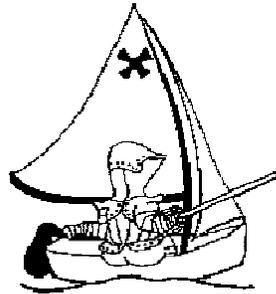


The Jouster



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The Jouster 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

It's Spring - Dave Neilsen

Just in the nick of time for many of our snowbound friends. It's time for most or many to make our way out to the boats, see how they survived the winter, and determine what if anything might need some work prior to sailing season beginning.

The WCA is continuing to do the same. At a recent after-regatta meal in Tampa, the WCA officers and friends gathered over some Thai food and chatted about our needed spring cleaning activities – continued work on the By-Laws to make the mast specifications clearer and simpler; discussion of the “tolerances” for the new rudder blade; ways to make membership dues easier to collect; and so forth. As we drove away that night additional items came up too, like placing more windows into the jib so that visibility

could be improved and on course incidents reduced. Aside from the content, it was good to see the ongoing interest in tuning up the WCA and our boat.

The summary of Midwinter's will be told by those who excel at memory and detail, but I'll just add my two cents. We were the largest fleet, had folks who traveled considerable distances to participate, sailed competitive races, and enjoyed our time ashore. The new V-7 rudder shape was there in great numbers, and looked marvelous. The paddlefoot lived on, and even during some of the windier – choppy races, performed very well. No doubt sailors in the Tampa area are now aware of the Windmill's speed, performance, fleet size and dedication.

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Regatta Announcement

- Dutch Treat Regatta, Concord YC, Knoxville, TN, May 17-18. Contact Rusty Field <nfield@prodigy.net>
- Midwestern Championship, Hoover SC, Columbus, OH, June 7-8. Contact Bernie Himmelsbach at <himmelsb@battelle.org>
- Rock Hall YC Invitational Regatta, Rock Hall, MD, June 21-22, Dyer Harris at <sdharris@dca.net>
- Windmill National Championship, Lake Winnepesaukee YC, Gilford, NH, July 13-17. Contact Larry Christian, <lawchristi@msn.com>

Fifty Boats or Bust! - Larry Christian

I am pleased to announce the 2008 Windmill Nationals will be held on Lake Winnepesaukee in Gilford, New Hampshire. The host club, Winnepesaukee Yacht Club, with the help of Windmill Fleet 66, has promised a regatta you won't soon forget. Upon accepting the challenge of running an event of this magnitude, my goal has been to get 50 boats to enter. Most people said I am crazy to think I could possibly get 50 Windmills in the same place at the same time. It's never been done before. The big question is “are there 50 Mills

capable of sailing any event?” I think so, at least I hope so. It's time to dust those babies off and get them shipshape. I would love to see some of the old time favorites, the Woods, the Fontana boys, the Demler tribe, to name a few, where are you guys hiding? Do I have to come looking for you? I will, you know. I am expecting a record turnout, please don't disappoint me. I made a deal with Ethan, I get 50 boats – he donates a new jib, as a door prize. That's another good reason to come North.

(Continued on page 2)

The Windmill Class Association has a New Website Look—Alan Taylor



If you haven't been on-line lately, surf on over to <http://www.windmillclass.org/> and take a look. Explore the site by clicking on the words in the red bar. While you are there, sign the ROSTER. Most of the articles from the old site can be found here as well. Do you have a new article or suggested updates to the current ones? Send your text or MS Word documents to Alan Taylor at <alan@lakelevel.com>. Do you have some great digital photos of Windmills? You can add them yourself to the website. If you haven't joined the Windmill Class "Yahoo Email Group", click the EMAIL LIST link for instructions. Looking for info about the Nationals? - click EVENTS and find the "Notice of Regatta". Find out about the entry fees, how to sign up electronically, and who is already signed up! There are two things that all members could do which would be very helpful to the Sec/Treasurer: (1) Check your membership expiration date on the website (DUES). Please renew without having to be reminded! If you are not listed on the website or you believe your information is incorrect, e-mail the Sec/Treas (or snail-mail) and tell him. (2) If you are listed with a boat number <50, you are an Associate Member who does not presently own a boat. The system will not accept a blank for a hull #!

It's Spring—Dave Neilsen

(Continued from page 1)

We all hope that the efforts of District Commodore Dan Fontaine continue to show results. (And, for those who need breaks from some of that snow in the winter, I recommend the Midwinters!)

Turning our attention to summer then, please give our Nationals one more chance to make your summer vaca-

tion plans. It promises to meet the expectations of all who attend, with high quality racing, beautiful surroundings, and opportunities to reconnect with old and new friends. With two events planned, our Nationals and the sponsoring club's own summer championship, you'll get a week's worth of sailing in one of the Northeast's prime vacation spots. Camping and hotel information is

No doubt sailors in the Tampa area are now aware of the Windmill's speed, performance, fleet size and dedication.

on our website, and more details will be forthcoming soon. We'd love to have our first 50-boat Nationals in a long time, so please throw your name into the hat.

Fifty Boats or Bust! - Larry Christian

(Continued from page 1)

About the lake: Pull up a pickle barrel and I'll tell you the story. It goes something like this. About a gazillion years ago it got really, really cold up here in New Hampshire, (not that different than this last winter), and everything as far as the eye could see froze up solid. It stayed like this for another million years or so. Then by the miracle of

global warming things began to melt. The local inhabitants started chipping their way out of their igloos, shoveled off their roofs and sidewalks and took a look around. There it was! One native American's jaw dropped and said to another native American (they used to call them Indians when I was a kid) "WIN-NIPESAUKEE", when translated from native American tongue means, big body

of crystal clear, cool blue water with many islands surrounded with purple mountains in tax-free New Hampshire. Because the local tribes had no written language at the time, the name stuck. People to this day can't spell it or even pronounce it, so everyone just calls it "WINNIE". That's my story and I'm sticking to it.

(Continued on page 3)

2007 Thanksgiving Day Regatta - Dave Neilsen

Seven Windmills sailed in the multi-class 2007 Thanksgiving Regatta in Tampa the weekend following Thanksgiving. Two WCA presidents were in attendance including our mighty former president Bill Blanton and his beautiful crew-daughter, Chesa Harris-Blanton as well as our infamous current president Dave Neilsen, who sailed with superstar crew Sarah Strohl-Roy. The forecast foretold of 10-15 knot winds and temperatures in the mid to high 70's. Mother Nature blessed us with those glorious temperatures but the Wind Gods decided to keep it light with an average of 4-7 knots of breeze (the day after the regatta the winds filled in to the forecasted 10-15 knots).

The racing was close as all the boats proved competitive. Ethan and Trudy Bixby won all of the races, but the other boats were nipping at their heels. Olympian Arthur Anosov and daughter Sophia sailed a strong second. Once I asked Arthur how much time is left before the start and Arthur said "I don't know; I do not have a watch". Dang he is good. Third place was taken by a former great Windmill, John Jennings and crew Julie Valdez, whose great showing proved that Windmill sailing is much akin to riding a bike.

4th place was taken by Dave Ellis and crew Donald, who sailed with very old sails and the heaviest crew weight. Dan Fontaine, who sailed without crew,

took 5th place in a boat that was literally falling apart. 6th was sailed by Dave and Sarah, who started the regatta strong with a 3rd in the 1st race. 7th was sailed by Bill and Chesa Blanton, who traveled from the cold latitudes of Maryland, began each day with a 4th place showing after which they were overwhelmed by the beautiful Florida weather.

The friendly nature of Windmill sailors was apparent and we all had tons of fun. Not counting the Optis and Lasers, the Windmill Class was the second largest fleet, which gave us lots of great exposure. Many people stopped by to ask "what is that wonderful boat?"

Thanksgiving Day Regatta—Davis Island Yacht Club, November 24-25, 2007

Sail #	Skipper	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	Total	Place
5271	Ethan & Trudy Bixby	1	1	1	1	1	1	1	(1)	7	1st
5527	Arthur & Sophia Anosov	2	(6)	2	5	2	2	3	2	18	2nd
3803	John Jennings/Julie Valdez	(6)	4	3	2	5	3	2	3	22	3rd
3651	Dave Ellis/Donald	5	2	4	(6)	6	4	5	4	30	4th
4400	Dan Fontaine	(7)	3	5	3	3	7	6	6	33	5th
5150	Dave Neilsen/S. Strol-Roy	3	(7)	7	4	7	6	4	5	36	6th
4953	Bill Blanton/C. Blanton-Harris	4	5	6	7	4	5	DNF	DNS	39	7th

Fifty Boats or Bust, continued

(Continued from page 2)

The locals say you can drink the water right out of the lake, (though not recommended), and you can see into the water some thirty feet deep. Very handy to determine if your mast is really stuck on the bottom, or if you should lose your cell phone overboard, heaven forbid. The deepest part of the lake is about 200 feet. The lake also offers excellent fishing and

any possible water sport. There is mountain hiking, biking and skiing. Don't laugh, after this winter there might still be snow till August. Another good reason to come would be the tax-free shopping, (think of all the major appliances you could fit in your Windmill for the ride home). The possibilities are endless. This area is the playground of New Hampshire and has something to offer

everyone. Don't worry about the price of gas, charge it. We have to keep the economy moving, says George B.

Now that you have no more excuses, sign up early. Let's have a great FUN regatta, one for the record books.

The Bixbys Retain the Midwinter Title—Allen Chauvenet

Ethan Bixby has been teaching the rest of us how to sail and as a result actually did not lead at quite a few of the marks in the 13-boat Windmill Midwinters at the Davis Island YC March 13-15. Windmills were the largest class in this multi-class event and recruited a new member, Antolin Rivera, from the DIYC.

The first (and only) race on Friday was sailed in light airs and found Bixby among a group of boats that became relatively becalmed on the R side of the first beat. Lon Ethington & Jeremy Hopkins held a slight lead at the first mark with Allen & Christina Chauvenet close behind along with Larry Christian, former Windmill National Champion John Jennings (welcome back), and former National Champion Ken Dyett. By the leeward mark of the W-L course, Ethington and Jennings led Chauvenet and Dyett but some private wind allowed Chauvenet to work out above and beyond the two leaders after which Dyett did the same to Chauvenet. Half way up the beat, Chauvenet sailing on starboard met Dyett sailing on port. Dyett tacked and they both held starboard until Chauvenet tacked for some wind, which allowed him to round with a nice lead. As the wind died on the legs to the finish, Dyett gained but once Chauvenet rounded the leeward mark, there was only a short reach to the finish – beating Dyett by a 3-boatlength win. The Bixbys recovered wonderfully to take 5th ahead of Ethington, while Christian and Jennings were 3 and 4. The wind died completely and racing was abandoned for the day.

The second day saw winds in the 15-20 mph range, gradually building with a 1-2 foot chop. In these conditions the Bixbys dominated, leading all races at all marks although Dave Neilsen & Sarah Strohl-Roy challenged in the 3rd and final race of the day. There were breakdowns; Bill Blanton cracked his thwart on the way out and Lisa Fath cracked her DB well, and both had to

withdraw. Ken Dyett capsized going to windward in the second race and did it again on the way in after the third race. However, Ken finished the second race of the day, did well in the final race, and righted to sail in after his second capsize! John Jennings had a spreader bracket failure in the final race which forced him to withdraw. By the end of the last race with the wind building, the Chauvenets quit racing and just sailed to keep the boat up and intact. Antolin Rivera had a mast step failure on the beautifully reconditioned #5000. This sort of problem was not limited to the Windmills as one Fireball hull developed major cracks after driving the mast into the mud and some Interlakes capsized and suffered as well.

Much repair work was done and 11 boats were ready to race Sunday. There was still a good breeze, though not overpowering it gradually dropped during the day. After Ethan won the first race, Bill Blanton (who had been wrong to go right in the first race of the day) went far to the right on the first beat of the second race, found a shift and led around the first lap, forcing some very hard work by Ethan to take the race. Dan Fontaine had a bad start in this race but showed his best speed of the regatta and Lon somehow managed to capsize, proving that there was still a reasonable breeze.

In the final race of the day and the regatta, John Jennings was inspired by Blanton and jumped into the early lead, rounding the weather mark first in a tight fleet. As the wind died, the race committee shortened to one lap and Jennings took the gun ahead of Bixby. Dan Fontaine sailed fabulously well, coming on rapidly to take his best finish of the regatta in spite of being fouled (port/starboard) by Roy Sherman at the start. This led to a sort of comic situation in which Roy was doing turns and Christina Chauvenet (skipping this race) was being advised to avoid Roy (then on starboard) while Roy was trying to wave Christina across (the crew of *Beauty and*

The Beast did not understand what was going on because he did not realize Roy was doing penalty turns and did not have the right of way). By the finish the fleet was actually quite close together and the second lap (had it been sailed) held the promise of some exciting and close competition.

Overall this event had the most Windmill entries in several years and certainly holds promise to draw even more boats next year. Antolin is a great addition to the class and Dan Fontaine is doing a wonderful job in promotion while Dave Ellis has voluntarily provided a great service to the class by reconditioning boats- so we look for growing action in Florida over the next couple of years. If you even thought about coming to the 2008 Midwinters, you should promise yourself RIGHT NOW that you WILL plan on the 2009 event (stay tuned for details!).

The President's point-of-view: Sadly, I don't remember anything about the racing other than: Day one - light, cold, and canceled after one. Day two - windy, breezy, fun, wild, and repeat, great fun! Day three - moderate to dying, shifting winds, beautiful sun on shore. I was so far behind most of the time that the details of who, what and when were lost on me. John Jennings, Ethan, Allen and Larry seemed to be up there, with Lon & Jeremy always in the hunt. During our "jib sheet wrapped around the mast chock" event, when we swamped, but decided for a fun race we didn't need to jump in to the Bay to right it without water, we sailed aimlessly around as the boat bailed, completed the race and met Mr. Dyett up at the windward mark. It was a fun regatta, and good fleet of sailors. Bill Blanton, surviving pneumonia, break downs, and the accidental ingestion of a Boca Burger (paramedic's were not called however), leading at the mark in Sunday's first or second race was a sweet moment.

(race results on Page 5)

What To Do About Plywood Checking

“I’m generally excited about tinkering with the "Mill, but reluctantly considering a 4-oz fiberglass sheath over the exterior after stripping, before re-finishing over the fir ply hull. This hull has seen some use and has light to moderate checking under varnish which I will strip. Glass sheathing over checked fir seems to be the conventional wisdom amongst the larger population of wood boat builders (other forums). I wonder if this advice is over-kill and skewed by advice from those who are mooring their boats in water for extended periods. Question to the 'Mill class: Would 4-oz glass sheathing likely be overkill for a trailered 'Mill, or can I just get by with double epoxy coating (Smiths or Re-

store-It), and then painting? I'd be willing to simply doubly epoxy coat and accept a risk of further checking if the experience of the class is that checking is not LIKELY after a double-coat of epoxy coating.”

Pat Smith, Troy, Michigan

“If your wood Windmill is built with fir plywood, eventual checking is guaranteed. Neither epoxy nor other sealer alone will prevent checking. A fabric sheath and epoxy is able to prevent checking. 4-oz glass might be enough but I would use 6-oz fiberglass. Weight is indeed an issue with performance

boats and you have to make a decision if the weight of fiberglass cloth will push the weight too high. Different panels of fir plywood will check in varying amounts and take varying amounts of time to do it, but, all fir ply will check to some degree. Ocoume (imported African mahogany/gaboon/whatever) is generally free from checking and paint is often enough protection for a trailered boat, although I recommend a base coat of epoxy. Putting your effort into building a wooden Windmill is not the best place to skimp on material.”

Tom Lathrop, North Carolina

2008 Windmill Midwinter Championship—March 16-18, Davis Island YC

Sail #	Skipper/Crew	R-1	R-2	R-3	R-4	R-5	R-6	R-7	Total	Place
5271	Ethan & Trudy Bixby	(5)	1	1	1	1	1	2	7	1st
4958	John Jennings/	3	4	4	(DNF)	2	3	1	17	2nd
3803	Larry Christian/	4	6	2	3	4	(9)	6	25	3rd
5046	Ken Deyett/	2	2	(10)	5	7	10	3	29	4th
3886	Lon Ethington/Jeremy	6	3	3	4	5	(11)	10	31	5th
5150	Dave Neilsen/Sarah Strol-Roy	(9)	5	9	2	3	5	8	32	6th
5586	Allen & Christina Chauvenet	1	7	5	8	8	4	(9)	33	7th
4500	Roy Sherman/	8	9	7	6	(11)	7	7	44	8th
2793	Carroll Sparswasser/E. Arnesen	7	8	6	7	9	8	(11)	45	9th
4953	Bill Blanton/C. Blanton-Harris	(DNS)	DNS	DNS	DNS	6	2	4	54	10th
4400	Dan Fontaine/	10	10	(DNF)	DNF	10	6	5	55	11th
5000	Antolin Rivera/	11	11	8	(DNF)	DNS	DNS	DNS	72	12th
2049	Lisa Fath/	12	(DNS)	DNS	DNS	DNS	DNS	DNS	82	13th

District 3 Report - Dyer Harris

District 3 nominally comprises Maryland, Delaware, North Carolina, and if not officially, nearby parts of Pennsylvania and New Jersey. According to the WCA database, there are about forty of Windmills in the area with a boat, and twenty-five more people caught between boats or building one.

One need that I personally have had over twenty years living in Wilmington, DE, is where to sail. The Delaware River is not attractive - currents, shipping, and refineries. Then a second need is sailing frequently with other Windmills. Once or twice a year at the National or District championships isn't enough. It is not easy to learn much from a Chauvenet, an Ethington, or a Bixby if all I can see is their sterns a mile or more ahead.

I satisfied the first need some years ago by discovering the Rock Hall Yacht Club (RHYC) on Chesapeake Bay, during the 1999 Windmill Nationals. RHYC facilities and sailing venue are

excellent for small boat sailing. Look on Google Maps (satellite) for 22759 McKinleyville Road, 21661. Zoom out. Look at the expanse of water. Zoom in on the club waterfront. That photo looks like it was taken about two years ago, very possibly during the Windmill Nationals in 2005. Anyone see their boat?

With the RHYC now the home of Windmill Fleet 82, I am working on the second need, for all of District 3 as well as myself. We have had some boats participate in the annual "Down River Race", which is followed by the multi-class "One Design Invitational Weekend". This year, the dates are June 20, 21 and 22. But there is also an "Opening Day" regatta (one day) on May 10. In the past this has effectively been the Frostbite Laser fleet's season final, because they were the only ones with boats out of winter storage. RHYC is inviting Windmills and Lightnings to participate this year.

There is more for District 3 members: RHYC has five dates through the season marked "Club Racing", usually on a Sunday. These are informal races with a club supplied race committee to set marks and score. The course is typically short. If you bungle the start there will be another one soon. If the committee bungles the starting sequence we start anyway. The focus is on both fun and skill improvement. It really works for me. Jim Georgeson sailing his Windmill was season club champ last year. I have provided all of the District 3 members with these dates, as well as the larger club sailing calendar.

Do you need to be an RHYC club member to participate? Not if you come as a guest of one of the resident Windmills. Just let one of us know that you are planning to be there. Of course the RHYC Commodore would be pleased if you chose to join, but that is not required.

District 8 Report - Alan Taylor

2008 has been slow to start here on the Left coast, at least sailing wise. Scott Rovanpera and I participated in the Richmond Yacht Club's "Sail a Small Boat" day in March. Scott took folks for a ride, while I set up my 'Mill next to the hoist, passed out flyers and talked to folks about the Windmill. There was interest, but no new members as yet. We found that folks were surprised to learn that the Optimist pram was designed by Clark Mills and that seemed to peak their interest a bit. Meanwhile, Class President Dave Neilsen was running off to Davis Island, Florida for the Midwinters. The Western District Championship will be held in conjunction with the *Go for the Gold* Regatta this year. Dave has extra boats if anyone wants to come out and join us. Off the water, we've been active. We are proud to have Dave as the Windmill Class president. Scott con-

tinues to do a wonderful job with the *Jouster*. I have taken on the Webmaster duties and have completely re-designed the Class web site.

Here is the 2008 District 8 Schedule:

June 7-8 Go for the Gold Regatta
Gold Country YC, Scott's Flat Lake

July 12-13 High Sierra Regatta
Fresno YC Huntington Lake

Sep 20-21 Totally Dinghy Regatta
Richmond YC San Francisco Bay

We are still negotiating the remainder of the calendar. We plan to have some fun sails to include the non-racers in the area, as well as attend some local

invitational regattas. (All this assumes I get my new aluminum spars built in time!). We may feel inclined to sail some of the other fun venues for 2008:

May 24-25 Whiskeytown Regatta
Lake Whiskeytown, Redding

June 21-22 Jazz Cup Regatta
Lake Washington, West Sacramento

August 2 Delta Ditch Run
Rio Vista to West Sacramento

November 9 Turkey Shoot Regatta
Lake Washington, West Sacramento

Windmills in Michigan - Dennis Marshall

“I work at a small private liberal arts college in Western Michigan and have been contemplating a boat-building/sailing program for students. We are not far from a local yacht club that would provide a sailing-racing venue. Our budget would be limited, so initially, traveling to regattas would not be in the cards. I want to have the students build their own crafts so they know the boats inside and out, can take pride in their labors, and perhaps begin a life-long love of sailing and boatbuilding. Are there many Windmill sailors in Michigan whom I could contact to discuss the boat? Of course, any and all input here would be welcome. We held an exploratory meeting for establishing a sailing club at the school where I work. 38 staff and students attended the meeting, so it looks as if we are well on the way to establishing a fleet here in Grand Rapids. Very few are sailors (at the moment) and none are racers. So, you might find us easy pickin’s once we get a boat or two and begin competing, but I’m sure we’ll have you begging for mercy in no time. It is our hope to acquire a couple of boats initially, and build a couple in the future. Many of the students showed a lively interest in the possibility of building our own boat.”

Dennis Marshall, PhD
 Aquinas College
 1607 Robinson Rd SE
 Grand Rapids, MI 49505

The Joustier Editor’s reply:

“I am currently the newsletter editor and would be happy to mail you the past dozen issues if you send me a mailing address. I built my Windmill with my father when I was 16 (37 years ago). After giving it an "extreme makeover" 5 years ago, both my daughters now sail/race with me - which makes it all worth it! There are many 3rd and 4th generation families still sailing their 'Mills, and it is one of the few boats you can build at home - or college. It turns out to be a great club boat because of its simplicity to sail and light weight when moving around the sailing club (three people can launch the boat easily because all-up weight is around 240 lbs). The attributes about the Windmill are its clean lines, hard-chine hull shape, and relatively long waterline compared to its overall length. This 15' 2" W/L length allows it to sail in breezier airs with lots of waves (think Lake Michigan) and because the boat is under-powered in sail area (119 sq ft) compared to other boats its size (C-15 has 140 sq ft, Snipe has 125 sq ft, Laser II has 138 sq ft, JY-15 has 135 sq ft?), it stays upright most of the time - even with small crews. Typical overall crew weight ranges from 200 - 350 lbs, mostly because it has a lot of open cockpit for larger crews to move around.

The latest *How to Build a Windmill* book authored by Tom Lathrop is a huge advantage for the amateur builder. I can still remember building my 'Mill back in

1970. I didn't have such a reference material when my dad and I started the project, but we finished the boat in 4 months and it is just as strong today as it was when we built it (probably because we covered the outer hull and deck with fiberglass cloth). With the new epoxies (West System) and 50+ years of building experience among class members in the Midwest, you should be able to inspire your students to plan, construct, and complete a hull with very little effort. We even built our first mast and boom (4-ply mast and 2-ply boom), but the advantages of aluminum spars makes spar building a lost art form.”

Rick Loheed has already responded to you and is currently our U.S. builder in Maryland. Tom Lathrop is located in North Carolina and our hard-working Secretary/Treasurer Allen Chauvenet is in West Virginia. The Windmill Class President and I live here in Northern California, so you see the class is spread all over the nation.”

Dennis Marshall replied:

“My email account has been swamped by respondents from the Windmill group that I hardly know where to begin. I want to thank Allen and Scott for all the help they have given me to this point, as well as the offers and encouragement from others. I will be in contact as we make progress here. I am grateful to all for their offers of sails and help.”

Sea Scout Project in Florida - Dan Fontaine

I am working with a local chapter of the Sea Scouts. One of its members often sails with us and is excited that I will soon be teaching him to skipper a Windmill. The Sea Scouts often do boat repair and maintenance in an effort to incorporate the virtue of hard work, and such.

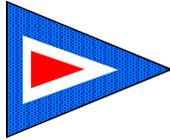
I am trying to find a very inexpensive Windmill for them to refurbish for

this purpose and so that I might be able to get some of the kids sailing with the Windmill family. I think that if I were able to provide them such a boat they would take pride and ownership in it and would become loyal and enthusiastic Windmill sailors.

So, I am looking for a used Windmill in need of repair for this purpose.

The boat would have to be very inexpensive or possibly be one that could be donated to us. If you know of such a boat, please contact me so that we might "save" it and put it to good use.

Dan Fontaine, Phone: (863) 648-0242
 <sfontaine@tampabay.rr.com>



Notice of Regatta

2008 WINDMILL NATIONAL CHAMPIONSHIP

JULY 13-17, 2008

Presented by the Winnepesaukee Yacht Club

Invitation: The Winnepesaukee Yacht Club is pleased to invite all sailors to the 2008 Windmill National Championship Regatta. The organizing authority for this event is the Windmill Class Association.

Eligibility: This Regatta is open to all Windmill sailboats. 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.

Rules: This Regatta will be governed by the *2005-2008 Racing Rules of Sailing* (RRS) including US SAILING Prescriptions, this notice (except as to any modifications by the sailing instructions), and the sailing instructions.

Advertising: This event will be a category "A" event as determined by Appendix G of the RRS

Scoring: The Low Point Scoring System (Appendix A2) will be used. The "720 degree" Turns Penalty, Rule 44.2 of the RRS, shall apply.

Launching/Hauling: Launching and boat storage will be available at the Winnepesaukee Yacht Club. All trailer storage will be offsite.

Entry: Eligible boats may enter by completing the attached form and sending it, together with the required fee to the address provided on the form. Completed entry forms and entry fees payable to "Windmill Fleet 66" must be filed with the Windmill Class Association on or before 1000 Monday, July 14, 2007. Each entry must be submitted on the form attached hereto (photo and fax copies will be accepted).

Measurement: The main sail and jib must be measured and approved prior to the first race in accordance with Windmill Class Rule XIII.5.A. 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 daggerboard.

The entry fee, if received on or before 7/9/07 is \$ 162.00 (\$ 145.00 USSA members)

If received on or after 7/10/07 is \$ 190.00 (\$ 175.00 USSA members) by cash or check payable to:

Windmill Fleet 66, C/O Ken Deyett, 226 Horizon Lane, Candia, NH 03034

Site: Racing will take place on Lake Winnepesaukee in a location to be determined by the race committee which may include one of the following locations:

- A. The area known as "The Broads"
- B. The area known as "Sanders Bay"

Prizes: Prizes will be awarded to the top 10 skippers and crews. The winning boat will be awarded the Windmill Class Association National Championship Trophy, a perpetual trophy.

Social: The WYC will provide a light buffet/welcome party on Sunday, July 13, 2008 between 1200 and 1800. Coffee and light breakfast will be available at the club daily.

The Club will provide a meal for the Annual Regatta Dinner and meeting on Tuesday July 15 at the Clubhouse. On water lunches can be ordered daily from a local provider. Post race libations and snacks will be available daily

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## WINDMILL NATIONAL CHAMPIONSHIP 2008

### SCHEDULE OF EVENTS

|                           |           |                                            |
|---------------------------|-----------|--------------------------------------------|
| Sunday July 13, 2008:     | 1500-1800 | Registration/Check-In and Measurement      |
| Monday, July 14, 2008:    | 0900-1800 | Registration/Check-In and Measurement      |
| Monday, July 14, 2008:    | 1000      | Youth Regatta Competitors Meeting          |
|                           | 1100      | First Warning (subsequent races to follow) |
| Tuesday, July 15, 2008:   | 1000      | Championship Competitors meeting           |
|                           | 1100      | First warning (subsequent races to follow) |
| Wednesday, July 16, 2008: | 1000      | First warning (subsequent races to follow) |
| Thursday, July 17, 2008:  | 0900      | First warning (subsequent races to follow) |

## My Hull Floats! - Craig in Tampa

By way of introduction, I just bought hull #5000! I live 18 miles east of Tampa, FL, and I sent in the application to join the class yesterday. I hope to campaign her on Thursday nights at the DIYC "all comers welcome" as well as other events. Years ago I learned how to sail and campaigned Windmill #1066 when I was in high school. I'm thrilled that my new purchase has aluminum spars and floatation tanks. I removed the sails and boom and flipped the boat at the dock on purpose last night. I was delighted that only 3-4 gallons of water remained in the hull when I righted her. I was also happy that only a small portion of my body weight was required to bring the boat back up. That's a huge safety feature the old boats didn't have and one that many don't have today. Through the years I've sailed a number of boats and have come back to my Windmill roots for the following reasons; I don't have the hassle of finding crew for Thursday nights at DIYC because I can single-hand it or race with the occasional family member or friend, it's light enough to easily beach launch, it performs very well, it's easily handicap rated, it's nationally recognized and raced as a one design yet I still have many options to play with. It has much of the simplistic nature and ease of handling of a Sunfish or Laser, but it has the ability to handle two and it performs a lot better. I hope to get to know all of you - let me know how I can assist the class!

*Lessons from Jim Lingeman:*

In a capsized, the boat wants to go turtle but with hesitation. The sail probably has some air under it to keep the mast

**Duck under and pop up.  
Hell—you're wet anyways.  
Swimming around the stern  
of the boat is slow and gets  
you caught in the mainsheet  
at the transom.**

horizontal for a short time. Then if the boat continues to rotate, the drag of the sail slows it down. This means if either the skipper or crew can get their weight on the daggerboard, the boat can be kept from turtleing. If you get dumped between the hull and boom, the shortest way to get to the

daggerboard is by going directly under the hull. Duck under and pop up. Heck - you're wet anyways. Swimming around the stern of the boat is slow and gets you caught in the mainsheet at the transom.

Under no circumstances should you try to seal the mast to make it float. It simply can't be done. If the boat has turtled, the tip of the mast is down 20-ft into the water. Water pressure at that depth will force its way into the mast no matter how hard you tried to seal the mast. Then, when you have partially righted the boat by bringing the mast tip to the surface, the weight of the water that leaked into the mast is at the tip and is multiplied by the moment arm of 20-ft. It takes two persons to continue to right the boat. If the top of the mast is left open, the water in the tip of the mast simply runs out when the tip breaks the water surface.

## Professional Rudder Construction - Rick Loheed

Now that I have a series of rudders in various stages of work, I have learned a few lessons :

- 1) The Sitka Spruce I have has a lot of built-in stress, and is 'iffy' for getting a straight blade, and keeping it that way.
- 2) The top of the rudder blanks I've been dressing nominally to 3/4" (I can make it 1" because I start with 1") so this is an option unless the Class standardizes it. I will be making the tops 1" thick for the Dotan 25 kick up option.
- 3) Subsequent rudders will have a slightly thicker trailing edge in general for better durability.
- 4) I suggest epoxy coating the wood immediately after machining and sanding so each one has a better chance of remaining straight, I can do that for \$150.00.
- 5) For a hardwood end piece, cap, and trailing edge, I will have to charge slightly more- but I have a cabinet maker who can help me out there and laminate some for me to

carve.

I have set the price as: Basic 1-layer, vacuum bagged, 6-oz. epoxy/glass, bright finished, Mahogany or equivalent V7 Windmill Rudder- \$350.00 Above as kick-up, modified and supplied with a Dotan 25 head- \$500.00 If I can do several, it makes it better because it saves set-up time, both for the CNC machine and for finishing. I can also do Western Red Cedar 6-oz glass/epoxy with a painted finish for \$325.00. Deliveries before May are possible, since I have several carved already. I have invested over \$500.00 in wood and supplies, and considerable time and effort to get going so I do hope to get orders. Specify 3/4" or 1" head thickness- the existing ones have been dressed to 3/4", but before planning, they start at 1".

I want to build whole boats and I would like to sell full kits to support my CNC machine. In the meantime, I can produce Windmill rudders and boards for those needing blades.



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Chuck Noon's kids having a blast!



Roy Sherman checking if a short board can right a turtled boat at the 2007 Northern Championships. He managed to right the hull and finish the race.



I haven't had too much time this summer to work with my Windmill. I attach two photographs of the vessel under con-



struction. They were taken already last summer, but the situation is almost the same today. This summer I have been working only on the epoxy surface. And as you might notice, there is a lot to work inside too. But maybe some year to come...

Heikki Lahdenmäki

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