

2011 Summer/fall

The Jouster

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 and race results are very welcome.

Windmill—Just Plane Fun!

NATIONALS *Rock Hall Yacht Club, Maryland* *July 7—10, 2011*



ETHAN AND TRUDY DOMINATE RACING AGAIN

Once again, Ethan and Trudy Bixby (5271) dominated the Windmill Nationals with a perfect record in a 26-boat fleet at the Rock Hall YC on the Eastern Shore of Maryland. After sweeping the 4 races on Friday July 8 and the 3 on Saturday July 9, they skipped the final race on Sunday July 10 but of course posted a perfect score of 7 points.

This represented the 8th consecutive win for St. Petersburg/Tampa area sailors which started with the Bixby win in Charleston, SC in 2004 and has included this year's PRO Dave Ellis (twice) as well as Arthur Anosov and John Jennings. In the 2011 Nationals, sailors from Florida placed 2nd, 7th, 9th and 11th in addition to the winning team. The Ohio group sent 3 boats and challenged Florida with 3rd, 4th and 8th which left only 3 top ten spots for the rest of the states (1 each from Maryland, West Virginia and New York). A total of 11 states were represented.

The regatta opened on Thursday July 7 with some short practice races and a nice seminar by Ethan Bixby (with input from several others) on sailing the Windmill. This was followed by a fleet dinner at Waterman's Crab House in Rock Hall prior to the opening day of official racing.

At the skipper's meeting PRO Dave Ellis indicated that the goal would be to have 3 races on Friday, 4 on Saturday and 1 (more if needed) on Sunday in an effort to have 8 races in total. However, the winds were strong (though not overpowering) on Friday and Ellis could not resist the temptation to get in 4 excellent races.

The first race was a triangle WL course while all the others were WLWL except when a finishing final beat was added in two of the 8 races. Craig Tovell (4499), fresh off winning the Midwesterns with Brendan Demler, came from Ohio to challenge the Florida contingent and the 4-time former National Champ showed that he is again back in the hunt by battling for the lead throughout the first race. Bixby was just a bit faster for the win, with Tovell taking the runner-up spot over the defending National Champions John

Jennings/Julie Valdez (3803). Chris and Cam Demler (5045) sailed a wonderful race to take 4th (even though they could not keep up with the youngest Demler!) ahead of Colin Browning/Nikki Valentini (4481) who opened with a 5th in a bid to move up from their 10th of 2010. In some ways the most impressive performance was turned in by 2-time National Champions John and Anne Danneberger (5069) who were racing for the first time in 6 years and opened with a 6th place finish.

With the winds up to 12-15, the next races were sailed WLWL. In the second race the Bixby team was pressed hard by Jennings but again was just slightly quicker upwind and equally fast downwind to hold 1st, this time followed by Jennings. Craig Carlson and Eric Mann (5000) demonstrated wonderful upwind speed in these conditions and lost little to nothing off wind, demonstrating the benefit of boat refinishing, practice and new sails. Although pressed throughout by Allen and Nick Chauvenet (5586), they were never passed and took 3rd. The Chauvenet team was fast upwind but struggled to keep up on the runs, having some problems bearing off on the face of the waves and surfing down in the puffs. Graham Alexander and Nancy Demler (3227) pressed the top 4 and took 5th ahead of Tovell/Brendan Demler and Chris/Cam Demler, giving the Demler family an overall 5-6-7 in this race.

The third race was sailed in conditions very similar to the 2nd and produced almost identical results. Again, Bixby was just faster than Jennings and Carlson managed to edge Chauvenet. This time Tovell moved up to take the 5th spot ahead of class President Lon Ethington & Meg Gimmi (5070) who moved up slightly for their best overall race to that point in the regatta.

The final race of the opening day was sailed over a similar course in perhaps slightly stronger winds which led to some not completing the race. Jennings pressed the Bixby team throughout the race and was just astern (and just ahead of Carlson and Chauvenet approaching the final weather mark. In attempting a swift rounding to set up for the run, Jennings wound up with a capsized so that Carlson and Chauvenet had to steer around him. This let Demler and Tovell gain a couple of boat lengths and as they du-

eled with each other on the run to the finish, each was established to leeward of Chauvenet and able to nip him at the end with Demler 3rd and Tovell 4th. Jennings righted his boat to finish 12th, his drop race. Graham Alexander took 6th followed by Colin Browning and Roy Sherman/Maggie Arnesen (4489).

Thus at the end of the first day the Bixby team was clearly dominating while 2-3 places were to be contested by Tovell and Jennings. The remainder of the top 10 was entirely unclear with delightfully close racing.

At the class annual meeting, efforts were started to find a new 2nd VP to succeed Dave Ellis who has served in this position for the past 3 years (not to mention a prior 3-year stint) and wishes to step down. George Kuney was present with the fabulous new Windmill constructed by Dan Litten (5581) and much discussion focused on class advertising, selling this boat and building more like it as well as finding a glass builder. A quality glass builder has been located in Florida and the class decided to invest the funds for new molds. We are prepared to turn out hulls (in various stages of completion) as soon as 4 orders are placed. While prices appear high, it was pointed out that any and all of these wonderful new boats will cost far less than comparable one-designs. Additionally, it is already proven that well built and cared for boats are fully competitive decades after the original construction, another distinction favoring the Windmill. Anyone with interest in buying a new boat or promoting such is asked to contact class president Lon Ethington.

Saturday brought slightly lighter airs. While Team Bixby continued their winning ways, in race 5 it was the Dannebergers (shaking off a DNF in race 4 and not having quite cracked the top 5 in the first 3 races) who proved they needed only one day back in the boat to sail again like former National Champions. Tovell engaged in a tight struggle with the Dannebergers, bringing back memories of years past, but wound up 3rd. Lon and Meg sailed their best race of the regatta to take 4th ahead of the defending National Champions Jennings and Valdez. Chauvenet, Alexander and Demler followed.

In the 6th (second Saturday) race, Bixby led at all marks but Tovell again won a tight struggle with Jennings for the runner-up position to improve his chance of overall second. Class Measurer Roy Sherman and Maggie Arnesen had their best race of the regatta with a 4th, followed by the Dannebergers. Alan Taylor and David Manley (2951) with the oldest boat in the regatta sailed their best race as well to finish just behind the Dannebergers.

The final Saturday race found the Dannebergers taking the lead and, though pressed by Bixby and Jennings, turning the final mark 1st. On the final beat, with Danneberger leading and covering, Jennings tacked away to port. Forgetting the rule "anytime you can beat Ethan Bixby you have done well," John tacked to cover Jennings as he thought that was the favored tack. Cam Demler followed Bixby and when they picked up a shift off the shore, Bixby came down to win once again with Demler taking 3rd when he dropped in between Danneberger and Jennings. Lon and Meg sailed another fine race to finish 5th and allow Jennings to gain 2 critical

points on Tovell in spite of dropping a boat on the final beat. Most disappointed was Allen Chauvenet who rounded the first mark 2nd and spent the rest of the race working his way backwards though the fleet due to problems going downwind on the waves and panic (never good) on the 2nd and 3rd weather legs as this race was WLWLW.

Sunday brought light airs and another WLWLW course since it was the only race of the day. Cam Demler led much of the race with Tovell, Chauvenet, Jennings, Sherman, Danneberger and Alexander in the mix. On the first beat, Chauvenet went left and thought he was winning until Demler came from the right hand corner to lead at the mark. This showed (as did the final beat) that when there are no major shifts in light airs, either side may be better than the middle. After many changes of position, the same theme emerged on the final beat where Tovell went to the right and won, while Jennings saved race (and regatta) second from the left—in spite of a shift favoring the right! Demler and Danneberger followed and although Alexander took 5th, Chauvenet sailed carefully to secure 6th and clinch a final finish ahead of Alexander. When Lon and Meg engaged in a long series of errors including a foul, (*They were not at fault. Another boat tacked at the leeward mark, not giving room or opportunity for Lon to evade. Editor/eyewitness*) they wound up 12th (needing a 7th) and lost to the Chauvenets by one point.

After the Bixby domination, there were a number of quirks in the results: Tovell beat Jennings 5 of the 8 races, yet lost the runner-up spot by 2 points! Demler edged Danneberger by 2 points with his 3rd to John's 4th in the final race—a reversal would have produced a tie which would have gone to Danneberger. Chauvenet beat Ethington by 1 point while Alexander was just 3 points farther back. Craig Carlson and Eric Mann did not sail the final race but took 9th overall while Roy Sherman held down the final top 10 position.

Special awards included the Old Goat Trophy (designed by Tom Lathrop and sailed under a variety of rules) which went to Ralph Sponar and the Russell Chauvenet Perseverance award which went home with Glenn McKibben of New Hampshire. A special note should be made of Eric and Emily Francois who capsized 5 times in the 4 races on Friday yet finished the first 3. They came back and completed all of the remaining races, including top 10 finishes in 2 of the final 3 races! An unfortunate lesson was learned by another sailor that the mainsail should not be removed from mast and boom while the boat is being rescued as that sail now sits at the bottom of the river. Overall, however, there were very few breakdowns (commending all sailors) and many skippers showed great promise for portions of races.

The 2012 Nationals will be back at Rock Hall and we want to see fewer medical drop-outs with a 30 boat fleet, especially in view of the growing activity at the club. Tentatively the class is looking at the Fishing Bay Yacht Club in Deltaville, Virginia for 2013.

Story by Allen Chauvenet with Principal Race Officer Dave Ellis' two bits.

Full results on the Windmill Class Website

Swimming at Fishing Bay

Alan Taylor & Matt Sponar – Hurricane - 4051

Over the past couple of years I have been changing my downwind sailing style. I have gone from the crew on the windward seat and me crouched aft of the board to the crew on the leeward rail and me on the windward rail, as far forward as my tiller extension will allow. This works in light to moderate air. At the 2011 Nationals at Rock Hall our 'windy' race was 10-15 with 1' waves. In those conditions sitting on opposite rails seemed to work fine.

During the third race of the Fishing Bay Invitational the wind had built to the 15-20 kt. range and there were 2-3' swells coming in. The first lap downwind had been exciting. We had some good surfs and even buried the bow once. Coming around the weather mark on the second lap I was debating whether to jibe before setting the pole, but the rest of the fleet was staying on starboard tack so we stayed with them. We were sailing dead down, occasionally by the lee, occasionally rolling to windward, occasionally broaching on a big wave. I had Matt sitting on the leeward seat and I was steering from the rail. In retrospect, I should have had my crew on the weather seat and I should have been moving where ever I needed to.

We were perhaps 100 yards from the finish and it was going to be close between us, Chauvenet and Sponar. My instinct was telling me to jibe. I was sailing deep. It was going to be close to make the pin. My fear was that because I was sailing with an unfamiliar crew and we had a standard pole, not a launcher, the jibe could be a disaster. Also, my crew would have to go forward to jibe the pole. Thoughts of the earlier episode when the bow went under came to mind. I know how to jibe a Windmill in heavy air. I've done it successfully many times, even on that day. But there's still the admonition from my early days of sailing – beware of jibing!

We surfed a couple more waves, the wind backed

a little, and I was thinking we would be ok, we could make the pin. Then we got hit with the combination of a big wave and a puff. As the puff hit the boat heeled and I was hiking hard. Matt's eyes were getting big. Then the wave rolled under – we were beam on and I had full weather helm, unable to head down the wave. Time stood still as the boat rolled past the point of no return.

By the time I swam around the stern, the boat was starting to turtle. I made sure my crew was safe, and climbed up the hull toward the 8" of dagger board available. I also closed the bailer to avoid the risk of injury. As I was pulling up on the board, Matt later told me he was pushing it 'down'. He swam around the bow and helped get the boat on its side. I then had him swim back to the cockpit side to take the pole down and be sure all sails were un-cleated. That task accomplished, I brought the boat up. Matt managed to grab the mast as the boat was coming up and it brought him effortlessly into the boat – brilliant! This worked well because the mast was coming up to windward. That also helped keep the boat from flipping again. I swam around to the windward side to get on board. I had a bit of trouble getting in – I was tired. Matt gave me a hand up, we trimmed away on port tack and finished the race on a screaming beam reach! We only lost two positions (Chauvenet and Sponar) in the process.

Thoughts on getting back in the boat – from windward, I could have had my crew come to the weather side and heal the boat to windward, bringing the rail closer to the water so it would be easier for me to get in. It also helps to be ready to trim the sails to help with boat balance. The other option is for the crew in the boat to be on the weather side while the crew in the water boards from leeward, allowing the rail to be close to the water and thereby and easier boarding. That technique is psychologically challenging because you just flipped and don't want to flip again!

If I had a do-over, I would have had my crew on the weather seat and I would have sailed a deep broad reach, jibed to a deep broad reach on port, then jibed back. The other option when sailing dead down in a blow, which we used in the second race, is to forget the pole and hand trim the jib wing-and –wing. I'm still trying to decide which would have been the better choice.



Lon and Meg demonstrate how to capsizes a Windmill.

Thoughts on Sailing the Windmill to Windward

I seem to sail well to windward, yet I do things differently than others. I think that there are some common themes that one MUST do...and then some “style” issues.

Ethan and Roy always talk about keeping the boat absolutely flat, yet I never try to do this. I tend to have decent speed and point quite well—I do this by heeling the boat **just enough** that the leeward chine is in the water. Conceptually, I think I am almost sailing on the leeward bottom of the boat. With a hard-chine boat, I find that this “digs” in and allows me to point very well.

Many people adjust the jib halyard (and thus mast rake) based on wind strength. Except for very light airs, I do not do this. Instead, I adjust the angle and trunk position of the board, getting more board forward in light airs and more board aft in a blow. The **COMMON THEME** here is **BALANCE**. The boat should “balance” going to weather so that you barely touch the tiller. The rudder should essentially line up along the centerline of the boat. If you are pulling the tiller to weather or pushing it to leeward in order to keep the boat sailing in a straight line, you are just using the rudder as a drag and a brake. It matters less how you accomplish this balance than that you **DO** accomplish it. Otherwise, you are basically dragging your rudder through the water...once you learn to think that way, it is obvious why that is slow!!

I want to keep the jib full and the main driving while balancing the boat. This means that I have the boom centered and high when trimmed in (I do not try to bring the boom to weather as I would personally mess this up on every tack no matter what system I installed!!). At the wind picks up, we sit on the deck, lean out and balance the boat. When this becomes too difficult, then we “depower” by letting the block for the traveler come down and slide to leeward. If it’s blowing hard enough, I have the traveler very low and allow the block to slide out almost over the deck—then I will let out the main and accept some luff in the sail.

In most conditions, I don’t use the vang to do anything. However, I tighten it as the wind increases, at least so there is no slack (and with more wind some tension) when the main is trimmed in. Then, if I have to luff the main, the end of the boom does not rise (since it is prevented from doing so by the vang) and then the mast rake and jib halyard tension remain unchanged. Otherwise the top of the mast tips forward and the jib luff slacks, which is never fast going upwind in any breeze.

I sail with a variety of crews and cannot roll tack the boat. However, I want to tack quickly and this requires coordination with the crew. So when I want to tack, I inform the crew and say “tack when you are ready”...once the crew replies “ready” I simply say “let’s go” and we are into the tack. This assures that the crew and I are never out of synch and while we may not make great roll tacks, we are not going to make really bad tacks either.

When I was young, I practiced sailing with my eyes closed to get a feel for the boat. I don’t have much actual practice time now but I can still feel the boat. I rarely look at the main but rather look where we are going, which makes it easy to see the telltales on the jib. Since I am a “pointer” it is usual for me to see the weather telltales “kicking up” a little...not too much or I am “choking” the boat—but if they are exactly flat, I am not pointing the boat.

None of this will ever work to beat Ethan or John Jennings but it does let me beat the other folks at least some of the time. I have beaten Ethan twice, both when I had wind and he did not. I am an expert on beating John PROVIDED that he capsizes at the last mark (and rarely on other occasions).

Allen Chauvenet

Editor’s comment: All this assumes that you have your Windmill mast set up as recommended in the North Sails Gulf Coast Windmill Tuning Guide.

This set up has evolved over a long time. Folks who like to fiddle keep coming back to it. Dave Ellis

More Thoughts on Go Fast

We spend much time, effort and money on our boat, our rig, sails and foils.

Back in the 1970s when Denis Fontaine was winning all the time, he didn’t volunteer anything about his rig, but we all copied it when he wasn’t around.

Today North Sails Gulf Coast has made it easy to set our boats up just like the champs.

While this is all well and good, suppose you have your Windmill set up this way but just don’t want to spend good money every year on the boat. Is there any chance at a good result?

Absolutely!

Just sail the thing. If two boats start and go the same speed, one on starboard and one on port, they separate quickly. After three or four minutes they may be a half mile apart. If there is then a ten degree shift, an occurrence that happens several times on most windward legs, the boat that tacks with the new wind has gained a full 1/4 the distance of separation between the boats. Can you gain 1/8 mile in four minutes by buying something new for your ‘Mill?

Upwind, is your top batten parallel to the boom, with the boom just off centerline. Good place to start on mainsail set up. Is your tiller tugging at you? It should upwind, but just a little bit. Try angling your dagger board more forward toward the bow under the boat until the helm feels ‘friendly’. Is your jib closing off too much up top, or does it match the nice curve of your mainsail at the leech of the jib. Oh, and the Cunningham should not be used unless you start getting overpowered. Leave some wrinkles along the mast. Is the Outhaul pretty tight upwind,, even in light air? Only when there are waves would it be let out just a touch.

Downwind do you let your vang out so that all but the boom area, inhibited by the shrouds, is perpendicular to the wind behind? Just a bit does it.

Plan ahead for the corners. Sometimes slowing down is better than rounding outside of several boats. Follow the inside boat around the mark.

These are just a few of the things that this old Windmill sailor saw from the vantage point of the Nationals Race Committee Vessel. Dave Ellis

THOUGHTS ON GROWING THE CLASS

Darrell Sorensen

I have been only sailing for 3 years and still enjoying my first boat, Windmill 821. After acquiring my boat and doing major work on it I started hanging out in our local sailing club since I have a cousin who is a member. The Lake Yosemite Sailing Association is made up of mostly sailors with 22'-26' Catalinas & McGregors. At first I would crew for anyone who would have me on their boat for the Thursday night "Beer Can" races. Most everyone wouldn't even think of sailing a dinghy, and there was only one sailing in the races. Toward the end of the club's sailing season there was fiberglass Durabuilt Windmill for almost free in the S.F. Bay area. Although I wasn't really interested in a fiberglass boat, I decided to go up and rescue it. Maybe it could be fixed up some time in the future.

I asked John, one of the club members that I sailed with if he wanted go take the ride with me to pick up the boat and he did. The boat looked like it had been out in the weather forever. It had wood spars and most of the rigging, but no sails. Not long after we started back John asked me if he could fix it up. I said sure.

We stopped by Scott Rovanpera's to get his evaluation on the boat. Scott couldn't find any core lamination problems, it was light and just needed a lot of sanding and painting. Scott also gave John an old set of sails for the boat.

It was close to a year later that the boat was finally on the water. It wasn't a good fit for John as he is quite tall, so he let a friend's two sons, who were junior sailors at the club, sail the boat. They were light and could make the boat go fast, so it was a perfect fit for them. John sold the boat to them for about what he had in materials in fixing it up.

The next boat I came across was a woody built in the winter of '64-'65 as part of a group building project at Stockton CA sailing club. The couple who had it were in poor health. It needed to come out of the storage unit by the end of the month, so it was free. When I picked it up it was like opening a time capsule from 1965, the boat was in such good condition. It had last sailed in 1983. At first it went as an 'adoption', with one of the terms being inside storage. When the inside storage was lost, the boat was returned to me. I now use it as a loaner boat.

For some reason girls are attracted to sailing her as she is painted pink. The boat came with a very good homemade trailer built a bit heavy duty for a single lightweight Windmill (*see next page*).

This year I started working with the Junior Sailing

program at the club and I struck "Gold", a group of teenagers who love to sail. Training is done with Lido 14s that have seen better days. I gave them a ride in a Windmill and they are hooked!

Also this year another Windmill came our way. The owner of a 1966 woody was going into a retirement home and wanted his boat go to someone who would sail it. It was also free but not as nice as the pink boat due to outside storage. It went to a club member who had been sailing a Lido 14 in the Thursday night race and was tired of coming in dead last every night (although he corrected out well).

So now we have four Windmills sailing at the lake, plus a Snipe. There is a large crew list, so we are looking for more low priced Windmills. There a couple available, but none of the potential customers want to shell out \$1000 or more for a boat.

Another thing we did was to keep the boats in dry slips at the lake. While not the best thing to do with a wood boat, it was worth the trade off of having boats ready to sail at short notice to give rides, and getting ready for the Thursday night races. Also the boats are on display and people take notice of them

A 21 year old college student sails the pink boat. She or her friends sail the boat a couple nights a week, plus the Thursday night races. I do believe that this boat has been sailed more this year than its previous 46 years of existence.

The heavy duty trailer that came with the pink boat has been made into a up to 3 Windmill trailer for trips to area regattas. (*Again, see next page.*)

To sum up on how to grow the class:

1. Join your local sailing club.
2. Find old fixer up Windmills to get back on the water to be sailed.
3. Work with the club's Junior Program.
4. Watch it grow.

It may not work everywhere, but it is working here.

For more information on Windmills sailing at Lake Yosemite go to <http://boatracinr11.com/Windmills%20and%20Lake%20Yosemite.htm>

Have you ever wanted to team up with someone to cut your travel expenses to the nationals or other far away regatta? Here is a rack system to stack up two or even three Windmills.

The racks are made from 2 x 4s laminated together with epoxy, then cut at the angle of the bottom and deck of the boats where they rest. Add carpet for protection and a couple of eye bolts for tie-downs. I made them fit at the rear of the rear thwart and front of the of the front thwart. It is not necessary for them to be at those locations it just happened to where the bunks were on the trailer.

As you can see from the pictures the boats are nested real well, so the third boat can be added without any loading problems.

The angles of bottom bunks for the racks from horizontal are 16 degrees for the front rack and 8 degrees for the rear. The front mast holder has slots for 3 masts and is adjustable for height. The only thing that I am going to add is some padding between the inside and outside of the transoms where they overlap.

We have made one trip to a regatta about 100 miles away with three boats stacked up and had no problems.
Darrell Sorensen



Note from the editor:

Stacking Windmills was once common. Dennis and Betty Lu Snell stacked their 'Mills for trips all over the South in the 1950s-60s. Dennis would take the bow off with one arm while several of us kids and Betty Lu would struggle with the stern.

It is very important to put the 'bunks' at strong parts of the bottom boat, as shown in the pictures. Lots of carpeting is used on both sides and, as Darrell mentioned, at the transom.

A consideration is making the 'bunks' for the bottom boat, at the trailer, oversized to spread the load on the bottom boat.

Those bolt eyes on the 'bunks' are necessary to make the top boat(s) secure with its own tie-down to the trailer, not tied just to the boat below.

Gas mileage is impacted a bit, but saves a bundle compared to two or three vehicles.

DBE

***JOUSTER* EDITOR NEEDED!**

Here is your chance to publish.

There must be someone out there who has ideas for a better Windmill Class newsletter, fresh ideas, contemporary formatting.

The *JOUSTER* also is published on line, as the e-Jouster, so your work will be showcased!

I have the 'Publisher' templates. The editor simply puts the text supplied by members into Text Boxes, makes it all pretty and 'justified', add pictures and proof read. Oh, a good command of the English language is a must. Most sailors write as they talk. So some editing and spell checking is essential.

I use a local print shop, print labels from a list supplied by Allen Chauvenet, minus the e-Jouster list supplied by Allan Taylor, stick stamps on and mail them.

The e-Jouster is simply sent to Allan T. and he sends it out.

I'm an old-fashioned guy more familiar with a typewriter, yet I've managed to put the *JOUSTER* out there four times a year for three years . If I can do it

SIGN UP FOR REGATTAS ON LINE

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

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

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

CLASS DUES ARE DUE

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

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

We need your support!

E-Jouster

The class has decided to **go paperless** as much as possible. Those who would like to receive *The Jouster* as an **attachment to an email** will now 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 website.

Due to space constraints it is not always possible to put everything in the paper edition of the Jouster.....like the new proposed spars black band rules.

BUT, an expanded issue is often in the E-Jouster. Subscribe today!



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