautiful mahogany grain to jump out, and I knew all the work was going to be worth it. After four coats, some new flotation, and some updated hardware, she was gleaming and ready to launch.

On October 6th, Barbara and her daughter Brooke, brought Joe out to the lake to fulfill his wish. After reminiscing awhile and giving the boat careful inspection, he helped me with some of the rigging, and we held a ceremony to rechristen Windmill 1061 as “Leeward” in honor of his faithful wife and crew. Launching and rigging at the dock didn’t exactly go smoothly, but we got her to the starting line on time, turning several heads and getting thumbs-up signs as we went. Miraculously, the 47-year-old hull didn’t leak, and we managed to show Joe a mid-fleet finish in the first race. It was an emotional day for all of us, and Joe was very grateful. Barbara had given a lot of time and effort to make the event happen, and she was thrilled with the results. It was also a privilege and honor for me to bring some joy to this fine craftsman, veteran, and fellow Windmill sailor from days long ago.

Hal Wood



NOTICE OF RACE

WINDMILL NATIONAL CHAMPIONSHIP

Windmill Class Association
Rock Hall Yacht Club

July 7 – 10, 2011

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the current issue of *The Racing Rules of Sailing*, the rules of the Windmill Class By Laws XIII, this Notice of Race and the Sailing Instructions.
In case of conflict, the Sailing Instructions shall prevail.

2 ELIGIBILITY AND ENTRY

- 2.1 This regatta is open to all Windmill Class boats. Participants must meet all regatta requirements and have completed a registration form and waiver signed by the skipper and crew. All Skippers must be in good standing with the Windmill Class Association and must have paid all event fees before becoming official competitors.

3 FEES

- 3.1 Required fees are as follows (**Tentative. Budget and contract with RHYC not complete**):

Registration, non US Sailing mem- \$175
ber

Registration US Sailing member \$158

Added LATE FEE for registrations \$190
received after June 30, 2011

4 SCHEDULE

- 4.1 Early Registration, Measurement and Inspection, and possible Junior Championship Racing: Thursday July 7, 1200 – 1800. Junior Nationals 1400 - 1700
- 4.2 Registration, Measurement and Inspection:
Friday morning July 8, 0800 – 1000
Skippers Meeting 1000
- 4.3 Dates of racing:

<u>Date</u>	<u>1st Warning</u>	<u>No start after</u>
Friday July 8	1200	1600
Saturday July 9	1000	1600
Sunday July 10	0900	1200

- 4.4 As many races will be run each day as deemed practical by the Race Committee, with input from designated Windmill Class Representatives chosen at the Competitor's Meeting.

5 MEASUREMENTS

The mainsail and jib must be measured and approved prior to the first race in accordance with Windmill Class By Laws Rule XIII.5. In addition to sail measurements, one or more of the following measurements may be taken in accordance with Windmill Class Rule XIII.5.E : hull weight, mast bands, rudder, and dagger board..

6 SAILING INSTRUCTIONS

The sailing instructions will be available at registration / check-in.

7 VENUE

- 7.1 Racing will take place on the Chesapeake Bay/Chester River opposite the RHYC site in locations to be determined by the Race Committee. Generally, racecourses will be centered around buoy "LC" on Chart 12292.
- 7.2 The club is located near the towns of Rock Hall and Chestertown, MD. Motel and B&B accommodations are available in both. In addition, the camping is allowed on the club property, with restrooms open 24 hrs.
- 7.3 The RHYC will provide coffee and light breakfast each day, included in the registration fee. The Club will provide a meal for the Annual Regatta Dinner on Saturday evening, July 9, at the clubhouse, also included in the registration fee. The club swimming pool will be available for use by all participants and family during normal pool hours (1100 until sunset, weather permitting). Post race libations and light snacks will be available for purchase daily at the clubhouse.

8 THE COURSES

The courses will be either a windward-leeward or triangle-windward-leeward course around buoys set as described in the Sailing Instructions.

9 SCORING

- 9.1 The Low Point System of Appendix A will apply.
- 9.2 At least three races are required to constitute a National Championship.
- 9.3 When fewer than 5 (five) races have been completed, a boat's series score will be the total of her race scores.

10 PRIZES

Prizes will be given to Skipper and Crew of at least the top 10 places. The first place boat will also be awarded the Windmill Class Association National Championship Trophy, a perpetual trophy. Prizes other than place in regatta racing may also be awarded at the discretion of the Class officers.

11 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



WINDMILL 1061 SAILS AGAIN

SIGN UP FOR REGATTAS ON LINE

On the Windmill Class web site there is a listing of upcoming regattas for our class.

It really helps when sailors sign up for the regatta in advance!

- >It encourages others to attend.
- >It helps the regatta organizers to organize.
- >It is not a firm obligation, just an intent.....

CLASS DUES ARE DUE

Check the web site www.windmillclass.org under the DUES section. If on the list your membership expires 1/2011 or earlier, please renew.

Just send the check to Allen Chauvenet, Secretary WCA, at the address shown on page 8.

We need your support!

HERB BODMAN

Herb passed away quietly after a full life of teaching, mentoring and sailing.

Middle Eastern Studies was his specialty from University of North Carolina. Many a spirited conversation on the subject was had around the clubhouse table at regattas when Herb was there.

A more focused competitor would be hard to find. Just ask Mark Swanson, Allen Chauvenet and his late dad Rus and many others. About the only way not to be influenced by Herb on the race course was to be well ahead of him or well behind.

We of the Windmill Class are privileged to have known and sailed with Herb Bodman.

NATIONAL SAILING SYMPOSIUM

Each year US SAILING hosts a conference of professional sailing instructors and directors and employees of sailing clubs and community sailing centers.

I've attended several over the years and since the one this year was right up the road from me in Clearwater, Florida, the Windmill Class paid my entry fee.

I found it worthwhile on many fronts. Naturally, I enjoyed seeing old friends in the industry, seeing new teaching techniques (not really new to a good instructor) and sailing a bunch of kid's boats. They sure are smaller now than they were 50 years ago. Ahem. Maybe its me.

The biggest jolt, however, was on the subject of "branding" a program or a boat.

In five decades of sailing success, our Windmill Class has never really had a catch-phrase to make sailors remember the boat and the people.

How about taking a look at page two of this e-Jouster and start thinking of a pithy phrase.

We need one! Dave Ellis



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The Jouster

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