

The Jouster



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Articles, photos and race results are very welcomed.

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Windmill Sailing  Just Plane Fun

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LAKE YOSEMITE REGATTA

May 19-20, 2012

By Darrell Sorensen

The Lake Yosemite Regatta brought out some very competitive sailing amongst the Windmills. With shifting winds light to medium and wind that was never the same in different parts of the lake. Upwind runs took skill or just dumb luck to get an advantage. I was sailing McLeod's new to them Windmill 809 that was refurbished over the winter and on the water after 35 years of storage. This was to make sure everything was working properly and nothing would break (which it did) for them. Angus McLeod was teamed up with

Keaton Bender, each taking turns as skipper, in the Windmill Bender's recently punched from Dave Nielsen. Wind for the first race was real light, with the lead changing several times between Eric Swenson, Casey Loeffler and Myself. At the finish it was Eric, we were one boat length behind with Casey not far behind.

In the second race our boat had a broken out-haul before start and the sail kept creeping forward. My crew Julia was able to tie the sail back on a down



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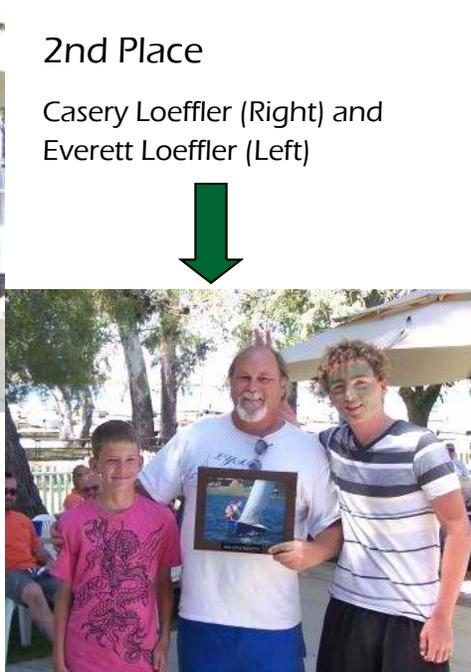
wind run, but all this put back in 4th place. Eric Swenson ran off with this one and never looked back. Race 3 treated us to better winds and was another see-saw battle. On one up wind leg I was able to go from 4th to 1st, only to have two boats on my hip wing & wing with the next one not far behind on the next down wind run. They all had a big advantage rounding the next mark where I was hopelessly on the outside. This race went to Casey followed by Eric. That was it for Saturday's racing. Sunday morning the race committee gave us one long race instead of two shorter ones. This was because the temperature was going to be in the mid 90s later in the afternoon with no chance for wind. Casey Loeffler

needed a win, with Eric Swenson no better than third to win the regatta. Anything else and Eric would take the win. Julia and I just wanted to win a race, we could also play the part of spoiler. After rounding the 1st mark we were really spread out with Casey well in the lead and Eric way behind. Then after a long slow downwind run we kept creeping up on Casey. At the next mark the wind had vanished, just in that area of the lake. By the time we rounded the mark Eric had also caught up. When we got up to turn 3 (which is a small island) Casey was in the lead, we were second and Eric third (just what Casey needed to win) We cut the island a little close and came to a sudden stop. I had sailed this close to it and cleared with my boat, but mine has the short dagger board, where 809 has a long one. This put us way

back into 3rd place. When we got to the 2nd to final upwind leg we were able to find the wind and the others weren't (or maybe just dumb luck) and take over the lead to the finish. Casey and Eric were close behind us at the end with Casey beating Eric by only a foot or two. But Eric had the points to win the regatta. I want to make special note that six of the windmill sailors taking part in this regatta are juniors 16 and under. Including second place finisher Casey Loeffler. There was fabulous dinner put on by Lake Yosemite Sailing Association Saturday evening. Everyone in attendance had a great time. There were about 30 boats in the regatta, Day Sailors (11) and Windmills (5) had enough for their own classes. ♦



1st Place
Eric Swenson (Right) and Harrison McDowell (Left)



2nd Place
Casey Loeffler (Right) and Everett Loeffler (Left)



3rd Place
Darrell Sorensen (Right) and Julia McLeod (Left)

Lake Yosemite 2012 Regatta Results

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4
1	2101 : Catchin Up	Eric Swenson / Harrison McDowell	7	1(1)	1(2)	2(4)	3 (7)
2	3306 : Donkey Who?	Casey Loeffler / Everett Loeffler	8	3(3)	2(5)	1(6)	2 (8)
3	809 : Cloud Nine	Darrell Sorensen / Julia McLeod	10	2(2)	4(6)	3(9)	1 (10)
4	758 : Almost Embers	Keaton Bender / Angus McLeod	17	4(4)	3(7)	4(11)	DNS (17)
5	3066 : Boatessa	Armand Petersen / Brice Petersen	21	5(5)	5(10)	5(15)	DNS(21)

Rock Hall Regatta— District 3 Championships

By Ralph and Sandy Sponar

Rock Hall Yacht Club One Design Regatta was spectacular. The blue sky day started off with Eight Windmills turned out for the racing on a warm 80 degree day, with Northeasterly wind 6 to 12 knots and small chop on the Chester River. The racing course was mixed with Windmills, Wayfarer and Hamptons. Distractions on the course included the US Navy Blue Angles doing many fly bys in support of the Baltimore Tall Ship Sailabration.

The first race winds were in the 8 to 10 knot range and all boats were close. John and Anne Danneberger sailed a masterful race and received first place line honors. Claiming second place Allen and daughter Christina Chauvenet from West Virginia, close on their

heels for third Ralph and son Matthew Sponar. John and daughter Allie Coleman from Pennsylvania claimed a solid fourth. Lon Ethington and Meg Gimmi came up from Florida to support our growing fleet at Rock Hall held onto Fifth. Dyer Harris and Jim Georgeson sailed comfortably for sixth. Carroll Sparwasser and new crew member Erik Arnesen (great to see your return from Back Surgery) claimed seventh. Chris Sparole and new to sailing junior crew member Graeme Pratt worked hard on their teamwork and stayed very competitive.

The second and third race of the day wind lightened up to 8 knots. The entire fleet was close and boat positions changed several times especially when you got caught in the ever changing "Dead Zone". Race Committee called it a day after 3 races. A good dinner drinks and a great time to catch up with everyone on the veranda to watch the Sunset was enjoyed by all Sailors. Including Richard Walker and

his lovely wife who were very active Windmillers several years ago.

The winds lighten up for Sundays racing 4 – 8 knots. All positions changed constantly for each leg of the three races. Keeping an eye on other boats on the race course, playing the wind shifts and keeping out of the "Dead Zone" was paramount to the weekends racing. Plus watching the Blue Angles and race is an obstacle many don't encounter at most regattas, what a wonderful sight "Go Navy".

After boat clean up everyone retired to the Rock Hall Yacht Club to enjoy a well deserved cold libation and Award Ceremony. Thanks to all the support staff at Rock Hall Yacht Club for a great race course and yacht committee, welcoming atmosphere and friendly conversations at the bar and dinner.

See you on the water, may your sails always be full and your boat pointing in the right direction. ♦

Rock Hall One Design Regatta - District III Championships Results

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	5069	John Danneberger/Anne Danneberger	8	1 ₍₁₎	2 ₍₃₎	1 ₍₄₎	2 ₍₆₎	(5) ₍₁₁₎	2 ₍₁₃₎
2	3886	Lon Ethington/Meg Gimmi	10	(5) ₍₅₎	3 ₍₈₎	2 ₍₁₀₎	3 ₍₁₃₎	1 ₍₁₄₎	1 ₍₁₅₎
3	5060	Ralph Sponar/Matt Sponar	10	(3) ₍₃₎	1 ₍₄₎	3 ₍₇₎	1 ₍₈₎	2 ₍₁₀₎	3 ₍₁₃₎
4	5586	Allen Chauvenet/Christina Chauvenet	18	2 ₍₂₎	(4) ₍₆₎	4 ₍₁₀₎	4 ₍₁₄₎	4 ₍₁₈₎	4 ₍₂₂₎
5	3064	John Coleman/Allie Coleman	23	4 ₍₄₎	5 ₍₉₎	(6) ₍₁₅₎	5 ₍₂₀₎	3 ₍₂₃₎	6 ₍₂₉₎
6	3651	Chris Sprole/Graeme Pratt	30	(8) ₍₈₎	6 ₍₁₄₎	7 ₍₂₁₎	6 ₍₂₇₎	6 ₍₃₃₎	5 ₍₃₈₎
7	3800	Carroll Sparwasser/Erik Arnesen	34	7 ₍₇₎	7 ₍₁₄₎	5 ₍₁₉₎	(8) ₍₂₇₎	7 ₍₃₄₎	8 ₍₄₂₎
8	5400	Dyer Harris/Jim Georgeson	36	6 ₍₆₎	(8) ₍₁₄₎	8 ₍₂₂₎	7 ₍₂₉₎	8 ₍₃₇₎	7 ₍₄₄₎
9	4261	Scott Ross/Jan Ross	50	(DNS) ₍₁₀₎	DNS ₍₂₀₎	DNS ₍₃₀₎	DNS ₍₄₀₎	DNS ₍₅₀₎	DNS ₍₆₀₎

Ethington Nips Sponar for Midwestern Title

By Allen Chauvenet

The 2012 Windmill Midwesterns were held at the Hoover Sailing Club near Columbus, Ohio on June 2nd and 3rd. The Hoover Sailing Club and Windmill Fleet 60 continue to add to the record number of years for a Windmill regatta at the same location—and continue to enhance their reputation for the most outstanding meals. All the food is made by club and fleet members and is considered an attraction by itself. The club and the racing certainly add to this!

A fifteen boat fleet (the usual unexpected absences and extra appreciated entries) appeared for the event which was run by PRO Graham Alexander, experienced 505 and Windmill Sailor. The first day brought strong morning winds with expectations of increases in the afternoon. The committee set a long course with 2 triangles followed by WLW. Craig Tovell and Evan Hollins (4200) made a great start, caught the first shift and simply sailed away to an ever-increasing lead. However (shades of one race last year) when the leader rounded the weather mark the second time, he sailed directly toward the leeward mark, ignoring the fact that the course called for two (2) triangles! Others cautiously followed but when Roy Sherman/Maggie Arnesen (4689) rounded the weather mark, they reached directly towards the jibe mark. Lon Ethington/Meg Gimmi (5070) and Allen & Christina Chauvenet (5586) picked up on this and followed Sherman toward the mark. Tovell was so close to the leeward mark as to be out of the race and thus picked up his throw-out! Sherman sailed wonderfully well and the top 3 held their positions to mark the second consecutive year Sherman has won the opening race! Ralph/Matt Sponar (5070) and Tim/Nathan Bachman (4689) rounded out the top five.

The second race started with winds pushing 15 and increasing during the race. Many sailed in prior to the race

and others failed to finish, including Eric and Emily Francois (3049) who were in second place until an untimely offwind capsized! Only seven boats finished this race with Lon Ethington grabbing a large lead and holding off Craig Tovell at the end. The Sponars were 3rd followed by John/Allie Coleman (3064) and the Chauvenets. Notably, Roy Sherman finished “last” after being first in the opening race! This was officially a 7th and counted in their final score, showing the value of finishing! The fleet then sailed in to the Hoover SC floats and tied up for lunch. As the sailors enjoyed a great lunch feast, the wind continued to build, leading to all afternoon racing being called off by the considered judgment of the PRO (supported by the great majority of the fleet).

Consequently, after a wonderful evening of food and companionship, the Sunday races started earlier than planned in light/moderate and building winds. The race committee managed 4 races with the first three Triangle WLW and the final race the now famous (and noted) 2T WLW!

The first race Sunday found Lon and Meg again seizing the early lead but pressed this time by Sherman who wound up with the runner-up position. The Sponars, Chauvenets and Tovell battled behind the leading two with the Sponars capturing 3rd. The Chauvenets were 4th at the final mark but Tovell rounded better and passed them before the finish.

Just when it appeared that Lon and Meg would sail away with the regatta by a large margin (having opened 2-1-1), the Sponars shifted into high gear for the final three races. In a tightly contested 4th race, they played the shifts correctly on the second beat to take the win over Ethington. The Chauvenets, again pushed Ethington/Gimmi and led Tovell. This time they sailed better at the end and held off Tovell for 3rd with Jim and Evelyn Ferguson (4614) taking 5th for fleet 60. Sherman finished 8th, his drop race. In the fifth race, the Sponars led throughout with an outstanding performance. Lon and Meg flipped to 4th

behind Sherman and Tovell, at least opening the possibility of the Sponars winning the regatta, as the lead was cut to 2 points entering the final race. With both having 4th place drops, Sponar would need to win the race to win the regatta as a second could only produce a tie which Lon would win. Also, Lon and Meg would clinch the event with any top three finish, regardless of other results. Nevertheless, this was certainly possible. The Colemans took 5th in this race while the Chauvenets eliminated themselves from any chance of doing better than 4th by being recalled at the start and doing little right afterward to record a 13th place (drop).

Determined to redeem themselves, the Chauvenets made an excellent start in the final race and found a good shift on the left side to take the lead at the weather mark. They had no trouble holding this lead on the following two offwind legs with Sponar and Tovell emerging from the pack behind. Lon and Meg wound up doing a 720 and were well back. On the second beat the Chauvenets held off challenges from Sponar and Tovell to again turn 1st. The top 3 opened a solid lead on the rest of the fleet and on the 3rd beat the Sponars found a shift near the mark that put them around in the lead and potentially winning the regatta. The Chauvenets had their boat moving well on the run and regained the lead with Sponar and Tovell following closely. On the final short beat Tovell found some wind to the right side to move from 3rd to first with Chauvenet and Sponar following. Lon and Meg recovered to a 4th, but the regatta was theirs (by ONE POINT!) regardless of their position due to Sponar finishing 3rd. Roy Sherman was 5th just ahead of the Coleman's to take 4th overall by ONE POINT over the Chauvenets. In both cases, a change of one point would have seen the tie-breaker go to the person who finished ahead without the change. The overall closeness of the racing is reflected by the 8 point spread from first to fifth.

It is fair to say that each and every one of the sailors enjoyed this event; for the past two years the race committee has

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managed 6 races on Saturday and 0 on Sunday (2010—too much wind; 2011—no wind) and this year they demonstrated their flexibility and innovation by achieving 6 races in a differ-

ent format. This is one event where the triangular course has not died and the racing is always challenging. When combined with the location, friendship and fabulous food, it is easy to see why it has been (after the Nationals) the second-largest Windmill

event each of the past three years. Next year, we hope to see everyone back and urge those who have come in the past or never come to put the Midwesterners on your schedule! ♦



1st Place: Lon Ethington & Meg Gimmi



2nd Place: Ralph Sponar & Matt Sponar



3rd Place: Craig Tovell & Evan Hollins



4th Place: Roy Sherman & Maggie Arnesen



5th Place: Allen Chauvenet & Christina Chauvenet

Windmill Midwestern 2012 Championships

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	5070	Lon Ethington/Meg Gimmi	10	2 ₍₂₎	1 ₍₃₎	1 ₍₄₎	2 ₍₆₎	(4) ₍₁₀₎	4 ₍₁₄₎
2	5060	Ralph Sponar/Matt Sponar	11	(4) ₍₄₎	3 ₍₇₎	3 ₍₁₀₎	1 ₍₁₁₎	1 ₍₁₂₎	3 ₍₁₅₎
3	4200	Craig Tovell/Evan Hollins	14	(DNF) ₍₁₆₎	2 ₍₁₈₎	4 ₍₂₂₎	4 ₍₂₆₎	3 ₍₂₉₎	1 ₍₃₀₎
4	4489	Roy Sherman/Maggie Arnesen	17	1 ₍₁₎	7 ₍₈₎	2 ₍₁₀₎	(8) ₍₁₈₎	2 ₍₂₀₎	5 ₍₂₅₎
5	5586	Allen Chauvenet/Christina Chauvenet	18	3 ₍₃₎	5 ₍₈₎	5 ₍₁₃₎	3 ₍₁₆₎	(13) ₍₂₉₎	2 ₍₃₁₎
6	3604	John Coleman/Allie Coleman	28	6 ₍₆₎	4 ₍₁₀₎	(7) ₍₁₇₎	7 ₍₂₄₎	5 ₍₂₉₎	6 ₍₃₅₎
7	4689	Tim Bachman/Nathan Bachman	39	5 ₍₅₎	6 ₍₁₁₎	6 ₍₁₇₎	11 ₍₂₈₎	11 ₍₃₉₎	(12) ₍₅₁₎
8	5410	Bernie Himmelsbach/Julie Himmelsbach	40	7 ₍₇₎	(DNS) ₍₂₃₎	11 ₍₃₄₎	6 ₍₄₀₎	8 ₍₄₈₎	8 ₍₅₆₎
9	3049	Eric Francois/Emily Francois	42	9 ₍₉₎	(DNF) ₍₂₅₎	8 ₍₃₃₎	9 ₍₄₂₎	9 ₍₅₁₎	7 ₍₅₈₎
10	4100	Chris Bunge/Dale Cleveland	51	8 ₍₈₎	(DNF) ₍₂₄₎	12 ₍₃₆₎	12 ₍₄₈₎	10 ₍₅₈₎	9 ₍₆₇₎
11	4614	Jim Ferguson/Evelyn Ferguson	53	(DNS) ₍₁₆₎	DNS ₍₃₂₎	10 ₍₄₂₎	5 ₍₄₇₎	6 ₍₅₃₎	DNF ₍₆₉₎
12	3998	Randy Piersall/Juliann Piersall	59	(DNF) ₍₁₆₎	DNS ₍₃₂₎	9 ₍₄₁₎	14 ₍₅₅₎	7 ₍₆₂₎	13 ₍₇₅₎
13	3251	Tom Lawrence/Arnie Ishizuka	64	(DNF) ₍₁₆₎	DNS ₍₃₂₎	13 ₍₄₅₎	10 ₍₅₅₎	14 ₍₆₉₎	11 ₍₈₀₎
14	4499	Terry Kirby/Ian Kirby	67	(DNS) ₍₁₆₎	DNS ₍₃₂₎	DNF ₍₄₈₎	13 ₍₆₁₎	12 ₍₇₃₎	10 ₍₈₃₎
15	4585	Hallie Bourne/Jenn Russ	76	(DNS) ₍₁₆₎	DNS ₍₃₂₎	14 ₍₄₆₎	15 ₍₆₁₎	15 ₍₇₆₎	DNS ₍₉₂₎

Air Tank Testing

By Darrell Sorensen

It is now summer, the thermometer is approaching the century mark and not a chance for any wind. What a perfect day to take your Windmill to the lake to test its air tanks for leaks and while you are there do some capsizing practice.



Even if you have tested your boat with pressure from a vacuum and soapy water there is only one way to



make sure they don't leak: submersion. We tested a couple of the Lake Yosemite Windmills for these photos. The rules call for two separate tanks, but the fiberglass Durabilt we tested looked as it has just one continuous tank. It is very important for floatation added to the tanks of fiberglass boats as without it they sink like a rock if there is a rupture of the tanks. Remember that ocean liner 100 years ago that was unsinkable.



Now get the boat out in deeper water for some capsizing practice. Be sure the main sheet isn't cleated before righting your boat. Are you not quite as young as you once were or gained a few ex-

tra pounds and having trouble getting back into the boat? You can make a simple rope ladder to help give you a "leg up". Make the bottom rung wide enough so you can get both feet on it, then step up the next rung and into the boat. Just like getting on a horse with a saddle on it. Mine fits neatly in one of the rear cubbies. It will take some "in the water testing" to make sure it works for you.

Now that you have done this drill and cooled off from the heat, you are ready should you capsize while sailing or you know that there is some work to do on your boat. By the way, both boats we tested failed the leak test. ♦



The Largest Windmill Event of the Year is Coming!

2012 Windmill Nationals

July 26-29, 2012

Rock Hall Yacht Club

For More Information and Registration Forms

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www.WindmillClass.org

Windmills in Fly-Over Country

By Hal Wood

Windmill Fleet 16 in Kansas City, MO has been trying some techniques to rejuvenate ourselves and grow. Shifty little Lake Jacomo needs more boats on the starting line. Some of tips may help your situation add a boat or two.

We started with a seasoned core of four skippers that have been sailing Windmills for over 20 years (Lewis, McIntosh, Skikne, and Wood). The first technique for growth is to have Windmills available, and the second is to take someone sailing. My crew for three years, Beth Hankins, decided to join the skipper ranks, but the joy of ownership wasn't an option. I had a couple of Windmills under repair, so I leased one to her for the cost of the permits to get on the lake. Then there were five of us. I have since picked up five other Windmills to keep in reserve, and two of those have sold this month.

Another veteran couple, Phil and Rachael Durand moved back from New Mexico to join us, and a past member of our Fleet from the mid-1970's donated two boats to his daughter and son who live in the area.

The third technique for growth is to be

available to help find and repair boats. The daughter, Cheryl Basiotis, inherited the wooden one, and she's been rebuilding it to new condition for some time. She's gotten lots of rigging advice and some elbow grease for help. The boat will be on the water in July. Now we're up to seven. Her brother David's schedule does not allow him to get involved as yet, but the time may come.

Technique four is to contact and coordinate with local sailing training programs, or start one. Volunteer to help the class. I became a Certified U. S. Sailing Instructor in 2000, and have since trained over 600 people how to sail.

New sailors buy boats. It's that simple. Referrals from the training program brought us Stephanie Moore, Brad Boyd, and Ken Symons. They'll be joining us for the last half of this season. Now we're up to ten.

Technique five, create public awareness. I simply put an ad on Craigslist that the local Windmill Fleet was rebuilding and that we needed people interested in racing sailboats. Boats and instruction available. After heading off the scams, several leads have developed. One person in Colorado, who is relocating to Missouri, called to say that he'll be by this weekend to look at boats. Other things you can do are: get permission from a local shop-

ping center to rig your boat in the parking lot and set up a little table to talk to people and hand them some information, volunteer to demonstrate a sailboat to scouting groups, ask around work and post on a bulletin board for anyone interested in learning to sail or race, etc. Get out of the box and get creative!

Technique six, find some way to hold a race. You don't have to have a local club or a committee boat to get started. Find a couple of other Windmills, agree on a date, time, and finishing target, informally line up, count down, and you're racing. Ask boats that aren't Windmills to join you, and after you run off and leave them a few times, they'll want a Windmill. It attracts a lot of attention.

Technique seven is easy for friendly Windmillers. Have social functions. A lot of the members in the Jacomo Sailing Club don't have boats and aren't interested in racing, but they like being around sailors. Getting together does help glue fleet relationships.

Well, I hope some of these tips help you get excited about recruiting other people to our Class. Of all the techniques above, experts agree that the best thing to do is to take someone sailing in a Windmill. That's what got to me 35 years ago. ♦

Clark Mills 2012 Regatta Results

Pos	Boat	Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	3803	John Jennings/Hillary	7	1 ₍₁₎	1 ₍₂₎	1 ₍₃₎	(2) ₍₁₅₎	1 ₍₆₎	2 ₍₈₎	1 ₍₉₎
2	5070	Lon Ethington/Meg	13	(3) ₍₃₎	3 ₍₆₎	2 ₍₈₎	1 ₍₉₎	3 ₍₁₂₎	1 ₍₁₃₎	3 ₍₁₆₎
3	4481	Colin Browning/Nicky	20	2 ₍₂₎	4 ₍₆₎	3 ₍₉₎	(5) ₍₁₄₎	2 ₍₁₆₎	4 ₍₂₀₎	5 ₍₂₅₎
4	4922	Dede Plessner/Beau	22	(6) ₍₆₎	2 ₍₈₎	5 ₍₁₃₎	4 ₍₁₇₎	4 ₍₂₁₎	3 ₍₂₄₎	4 ₍₂₈₎
5	50	Joe Blouin/Steve (Sat)& Julie (Sun)	23	4 ₍₄₎	(5) ₍₉₎	4 ₍₁₃₎	3 ₍₁₆₎	5 ₍₂₁₎	5 ₍₂₆₎	2 ₍₂₈₎
6	2049	Lisa Fath/Caroline (Sat) & Ron Bob (Sun)	36	5 ₍₅₎	6 ₍₁₁₎	6 ₍₁₇₎	6 ₍₂₃₎	(7) ₍₃₀₎	6 ₍₃₆₎	7 ₍₄₃₎
7	2585	Cam Carlin/none	41	(DNF) ₍₈₎	7 ₍₁₅₎	7 ₍₂₂₎	7 ₍₂₉₎	6 ₍₃₅₎	DSO ₍₄₃₎	6 ₍₄₉₎

Windmill Slips

By Darrell Sorensen

Lake Yosemite, Merced CA is used for irrigation, being a 400 acre holding pond between the big reservoirs and the waters final destination, to irrigate the crops. Because of this the level of the lake is always changing. The slips in the back row near shore are only suitable for dinghys and easy to get use of. The deep water slips for keel boats have a long waiting list. Since we didn't want our wooden Windmills sitting in the water all season long, we were able to get permission from the club to build apparatus to raise our light weight boats out of the water in six of the slips. This was done over the winter when the lake is very low and our slips are all dry. We cemented in 10' lengths of 2 1/2" pipe and also clamped them to the finger slips.

So far it has worked quite well and after a little trial & error, we are learning the best way to lift the boats up. The nice part is that we lift them above the high water mark so there is no worry about water fluctuation with the danger of your deck slipping under the dock, when the water comes up to cause major damage.

Eight Windmills at Lake Yosemite. Left to Right in the first picture are 578, 2101, 5576 (in just for the day), 1483,



758, 809, 821 and the only one that stays in the water fiberglass 3306.



The first slings were made from used fire hose, which you can see in the photo of Cloud Nine below. It wasn't



very strong and started to rip. Also the bottom of the boat wouldn't slide on it so it did not lift straight up. The winches shown on the Susan K



came with straps that the bottom would slide on and works better. The photo below shows a system in which the line that goes to the other side goes down and under the water



so both sides are lifted evenly. Cable with zero stretch must be used.

Last of all is the best system we have found. Small blocks attached to eye straps at the inside of the deck with



snap hooks. As you can see in the photo above, the boat lifts straight up. When not in use, it all gets wound up to the winch so you can sail out and back into the slip.

We are already planning to convert a couple more slips over next winter. ♦



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

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 (727) 898-1123 fax (727) 898-0211

Want to receive *The Jouser* in color?

Sign up to receive the E-Jouser via Email!

Visit
www.WindmillClass.org

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.

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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.

Web Site:

<http://www.windmillclass.org/>

The Windmill Class Web-site is continuing to expand. If you haven't been there yet, do yourself the favor of exploring the site. There you will find regatta results, many photos, rigging and go-fast tips, past issues of the Jouser, and more.

There's a message board and a For Sale section. Be sure to **sign up on the roster** so that we all can stay in touch.

This is the class website – it is interactive! Come participate! – It is a good as we make it!

Alan Taylor WCA Webmaster

GO GREEN WITH THE E-Jouser

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** have that option. This will save the class postage and printing costs, ultimately keeping the cost of membership down.

You can find examples of the PDF files on the class web-site.

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Windmill Sailing  Just Plane Fun

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The Jouster

