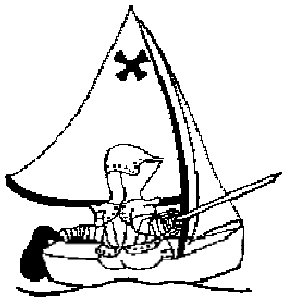
Windmill Class Association

Spring Issue

May 2007

The Jouster



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

Inside this issue:

Ethan & Trudy Bixby Own the Midwinters

I suppose we could have started engraving the names of Ethan and Trudy Bixby on the Midwinter trophy that Friday, when they and three other crazy Windmillers decided to race the only "non-race" of the series in 20-25 knots winds. Even the RC didn't go out, opting to start the race in the harbor's mouth and using channel markers for race buoys. After a number of capsizes between the Fireball fleet and the Windmills, Ethan & Trudy came barreling across the finish line as the 1st Windmill (upright and sailing) with Trudy offering her signature kiss to the skipper for bringing her home alive! Roy Sherman, on the other hand, was kissing the dock when a rescue boat commandeered by a bunch of spectating Millers' hauled his nearly submerged hull back to the hoist. After an hour of bailing and dismantling, his hull was salvaged.

Ethan and Trudy Bixby sharing a traditional moment at the awards ceremony

The rest of the regatta was another showcase of Ethan's tremendous tactical skills and boat speed when he needed it. Trudy was typically flawless in keeping the front end of the boat organized and balanced. The only glitch in their near-perfect series was when a couple of upstart teenagers (Robert Vann driving #4027) won Race #6 in convincing style. Ethan and Trudy went on to win 7 out of the 8 races, in wind conditions ranging from ultra-light to rail-tail breezy. And it wasn't due the fact that there was no competi-

(Continued on page 3)

The Need for a New Rudder—Ethan Bixby

Historically, the Windmill Class has long known the need to upgrade the original Clark Mills rudder, and nearly did it once in the mid- '70s. Spurred on by a windy Midwinters event, some class members have been involved in developing a new design and many opinions, comments, and suggestions have been circulated by phone and internet.

The objectives for change are as follows:

- Modernize the look
- Enhance the handling characteristics
- Improve control of the boat in heavy air
- Make it easier to owner-build and class - measure
- Keep the cost low
- Maintain the "one-design" tradition of the Windmill class, giving tolerance for home builders

(Continued on page 5)

Regatta Announcement

- Windmill Southern Championships, Grand Lagoon YC, Pensacola, FL June 9-10. Contact Allen Chauvenet <Achauvenet@triad.rr.com>
- Rock Hall Invitational, Rock Hall YC, Rock Hall, MD. June 16-17. Contact Dyer Harris <sdharris@dca.net>
- Edenton Bay Challenge, Edenton YC. July 14-15
- Windmill National Championship, Edenton YC, Edenton, NC. July 16-18, Contact Jenn Lancaster, Chairperson <racing@nhyc.org>

A Windmill in Kalymnos— Mike Mickelson

One of the most attractive features of the Windmill is that it can be built from local materials by amateur boat builders anywhere in the world. Dixie and I had the opportunity to visit George Karaiskos and his family in Greece and inspect his newly constructed wooden Mill. You have seen photos of his GRE5535 in a previous issue of the Jouster, but up close you can see the work of a master craftsman. George is a very fine carpenter and has added an addition to his home and has crafted much of their furniture, wooden trim, and accessories. He is a prominent civil servant in Pothia on the island of Kalymnos as well as being a very active Boy Scout leader. There are so many "Georges" on Kalymnos that he is known as Karaiskos and wherever we ventured on the island we heard sincere respect for him and his family.

Even in the age of modern air travel our trip to Kalymnos took nearly 24 hours, capped off with a wild ride in a small launch in high wind and waves from the port of Mastichari on the north coast of Kos. Both Kos and Kalymnos are part of the Dodecanese Islands just a few miles from the west coast of Turkey. The 8-km trip to Kalymnos was rough (and wet for some of us) and took about 40 minutes. It was kind of like being one of a couple dozen passengers with luggage on an oversized Windmill in 30-knot winds and 8-foot waves, but it was refreshing after so many hours on planes and in airports.

George met us in the port and kindly drove us to a late nineteenth century mansion converted to a hotel which we had reserved. The Themelina is a classic villa located in a quiet residential area of Pothia. It was built during the heyday of the sponge trade. Kalymnos was famous for sponges and its sponge divers, who before the advent of diving apparatus, dove to the bottom of the sea using heavy stones for weight. Each year, just after Easter week, the sponge fleets would depart for the North Coast of Africa and other parts of the Mediterranean until disease struck the sponge populations. Many divers each year did not survive the several month trip. Sponges no longer are the basis of prosperity for the island and it is beginning to develop a tourist trade - but in June still very pleasant and not too crowded.

George and his family displayed the fine Greek hospitality we have often experienced in our travels in Greece. We met three of George and Sula's children; John and Emanuel, 13-year old twins who have just started working at their first summer jobs, and Maria who had just graduated from high school in LA and had returned from the US only a few days before our visit. Needless to say, she was very happy to be home. Their oldest son lives in Los Angeles and is a computer analyst. Dixie spent a morning with Sula learning new Greek recipes while George and I worked over lists of hardware for the new boat. (He had finished the hull several weeks before our arrival but had not yet received his sails and spars.) We also spent part of an afternoon with his friend Theo who is a fiberglass boat builder and, who with George, plans to build a number of glass boats. They had already pulled a mould from George's boat. As George mentioned in his earlier article in the Jouster, several of his friends are in the process of planning new wooden boats and others are looking forward to purchasing some of the glass boats. They hope to see additional Greek Windmill fleets established over the next few years.

The second night we were there, George and his family took us to one of the celebrations of the Feast of St. John. At dusk, bon fires are lit on beaches and at the harbors and some of the young people of the island (including John and Emanuel) leap over the fires. I have read that sometimes an effigy of Judas is burned in the fire. On the next afternoon, the harbor at Pothia served as the finish line for a yacht race which began in Bodrum, Turkey. That evening a great party was held with food and music in the harbor where the awards were given to the race participants. We had the pleasure of meeting Meltem Ozer of the Bodrum Yacht Club and several other Greek and Turkish sailors.

In a recent email, George indicated that GRE5535, named *Anastasia*, is now sailing and causing quite a stir in the port. George is extremely enthusiastic about the Windmill and through his tremendous energy and organizational skills I am sure that Windmill fleets will be established in Greece. It would be wonderful sometime to hold a major Windmill regatta in Kalymnos. The sailing there would be wonderful in a number of excellent sailing venues along the west coast of the island which he showed us. As far as facilities and lodging are concerned they are plentiful and in splendid, scenic locations. In addition to fantastic sailing, the Greek sky, land and seascapes, the Greek food and Greek hospitality would make for a dream sailing-vacation. Welcome Karaiskoses to the Windmill Class family.

2007 Windmill Midwinters Revisited—Scott Rovanpera

(Continued from page 1)

tion. Larry Christian, Dave Ellis, and Allen Chauvenet gave chase the entire regatta, trying to dethrone this St. Pete magician. If Robert and his crew had sailed races #3, #4, & #5, they most likely could have taken 2nd place overall.

Davis Island YC revealed a brand new look for this author. The last time I sailed out of DIYC, it reminded me more of a beach shanty perched on a leeward shore with minimal facilities but a great pool. The new Davis Island YC is far more spectacular, with a handsome clubhouse, full-service galley, and that same great pool. The Regatta Chair, Paul Leonard, promised a fun series of racing and he delivered. With two race courses hosting six classes, and with constantly improving weather, the regatta was a hit with the 12 Windmills.

Highlights of the 3-day regatta: 1) Roy bailing his boat with half of Tampa Bay inside the tanks; 2) Dan Fontaine sailing with very small son in really big winds; 3) Allen treating nearly the entire fleet to dinner on Friday night; 4) Dave Ellis' crew, Reguli, always smiling on course; 5) Lisa Fath and Marlee making it out for the Sunday racing; 6) Carroll Sparwasser and Erik Arnesen flying out of control during the "non-race"; 7) Dave Neilsen and Lon Ethington coercing a DIYC member to launch a rescue boat on Friday to save Roy; 8) rain on Saturday and sun on Sunday; 9) two teenage unknowns showing us oldsters how to race a Windmill, and 10) the usual Tampa Bay sailing at its best . Check out the photo insert of the regatta.

2007 Windmill Midwinter Race Results—Davis Island Yacht Club

Place	Sail #	Skipper	Crew	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	Total
1	5271	Ethan Bixby	Trudy Bixby	1	1	1	1	1	(2)	1	1	7
2	5527	Larry Christian	Jeremy	2	5	2	2	4	3	(6)	4	22
3	3651	Dave Ellis	Reguli Granger	3	2	4	4	2	(7)	4	5	24
4	5586	Allen Chauvenet	Scott Rovanpera	5	4	3	5	3	5	5	(8)	30
5	3886	Lon Ethington	Meg Gimmi	(dnc)	7	5	3	5	6	3	6	35
6	4027	Robert Vann	Super Crew	6	3	dnc	dnc	(dnc)	1	2	2	40
7	758	Dave Neilsen	Sarah Strohl-Roy	7	6	6	6	(dnc)	4	8	3	40
8	5524	Carroll Sparwasser	Erik Arnesen	8	8	7	7	6	10	9	(11)	55
9	4953	Bill Blanton	Michael	4	(dnc)	dnc	dnc	dnc	11	7	10	71
10	5000	Dan Fontaine	"Junior" Fontaine	9	9	(dnc)	dnc	dnc	12	11	9	76
11	2049	Lisa Fath	Marlee	(dnc)	dnc	dnc	dnc	dnc	8	10	7	77
12	4500	Roy Sherman	Survivor	(dnc)	dnc	dnc	dnc	dnc	9	dnf	dnc	87

Thoughts on the Forestay and Jib Hanks—Frank Larimer

There are two issues here: 1) a seaworthy forestay - we need to declare a maximum length that will hold the mast up if the jib halyard parts or something else carries away. Do this and we are all equal with regard to the 2) jib hanks - this is a performance issue to maximize jib exposure wing-and-wing. Let's fix #1 - however #2 seems optional. I feel very strongly about #1 - I fixed mine years ago - now I have to go take my rig down and measure it...what do folks think about #2?

I don't feel strongly either way. The specs on the plans for the forestay is 14' 0", plus the tang and the adjuster at the tack. All up, I suspect the overall length is nearly 15'. The mast "how-to" calls for 14' 7½" (which accounts for the tang length) plus the adjuster (4"). I suspect that if I measured forestays, I'd toss every rig including my own...

2007 WCA Nominating Slate of Officers

The super-secret WCA Nominating Committee has chosen the following slate of nominees to be presented at the 2007 National Meeting. This nomination slate honors the requests of President Bill Blanton and Chief Measurer Frank Larimer to relinquish their positions after the Annual Meeting.

President: Dave Neilsen of California

Dave has long been a Windmill enthusiast and currently owns 3 Windmills (admittedly one shy of the Blanton total) including an old wooden hull which he has restored and two glass boats, one made by Advance and one by McLaughlin. He has attended the Nationals and the Midwinters on a regular basis for the past several years, including a storied trip across country with Scott Rovanpera when they towed their boats to the 2005 Nationals. He finished 9th in that event and 6th in the 2006 Nationals. He has served as California DC and has patiently re-built the fleet, one boat at a time, to a level of five California Windmills (seven if you count his two boats).

First Vice President: Ethan Bixby of Florida. Ethan heads the Rules Committee and was instrumental in leading the effort to develop the recently approved short daggerboard. He is actively working on issues relating to the rudder, jib hanks and forestay which will improve, modernize and standardize our boats. He has a tremendous knowledge of one design developments both as the head of the North Sails Gulf Coast Loft and as an active 505 (former World Champion) and Snipe sailor as well as an outstanding Windmiller. He was the 2004 National Champion and has won the Midwinters on a regular basis. He has accepted the nomination to continue in this position.

2nd-Vice President: Scott Rovanpera of California. Scott has served as the *Jouster* editor for 3 years and has accepted the nomination for another term. He has produced an outstanding product which has been of great value to the class. He has traveled from the West Coast and finished 10th in the 2005 Nationals and has also won trophies in the Midwinters. He started sailing his Windmill, which he built with his father in 1970, and now sails with his two daughters. He might have even better racing results were it not for his habit of taking photos while racing his boat!

Secretary-Treasurer: Allen Chauvenet of North Carolina has accepted the nomination for another term. He has served in this position for over 3 years, far less than such illustrious predecessors as Walter Bailey and Don Malpas, but has been active in traveling to regattas and communicating with the membership. His entry into Windmilling dates to his father's construction of #61 and now sails #5586, *Beauty & The Beast*, with daughter Christina as crew (and sometimes skipper). He has placed 5th and 8th in the past two nationals.

Chief Measurer: Roy Sherman of NY has accepted the nomination for this position. Roy has an extensive background in sailboat racing and an exhaustive knowledge of design and construction. He placed 3rd in the 2005 Midwinters in his first venture in a Windmill and is now the owner of Mill 4500 which he continues to restore (hopefully to what it was when sailed by Craig Tovell and Allen Chauvenet in the distant past) and placed 11th in the 2006 Nationals in this boat. He also owns an incomplete hull which he plans to finish and rig.

A word about our retiring officers: Bill Blanton has served as President of the Windmill Class for a number of years (the number can be determined but is censored from this family-oriented publication). His Windmill experiences go back to being a young boy and racing on Chesapeake Bay. This time included a 2nd place finish in the 1968 Nationals (he was only 3 years old then). In what must be one of the most astonishing number of years between top 5 results, Bill returned to the top 5 in the Nationals in 2005 and 2006 sailing with his daughter Chesa. He owns the trailer that can haul 6 Windmills and hopes to continue to serve the class in the coming years.

Frank Larimer is just changing jobs. Frank has served as Chief Measurer for so many years (as did Jim Lingeman before him) that no one has been able to count that high, and if we did, Frank would not let us print it. He has placed in the top 10 many times in the Nationals including his most recent appearance in 2005. Frank has recently been working to update our Constitution and By Laws to actually incorporate within the documents the various changes made over the years. Frank has agreed to continue to serve the class as a member of the Rules Committee which will allow him to work with Ethan Bixby and Roy Sherman on the many needs and new developments.

The Windmill Class has been very lucky to be served by people such as Frank and Bill, Don Malpas, Walt Bailey, and Jim Lingeman (the PRO for our 2007 Nationals), who all held key positions in the class for many years. The members owe a great debt of thanks to these fine gentlemen and Corinthian sailors.

This slate of officers will be proposed at the 2007 National Meeting. Nominations will be open and allowed from the floor should any class member be interested in proposing another candidate.

Allen Chauvenet rigging at the Midwinter Championships, Davis Island Yacht Club

A New Rudder - Ethan Bixby (continued)

(Continued from page 1)

I'd like to give you some background on this process, and bear with me. I come from a background of competing in the ISAF International 505 Class where the rudder only had to hang on the transom. In many aspects, the 505's has tighter rules than the Windmill class, but owners have always had the ability to steer their boat with whatever rudder shape they wanted. So all rudders were different, and as they slowly evolved, all the boats went about the same speed and no one was overly concerned about the shape of rudders. In my 35+ years of sailing the 505, I have only had 3 different rudder planforms, and the last was due to a significant increase in spinnaker sail area allowed.

So when we all started discussing a new Windmill rudder, I thought that this would be too big of a change for the class. I enlisted the assistance of some professional foil builders and with the help of many skilled class members, a new rudder design began to unfold. It has drawn fantastic feedback from all parts of the class and we started to review some experimental Windmill rudder designs from 20 years ago.

In order to control the surface area and depth of the blade, I proposed a "box rule" whereby the wetted surface must fit within a defined box measurement. This could work well in the class and would make it easier for the measurer. But there was much resistance to this concept, specifically because of an "undefined" shape and the desire to maintain a "one-design" nature to the rudder.

So the rudder evolved to a "fixed" planform, or outline shape, in order to tighten up the one-design aspect for the blade. The new planform (version V-6) is easy to build at home (as noted by Dave Neilsen and Roy Sherman). I built mine from an old daggerboard blank! The feel of the rudder while sailing is much "lighter" but certainly not neutral. Allowing the blade to be fully shaped would provide a rudder that is much less likely to stall, and would reflect the current designs of dinghy rudders.

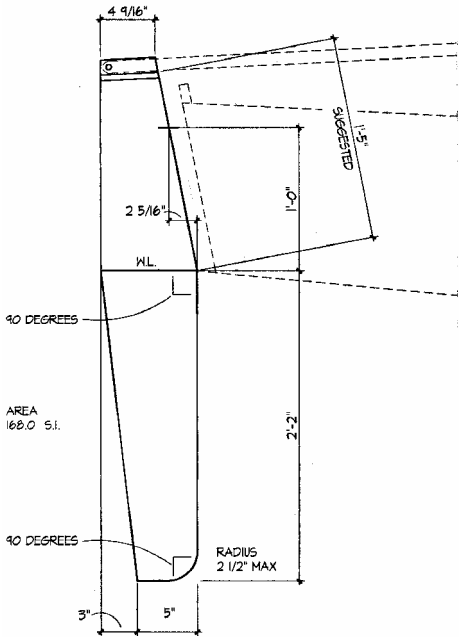
In order to stay true to our original objectives, we need a rudder that will handle the boat well in all conditions. Depth is needed to do this, not just area. In terms of water depth off the beach, 30" of water would all that would be needed to attach the V-6 rudder to the transom. If you launch and sail from a beach often and this is important to you, then you have a few options:

- Wade the boat out to adequate depth before fitting the rudder
- Learn to sail off or onto the beach without the rudder, then stopping the boat to attach the blade
- Build a kick-up rudder
- Use the original rudder

Many classes have similar depths of rudders and they learn to get on and off the beach without difficulty. I am confident that the increased control that this new rudder design provides will allow you to enjoy the boat more than ever when the wind increases. When you might have felt on the edge of your skill level in 15-18 knots of wind, with the new rudder you will have increased control and confidence, thus allowing you to push your personal limits higher if the wind should increase.

The drawing and proposed changes to the rule are posted in this issue of the *Jouster*. Please read the changes (which shows edits and deletions). I'd like to thank the following individuals for their assistance in this project: Larry Christian, Erik Arnesen, Frank Larimer, Roy Sherman, Allen Chauvenet, Dave Neilsen, Tom Lathrop, Ed and Rick Fontana, Chris Demler, Dan Fontaine, Dwyer Harris, Paul Gernhardt, Bill Blanton, and Larry Tuttle of Waterat Sailing Equipment.

Dave Neilsen's short daggerboard and V-6



Dave Neilsen's *Almost Embers* sporting the new V-6 rudder — you sexy blade...

Windmill Rudder, Jib Hank, and Forestay By-Law Proposal

9. Daggerboard, Rudder and Tiller

X.9.A. The daggerboard and rudder may be made of wood and/or fiberglass. Wood construction may be solid, planked or laminated. ***Fiberglass construction may have either core or hollow construction. Cores may be of Styrofoam or other suitable material. If hollow, they must be suitably reinforced internally and provided with vent holes to allow for changes in air pressure.***

X.9.B. Sheeting or plating of all or part of the rudder or daggerboard is allowed so long as the specified measurements are adhered to. Fiberglass, formica, or other suitable material may be used for this purpose.

X.9.C. The edges of the rudder and daggerboard may be protected by fiberglass, inserts of metal, or other suitable material provided the specified measurements are adhered to.

X.9.D. The chamfer on the edges of the rudder is not controlled. ***1-1/2" maximum as shown on the Plans***. The chamfer on the edges of the daggerboard is 3" maximum. The word "chamfer" as used here does not necessarily define a plane surface. The chamfered areas may be faired as desired within the limit specified.

X.9.E. The Daggerboard
X.9.E.1. The weight of the daggerboard shall not exceed 17 pounds. Bottom loading is not permitted. As a simple test it is required that the board float in a horizontal attitude when it is placed in water.

X.9.E.2. The size and shape of the long daggerboard stop and handle are optional, but they must not exceed 8 inches above the board as shown on the Plans. The bottom of the stop must be positioned so that the 44 inch maximum daggerboard projection dimension (wetted length) is not exceeded.

X.9.E.3. The daggerboard may not be canted through the use of wedges (jibing boards are not allowed).

X.9.E.4. Closing the daggerboard slot in the bottom of the hull while racing is prohibited. This rule is intended to specifically rule out daggerboard plugs and gaskets.

X.9.E.5. The G dimension on the Plans applies to both the leading and trailing edge.

X.9.E.6. An alternative "short" daggerboard may be constructed which is identical to the profile shown on the Plans, except that the layout distance from the dimension point to the daggerboard tip shall be 50" (no tolerance) and dimension J (tip width) shall be 7.5". The bottom of the stop for the "short board" must be positioned so that a 34" maximum daggerboard projection (wetted length) is not exceeded.

X.9.E.7. The corners of the daggerboard tip may be rounded to a maximum radius of 3/4".

X.9.E.8 Daggerboard thickness to be ¾", with a tolerance of ±¼" with no thickness requirements within 3 inches of the outside edge.

X.9.F. The Rudder
X.9.F.1. The leading edge of the rudder above the apex shall be straight and it shall be parallel (within 1/8" to the transom and not more than 1 ½" from the transom. It must also project above the top of the transom. ***Pintles*** fittings may not be recessed into the leading edge. The minimum weight of the rudder with fittings but no tiller shall be 6 pounds.

X.9.F.2. The apex of the rudder must be within 1/4 inch of the keel reference point. The keel reference point is defined as the point on the leading edge of the rudder which is intersected by the continuation of the straight line of the bottom of the keel (with the rudder in its normal sailing position).

X.9.F.3. All measurements except the blade depth (dimension F on the Plans) shall be made using the leading edge above the apex as the base line and the apex as the base point. The blade depth (dimension F) shall be measured from the keel reference point. Tolerances shall be as shown on the Plans.

X.9.F.4. The thickness of the rudder below the waterline shall be 3/4 plus or minus 1/16 inch. ***Above the waterline the thickness shall be 11/16"; minimum.*** The waterline is defined as the line between the apex and point A as shown on the Plans.

X.9.F.5. The shape of the aft edge of the rudder above point A is optional. Below point A the shape shall be as shown on the Plans.

X.9.F.6. An optional rudder may be used but must comply to rules X.9.F.1 and X.9.F.2.

X.9.F.6.B All measurements shall be made using the leading edge below the apex as the base line and the apex as the base point.

X.9.F.6.C. The shape of the rudder above the apex base point as defined in X.9.F.2 is open. The planform below the apex base point must comply with Drawing "V-7" and the following points"

1. The width at the apex measured at a right angle to the leading edge= 8".
2. The width at the bottom measured at a right angle to the leading edge = 5".
3. Depth below the apex = 28".
4. Straight leading and trailing edges.
5. Radius at the forward corner at the bottom = maximum of 2.5".
6. Radius at the aft corner of the bottom = maximum of 1".
7. Angle to the transom is controlled by extending the leading edge up 12" past the apex and measuring back 2.25".
8. On dimensions 1, 2, & 3, the tolerances are +0", -½".
9. On dimensions 4 & 7, the tolerances are =0", -¼".
10. The "B" plan rudder has no chamfer requirements or thickness requirements.
11. If used in a kick-up or daggerboard (cassette) system, while racing the rudder must be fixed in a position laid out by these rules.
12. Recommended thickness at the waterline is 1" with a NACA 0012 section.

XV.8. Retracting a kick-up rudder while racing is prohibited. Only one daggerboard or rudder is allowed at a Championship event unless damaged and replacement approved by WCA representative at the event.

X.4.O.4. The jib ***shall*** may be attached to the jib stay with a minimum of 4 clips or hanks, which shall be evenly distributed along the luff of the jib. Jib attachment devices which completely house the forestay are prohibited.

X.6.A. Shrouds and forestay shall be of stainless steel wire. Suggested diameter of standing rigging is 3/32" diameter, 1x19 lay. Minimum forestay size is 3/32" wire with a maximum length of 15' 4".

Legend: Additions are double underlined
Deletions are italicized bold

WINDMILL # 3800 FOR SALE
PRICE: $1,750 OBO

Recently refurbished, looks like new. New paint on both deck and bottom.

Will deliver up to 150 miles away from zip-code 27949 for free, then $.25 a mile for additional distance. Will send pictures if requested.

Includes: Hull, sails, aluminum mast and boom, two wood daggerboards (1 practice, 1 race), one wood rudder and tiller, Harken hardware, mast cover, hull cover, trailer.

New halyards, compass, mainsheet block, wind vane, hiking straps, sail numbers, buoyancy bags, and trailer lights.

Contact Bryan at:
brightbill@earthlink.net (e-mail preferred)
(252).256.3000

This is the oldest registered Windmill in the class (#105).

Mike Haislip's Mill is located in West Virginia.

The boat looks in great condition for a hull that was built in the 50's.

Phil Andrews dental mission in the Amazon jungle

Windmill Class Association

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

Jouster Editor: Scott Rovanpera

WCA Webmaster: Ken McKibben
www.windmillclass.org

The Jouster

www.windmillclass.org

2006-7 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 Runnymeade 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
1624 Bishop Road
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
gowindmill@succeed.net

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