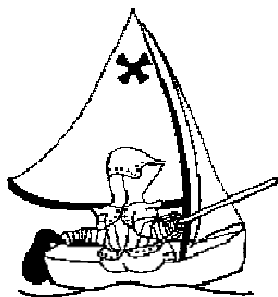


The Joustier



The Joustier 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 welcome.

Inside this issue:

Birth of Eastern Shore Fleet, Dyer Harris	2
Windmill Midwinters, Davis Island Yacht Club	2
Left Coast Report, Dave Neilsen	3
Windmill Midwinter "Notice of Regatta"	4
Windmill Midwinter "Entry Form"	insert
2006 Regatta Photos	insert
2007 WCA Officers	6

Nationals Return to Edenton—Allen Chauvenet

For the third time in a decade, the Windmill Nationals will be held off Albermarle Sound in Edenton Bay, Edenton, North Carolina. The dates for the Nationals will be July 16-18; whereas this "middle-of-the-week" format allows the use of the annual multi-class Edenton Bay Challenge (July 14-15) as a lead-in tune up regatta. Plans will include measurement and final registration when possible during the weekend, Sunday afternoon, and early Monday morning, July 16th. The class will have another session on "How to Sail the Windmill" led by some of the top sailors in the class on Sunday evening, July 15th. The WCA Annual Meeting will take place the evening of July 16th and the Annual Dinner will be July 17th. The tentative time for the Competitor's Meeting will be 10:30 AM on Monday July 16th. Racing will begin July 16th with 2-3 races as determined by the winds; 2-4 races will take place on Tuesday July 17th and the final 2-3 races will start Wednesday morning July 18th. The goal will again be a maximum of 8 and minimum of 6 races as determined by the conditions. Lunch

and awards will take place immediately after conclusion of racing on Wednesday. If there are sufficient entrants we hope to hold a Junior Nationals on Sunday afternoon, July 15. Camping, motels and B&B options will be available. Entry information and complete details will be posted on the Class website and included in the next issue of the *Joustier*. Preliminary indications are for an excellent turnout with skippers coming from Maine to Florida along the East Coast, others from Ohio, Kansas City and Tennessee. At least 2 skippers are coming from California and one boat is being towed to the regatta from New Mexico. If these people can make it, so can YOU. Contacts include Jim Elliott in Edenton, Jenn Lancaster in California and Class secretary-treasurer Allen Chauvenet.



Edenton Harbor, North Carolina

USSA Championship of Champions—Dave Ellis

US SAILING's 2006 Championship of Champions was held on Lake Maumelle near Little Rock, Arkansas October 26-28. I had the honor of representing the Windmill class. Twenty class' champs are invited each year to do battle together, this year on 18-foot Y-Flyer scows. New North sails and careful tuning made the boats as equal as possible, allow-

ing for their owners' preference in controls and lines.

Practice on Wednesday showed that my crew, local Y-Flyer and J/30 sailor Dr. Ben Guise, and I had good speed. The sail area ratio of mainsail and jib and the aspect ratio of the Y are very similar to the Windmill, al-

(Continued on page 2)

Regatta Announcements

- Dutch Treat Regatta, Concord YC, Knoxville, TN, May 19-20. Contact Rusty Field, nfield@prodigy.net
- Windmill Southern Northerns, Bantam Lake YC, Litchfield, CT, May 19-20. Contact Cliff Cooper cliffordacooper@optonline.net
- Midwestern Championship, Hoover SC, Columbus, OH, June 2-3. Contact Bernie Himmelsbach himmelsb@battelle.org
- Windmill Southern Championships, Grand Lagoon YC, Pensacola, FL, June 9-10. Allen Chauvenet, AChauvenet@triad.rr.com
- Rock Hall Invitational, Rock Hall YC, Rock Hall, MD, June 16-17. Contact Dyer Harris sdharris@dca.net

Championship of Champions, continued... Dave Ellis

(Continued from page 1)

though having 161 square feet of area to our 119.

The first race on Thursday set the tone for our regatta. I had a difficult time with the starts. Part of it was a determination to get all of the \$250 damage deposit back. Another part was the aggressiveness of this very talented fleet. Many had been college sailors, many sailed in very competitive large fleets, and some had professional crew. I started second row nearly every time. Since the races were only about twenty minutes long, a bad start was a big handicap. But our speed was very good. Allowing twist in the mainsail when the wind dropped really helped. Smooth tacks were essen-

tial. Getting a clear lane of air was tough, as everybody there was a champ.

Out of 13 races I got good starts twice. In one of those starts we finished second. In the other we led the fleet most of the way around until a puff pulled everybody up from behind on a downwind leg. We finished fourth. In two races the wind changed directions markedly in the last minute before the gun. We were on the wrong side both times, resulting in a 17th each time. It was gratifying to see that one or the other of those same races were the throw out of many of the top boats. On Friday there was only one race in very heavy winds that increased as the race progressed. Several boats capsized and one mast collapsed.

We started poorly, but found our speed on the second weather leg to finish 8th. Saturday the wind was lighter and very fluky, even for a lake.

We finished seventh out of twenty at the regatta. Mention was made of those who accumulated fewer than 100 points in the 13 races and we made the cut. Thanks to the Windmill Class for the privilege of being your ambassador to this prestigious event. For complete results and stories go online to www.ussailing.org and at the top of the home page put the cursor on "Racing" and click on "National Championship". Scroll down to "Championship of Champions".

New Windmill Fleet 82 Established at Rock Hall, MD

Windmill Fleet 82 has been established at the Rock Hall YC, home of the 1999, 2002, 2005 and 2006 Windmill National Championships. While based at the Rock Hall YC, the Fleet will be known as the "Eastern Shore Windmill Fleet" reflecting the location of the initial members and the goals of the fleet. This is the 4th Fleet in the Chesapeake Bay area and joins Windmill Fleet 4 (founded 1960 on the Western Shore of the Northern Bay) as one of two active

fleets on the Bay.

The class welcomes this first new Windmill fleet of the millenium and will be forwarding a fleet charter suitable for framing and display at the Rock Hall YC. The class also again thanks the Rock Hall YC for its support; the 1960 Rock Hall YC was the first time that 2 Windmills (#55, Art Carico and #61, Russ Chauvenet) appeared in a regatta on Chesapeake Bay, sailing in the Handicap Class. The new fleet invites all area

The founding members are:

- Victor Kelly (Windmill 2933)
- Dyer Harris (Windmill 3247)
- Ron Mansfield (Windmill 3629)
- Jim Gregson (Windmill 5400)

Windmillers to apply for membership in the RHYC and especially to attend the Rock Hall YC annual regatta June 16-17.

2007 Windmill Midwinters

Well folks, it's "that time of year" again - Time to get signed up for the Davis Island Yacht Club "Fireballs & Friends Regatta", March 2-4. This event started off over 40 years ago as the "Fireball Midwinters" and has grown into a Really Good Time one-design March Multi-Class Madness.

In addition to the ancient and venerable FIREBALL class, we are again inviting (in order of "event seniority") the FRONT RUNNER, INTERNATIONAL

110, FLYING SCOT, CLASSIC MOTH and INTERLAKE classes. And this year we are pleased to extend our hospitality to the WINDMILL class. I'm looking forward to staging a great event for everybody, and all of us here at DIYC hope to see all of our "repeat offenders" back along with lots of new folks.

Please pay special attention to the supplemental information in the "Notice of Regatta" - we have a couple of sailmaker-rep types doing seminars/demos,

a special notice regarding this year's protest procedures and important items regarding camping and parking.

If anyone needs anything else, please do not hesitate to contact me. We look forward to seeing y'all and doing some high-quality racing and partying. Please give me a shout to if you are coming or need anything. See you at Davis Island Yacht Club or at www.diyc.org
Paul Leonard, Regatta Chairperson
paul.leonard@yahoo.com 727.742.4504

Left Coast Report – Dave Neilsen

I'm not really sure of the season of this *Jouster*. Seems like the last one was fall... now it's winter. Here, west of the Rockies, we have most probably entered into that quiet period of the Windmill Class like the rest of you. As ice and storms batter the East Coast, and grey days and cool temps hang over us, it's easy to walk past the garage or barn, and pat the boat. Maybe even dust it off some. But not always so easy to get a move on...

The Western District has some good news none the less. First off, Alan Taylor, of the famous "Taylor Made" boat out of North Carolina, has found a beauty of a boat, awaiting its second or third life. *Heart Beat*, born in the late 1960's in the Los Altos area of the San Francisco Bay, was delivered into Arlene and Alan's lives recently. As you can all imagine, there is some sanding, sealing and re-rigging to be done. We'll try to organize a "Tim the Toolman, Boatman - Taylor" day of the active fleet members nearby. With all of our extension cords, grinders, sanders, and epoxy

spreading devices, we'll have that girl back on the water in no time.

Tony Mindling of Cool repaired his Advance hull, replacing some very tired foam core in a major project. I also took advantage of the seasons to finish my restoration of the Advance hull that I have. Solid boats back in the fleet... My total salvage job, *Almost Embers*, a woody hauled off a burn pile, is getting her aluminum mast this spring. So, the boat building and spiffing projects continue.

With folks moving, or rebuilding homes and house projects, our sailing schedule was a little weak this fall. I attempted to go out in November for a local "turkey shoot" regatta in Sacramento. It rained like the dickens, and blew, and the "never been sailing before" crew of mine was chilled, wet, and she tired very quickly. Fun day, maybe, but not worth getting a co-worker sick or mad. We made our way to the docks very early in the day, along with many others who didn't want that kind of sail.

Our "end of the year" extravaganza

was a casual sail out of the Oakland-Alameda Estuary. Four boats worked their way down to the Bay, and we had a delightful sail up and down the waterfront, ducking in and out of traffic and peering into the restaurants and eateries along the docks. Alan Taylor, Doug McWilliams, Scott Rovanner, and I, along with Scott's daughters Jessica and Jenny, joined together for a very pleasant casual sail. It wasn't like we needed to race, but to Doug's credit, he couldn't help but be looking for two buoys that lined up perfectly for some windward / leeward course. Alan's boat, having not seen the water in 30 years, acted like it was just yesterday since it was last beating up through the channel. A fun day on the water, followed up by a delicious meal on the waterfront in a cozy restaurant.

We have "ten thousand" potential dates for our events this year. Fitting them into life, other regattas, work, vacations, etc. is always our challenge – but heck, this is a much better problem to have!



2007 Windmill Midwinter "Fireball & Friends Notice of Regatta"

Organizing Authority

The Organizing Authority are the various Class Associations. Davis Island Yacht Club is hosting the event. Event will be the North American Midwinter Championship for Fireballs, and will serve as the Midwinter Championship Regatta for the remaining classes. Mail entry: Davis Island Yacht Club, 1315 Severn Ave., Tampa, FL 33606. Attn: Fireballs & Friends Regatta

Rules

Regatta will be governed by the rules as defined in the current US Sailing "The Racing Rules of Sailing".

Eligibility and Entry

Event is open to current members of the invited Class Associations: International Fireball, Front Runner, Flying Scot, Interlake, International 110, Classic Moth, Windmill. Competitors must complete an entry form, pay entry fees as scheduled, and sign a liability release to enter. All fees are "tax included" (see entry form). International Fireballs must have a current and valid measurement certificate.

Fees

<u>Entry fee (USD) per class</u>	<u>US Sailing or CYA</u>	<u>Non-member</u>
Fireball, Front Runner, 110, Interlake, Windmill	\$75	\$80
Flying Scot	\$60	\$65
Classic Moth	\$40	\$45

Entries on-site or postmarked after February 11, add \$20.

Schedule of Events

Racing for the Windmill Class will be conducted over three days, March 2, 3, & 4. Informal team racing and a tuning clinic will be held on Thursday, March 1.

Friday, March 2	0800-1000	Regatta continental breakfast
	0830-0930	Registration & check-in
	1000-1015	Competitors' meeting
	1030	Harbor start
	1130	First warning signal (3 races scheduled)
Saturday, March 3	1800-2100	Club food service available (full dinner)
	0700-0930	Regatta continental breakfast
	0700	Club food service available (full breakfast)
	0800	Harbor start
	0900	First warning signal (4 races scheduled)
Sunday, March 4	1800	Regatta dinner "party"
	0700-0800	Regatta continental breakfast
	0700	Club food service available (full breakfast)
	0800	Harbor start
	0900	First warning signal (2 races scheduled, no warning after 1300)
	Post-racing	Club food service (abbreviated lunch menu) until 1500, Awards

Sailing Instructions, Venue, Courses



Sailing Instructions will be available at registration & check-in. Racing will be in Hillsborough Bay, south of DIYC and north of "Long Shoal". Courses will be drop-mark, with windward-leeward or triangle configurations.

Scoring System

RRS Appendix A "Low Point Scoring System". One (1) race makes a regatta. If less than five (5) races sailed, no discard (this modifies Appendix A2).

Prizes

Prizes for finishers in each class: 3 boats=1st; 5 boats=1st-2nd; 7 boats=1st-3rd; 10 boats=1st-4th; 15+ boats=1st-5th. Prizes on-hand at award time will be based on the number of boat registrations received by Feb. 16. Winners of trophies not on hand because of additional entries will be back-ordered and shipped to address on entry form.

NORTH SAILS GULF COAST

Committed to provide
excellence in Windmill Sail
Design and Windmill Rigging
services.

Contact **Ethan Bixby**
Ethan.Bixby@northsails.com
<http://www.northsails.com/gulfcoast/>
tuning guides and tip online

NORTH SAILS St. Petersburg, FL
(727) 898-1123 fax (727) 898-0211



Allen & Nick Chauvenet at St. Andrews, Scotland



Allan Taylor launching *Heart Beat* for the first time in 30 years at the Alameda Estuary, CA

Back in Time...

To further my history, I bought Windmill #2612, a woodie from Herb Bodman, in 1972. (I traded it for a Tasar in 1977) Don't know what happened to that boat? Lots of good memories with both boats...

I recall one weekend in #2612 at St. Michaels, MD. I had mistaken the wing mark for the weather mark, and met the fleet as they were on leg 2 and I was clawing up the layline to the true weather mark. It was marginal planing conditions and I had a 60 lb crew (and I only weighed 140 in those days). I had a couple of fast reaches, and managed a good beat to finish 3rd, overlapped with Russ Chauvenet. As we were hauling out at the launch ramp, Russ called over to me "You have a fast boat, if you'd only point it in the right direction!"

And as a side note, about the same time (1967) my dad, Kent Taylor, "commissioned" Fred Clifford to build #2955. This was a light blue Durabilt hull. The significance is that dad picked the color (Carolina Blue) and hull number (my birthday is 1/29/55).

I now own Windmill #2951

Alan Taylor

The Sailors' Tailor Inc.

**1480 West Spring Valley – Paintersville Road
Spring Valley, Ohio 45370
(800) 800-6050 www.sailorstailor.com**



With our Teflon® thread, proprietary fabric, extra reinforcements and 20 point check, your Sailors' Tailor cover is designed to last 7-10 years even if trailed at 70 mph! (The industry norm is 5 years)
For over three decades we have led the way with our unique cover designs.

Call for a FREE Sailor's Pack: Poly Army Duck and Acrylic fabric samples, brochure describing how to choose the right cover, diagram of proper seams and hems.

THE SAILORS' TAILOR Inc. brand name.

Do Not Buy Any Boat Cover Until You Read About Ours

PTFE [Teflon® thread](#) coated with Teflon®, for outstanding chemical and UV resistance which will not be damaged by exposure to sunlight, weather, or water. Designed to last as long as the fabric.
Covers made with Unique Vinyl like double-coated [Poly Army Duck Fabric](#) or top quality acrylic materials.
[Flat-Felled seams](#) double stitched through 4 layers.
Double needle lock stitched flat-felled seams leave no edges to fray and seal water out better than other types of seams.
[Double-folded hems](#) stitched through 3 layers.
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.

Windmill Class Association



Windmill Class Association
1856 Runnymede Road
Winston-Salem, NC 27104

Jouster Editor: Scott Rovanpera

WCA Webmaster: Hank Cope
Email: windmill5001@msn.com

The Jouster

www.windmillclass.org

2007 National Officers & District Commodores

President—Bill Blanton
17762 River Shore Drive
Tall Timbers, MD 20690
Telephone—301.994.1971
Wjblanton@aol.com

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

2nd Vice President—Scott Rovanpera
449 La Casa Via
Walnut Creek, CA 94598
Telephone—925.939.4069
scott_rovanpera@pacbell.net

Secretary-Treasurer—Allen Chauvenet
1856 Runnymede Road
Winston-Salem, NC 27104
Telephone—336.723.2259
ACHAUVENET@triad.rr.com

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

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

Mid-Atlantic—Mark Lathrop
307 Highland Drive
Edgewater, MD 21037
Telephone—410.956.0457
Mark.T.Lathrop@noaa.gov

Midwestern—Carol Alexander
5677 Forest Grove Ave.
Westerville, OH 43081
Telephone—614.392.0094
sailormom@wowway.com

New England—Roger Demler
169 Maple Street
Sherborn, MA 01770
Telephone—508.653.2069
demler@msn.com

Western—Dave Neilsen
4828 Fortna Road
Yuba City, CA 95993
Telephone—530.671.5604
Golaser1@aol.com

Class Measurer—Frank Larimer
1508 Hidden Hills Dr.
Clinton, TN 37716
Telephone—865.457.3937
flarimer@comcast.net

Finland—Lauri Lipasti
llipasti@dlc.fi

Greece—George Karaiskos
karaiskos@kim.forthnet.gr