

The Jouster



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Articles, photos and race results are very welcomed..

Submit to dietz.elizabeth@gmail.com

Windmill Sailing Just Plane Fun

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ROBSON FLIPS to MIDWINTERS WIN at CLEARWATER

By Allen Chauvenet

The Clearwater Community Sailing Center is a historic location in the history of the class. It was here in the early post-WWII years that Clark Mills first designed the Optimist Pram, followed a few years later by the Windmill. To illustrate the legacy, the club now has an original Pram secured to one wall and is currently restoring Windmill 107, once a National Champion in the hands of Roger Baur.

The class "came home" to the CCSC March 9-11 to race our Midwinter Championship and celebrate this legacy. A dozen boats (4 from out of Florida) gathered to celebrate

and race in what can only be described as outstanding conditions and delightful weather. Seven races were run around a modified Olympic Course and enjoyed by all.

Lin Robson (4955) and crew Erin McKie were reaching down the starting line just prior to the gun for the first race when the boat somehow rolled to weather and they capsized a few seconds prior to the start! This allowed Allen Chauvenet & Sarah Steward (5586) to almost effortlessly seize the favored start at the leeward end. Equipped with a new board and mainsail and a great determination, they -



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charged into the lead, rounded the weather mark first and were never challenged in the 8-10 mph winds. They led at all five marks and won handily over Lon Ethington & Meg Gimmi (5070) followed by the Carlson/Mann team (5000). The racing was quite tight for the rest of the positions and with so much good sailing, Robson could only recover to a 9th, which gave no hint of what was about to happen!

The line was adjusted to be closer to square to the wind for the second start but the Chauvenet/Steward team again was first to the left side and led around the weather mark. They held this lead on the reach with others in close pursuit. On the run to the leeward mark, Roy & Geoff Sherman (3446) briefly took the lead but Beauty & The Beast (5586) slid up to weather and established an overlap as the boats closed on the mark. Dede & Beau Plessner (4922) moved very well and came up to leeward of the Shermans while Craig Carlson/Eric Mann (5000) moved wonderfully well from leeward to put 4 boats very close together fifty yards from the mark. Chauvenet made the error of looking down in the boat to adjust the jib halyard...just when Plessner luffed Sherman who came up and found Chauvenet failing to respond. By the time Chauvenet knew what was going on, a boom on shroud collision was inevitable and a 720 turn followed, resulting in a 9th! There is an obvious lesson here!!

The long beat was tightly and closely

contested with Robson eventually finding a shift on the left side to take the lead. Colin Browning and Nicky Valentini (4481) sailed almost as well and moved into second, followed by Carlson, Ethington and Plessner rounding out the top five ahead of Sherman.

Inspired by his win in the second race, Robson put it all together and picked up a useful shift on the opening beat in the next heat to lead early. Although Craig Carlson and Dede Plessner both pushed hard around the course, Robson was not to be denied and took his second consecutive bullet with Plessner and Carlson (third consecutive third) following. Chauvenet was fourth but Ethington passed him over the final legs to leave Chauvenet just able to hold off Browning in the final race prior to a lunch break.

A wind shift during the lunch break reversed the course almost 180 degrees, leading to similar courses but with a very short first beat. Robson and McKie found a handy shift on the left side to turn just in front of a mob of boats with Ethington/Gimmi making it around behind them. Just when it looked like they were pinned by starboard tackers, Chauve-



1st Place: Lin Robson & Erin McKie

net/Steward used the same shift to squeeze around third. The top three opened distance offwind and on the subsequent long beat Chauvenet found wind to the north (right) side of the course to make major gains and overtake Ethington although Robson held on to first. Although pushed by Chauvenet, Robson held onto the lead throughout the rest of the race to record a third consecutive win. Ethington was a solid third and Plessner continued her solid sailing with a 4th ahead of Ralph and Sandy Sponar (3524). In this race Joel Heyne and Mike Beard put the "new" Sea Scout boat "Magic Dragon" (4049) into 7th place with a very solid performance.

It seemed that the westerly sea breeze from the Gulf of Mexico would continue the rest of the afternoon as the last race of the day started. The Sponars made an excellent start and led around the first two marks with the rest of the fleet very closely bunched in pursuit. However, on the "run" to the leeward mark, the wind went completely dead! The entire fleet drifted with almost no steerage way. Noting some wind to the north, Plessner and Chauvenet managed to drift in that direction and were eventually rewarded with some light winds while the rest of the fleet remained becalmed. Plessner reached the wind first and headed for the mark with Chauvenet following. However, Plessner's wind faded as she closed on the mark and Chauvenet was then able to stay in the breeze by heading above the mark and

Midwinters Results

Position	Boat	Name	Total
1	4955- Sojourner	Lin Robson/Erin McKie	15
2	4922- Whimpy	Dede Plessner/Beau Plessner	17
3	5070- Pig Headed	Lon Ethington/Meg Gimmi	17
4	5586- Beauty & The Beast	Allen Chauvenet/Sarah Steward	24
5	4481- My Mojo	Colin Browning/Nicky Valentini	25
6	3524- Longtail	Ralph Sponar/Sandy Sponar	35
7	5000- Red Baron	Craig Carlson/Eric Mann	40
8	4051- Hurricane	Alan Taylor/Steve Caswell	41
9	3446- Frost Free	Roy Sherman/Geoff Sherman	42
10	4049- Magic Dragon	Joel Heyne/ Mike Beard	55
11	2049- Bonfire	Lisa Fath/Caroline Denton	59
12	4947- Styx	Cam Carlin/Zach Carlin	76

...continued from page 2

rounded first. The remaining three legs were all reaches and Plessner's speed and sailing skill saw her able to pass Chauvenet for the win. Roy Sherman (3446) held third most of the remainder of the race but Robson worked by him on the final leg with Browning following in fifth.

The club held a delightful dinner which was preceded by a disallowed protest



2nd Place:
Dede & Beau Plessner

and a long discussion of rules when approaching a leeward mark in a large group of boats. Many appreciated the discussion and felt that a

lot had been learned about the rules. Eating dinner at the birthplace of the class while overlooking Clearwater Bay and having the Gulf of Mexico a brief walk to the west is certainly a wonderful way to pass a Saturday evening!

Sunday brought some clouds and a bit more wind, again coming from the northeast. Colin and Nicky put "My Mojo" into an early lead with a perfect start. While most of the rest of the fleet sailed very tightly together, the leaders took advantage of their start, excellent sailing and free winds to lead at the weather mark

and score a wire to wire victory without ever being seriously challenged. This was their first race win in a major class event and very well deserved. Lon and Meg had recorded their only race worse than 4th in the strange final race on Saturday but promptly came back to record a second, "winning" the close and hard-fought race among all the other sailors! They were followed by Roy Sherman who finished ahead of regatta leaders Dede and Lin. It still appeared that Lin would win the regatta as only one additional race remained.

The final race saw Dede and Lon off well on starboard tack and a bit faster than Allen Chauvenet who later realized he had made errors in setting up his boat with a small but critical drop in speed. One must always be able to replicate basic fast settings and then make small adjustments as called for by differences in wind and waves! Dede led throughout most of the race with Lon and Meg pushing hard to record another second. This time the Sponars put things together well and had their best finish with the 3rd, just ahead of Lin and Colin.

In a very tightly contested event, Lin Robson became the first winner of a major class championship to open the event by capsizing prior to the start of the first race! Without a drop race, that result would have cost him the regatta but when the best 6 races were counted, Lin and Erin were the winners by two points over Dede and Beau who won the tiebreak over

Lon and Meg. Allen and Sarah edged Colin and Nicky by one point to round out the top five.

It is safe to say that everyone had a wonderful time and the class is already looking forward to returning

next year with a larger number of boats! We are grateful to Rich White and the entire CCSC group who made

us so welcome and made the event so enjoyable (ok, the location didn't exactly hurt!).

The class also looks forward to promoting a re-growth of junior sailing in the area with Sea Scout Ship 915 now owning two Windmills (thanks, Jim Edwards!), 4886 and 4049. The Clearwater Community Sailing Center is restoring 107 and 1967 and there are hopes of a couple additional boats as well. Finally, production of new Fiberglass Windmills is not far off and that is expected to attract additional sailors. The efforts of class President Lon Ethington and District Commodore Colin Browning are leading to good things in the Tampa-St. Pete area with some wonderful new sailing venues now available. ♦



3rd Place: Lon Ethington & Meg Gimmi

Midwinters Results Continued

Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
(9)	1	1	1	3	5	4
(5)	5	2	4	1	4	1
2	4	4	3	(7)	2	2
1	(9)	5	2	2	7	7
(7)	2	6	6	5	1	5
(8)	8	7	5	6	6	3
3	3	3	9	9	(DNS)	DNS
4	7	8	8	8	(DNF)	6
6	6	(DNF)	10	4	3	(DNF)
10	10	10	7	10	8	(DNS)
(11)	11	9	11	11	9	8
12	12	(DNF)	DNS	DNS	DNS	DNS

DOWNWIND SAILING

By Lin Robson

I was asked recently to jot down a few thoughts about downwind sailing by Allen Chauvenet, based on some observations at Midwinters.

Regarding downwind speed, I would say that with such a lightweight, but relatively under powered dinghy, we are always searching for horsepower. Many people over vang downwind and to a lesser degree are too twisted upwind in breeze.

Positioning the boat properly on whatever wave energy is available is critical. Just as a surfer positions their board on a wave, harnessing that energy can equate to big gains. Even in the protected racing area we were in for the

Midwinters, there was hydraulic energy available to use.

In any dinghy I sail I'm always trying to tune into whatever wave trains are available and beneficial. In some isolated, lighter air occasions, I've even sailed by the lee a brief while just to stay properly situated on a wave.

Reducing movement of the rudder blade off centerline to steer the boat can be achieved by moving the weight of the sailors to one side of the boat to another. The hard chine of the Windmill lends itself to this technique very well. Keep in mind that the main is the largest legal "oar" we can use, LEGAL pumping should always be considered when reaching in most conditions. The jib halyard is an effective tool for adding power, I probably did not use that as much as I should have during the Midwinters. The "controls" on my old boat are still a work in

progress. The dagger board up/down question is, how much side force is needed vs. wetted surface drag do I tolerate at any given moment?

Regarding fore and aft weight placement: In general, for displacement conditions you want the longest waterline boat possible. In planing conditions, as little wetted surface as possible consistent with keeping the boat balanced and powered up.

All the best, see you next time! ♦

SARASOTA ONE DESIGN REGATTA

By Colin Browning

This regatta was our back to back regatta with the Windmill Midwinter's. 70 miles separated the venues which were both held in the pristine bays on the east coast of Florida.

Six Windmills signed up but only 3 made it to the regatta. Lon Ethington/Meg Gimmi on Pig Headed, Ralph/Sandy Sponar on Longtail III, Colin Browning/Nicky Valentini on My Mojo.

I arrived Friday for scheduled 2 day event to set up my boat, tent and go for a practice sail with Sandy and Ralph. 15 tents, several large RV's and 5 or 6 different classes of boats spread out under the Australian Pines. Crystal clear water greeted us Saturday morning as we sailed out to our course over sandy, grassy bottom that looked like it was about 2 feet deep because it was so clear but mostly averaged around 8' to 12' in the Key West like setting. The wind tapered down from about 5kts to non-existent as our race was about to start at 11:30 so the race committee put up the AP for 2 hours while the sea breeze finally estab-

lished itself. When the air did finally come in it was around 10-12 knots for the rest of Saturday's racing. Our group of 3 boats had our own start sailing windward leeward 4 legs with a midline start and finish. Sailing was so tight that if you so much as sneezed the other boats would immediately seize the opportunity to take the lead. By the end of Saturday's racing Longtail III lead with 5 points, Pig Headed in second with 6 points and My Mojo with 7 points.

Sunday got started with light air around 5 kts. My Mojo took the first race with Longtail in second and Pig Headed 3rd which put all 3 boats in a 3 way tie but 2 more races were held that broke the tie. Pig Headed finished race 5 with a clean 1st, followed by Longtail III 2nd, and My Mojo in 3rd. Lon and Meg pulled a rabbit out of their hat in the last race leading by many boat lengths with Longtail putting the whammy on My Mojo.

Initial scores with *throw-outs* were,

- Pig Headed, 7
- Longtail III, 9
- My Mojo, 11

There was some talk about maybe doing a Midwinter's at this outstanding venue in the near future. Sarasota Sailing Squadron is one of my personal favorite sailing venues of all the

places we sail with camping. The low country boil for dinner Saturday was outstanding too and free beer on tap made this regatta a real bang for our bucks at \$65. A great time was had by all including meeting lots of new sailing friends from other fleets. I can't wait to do this one again, next time we need to really put on a show and bring out lots more Windmills. ♦



Waiting for wind at the Sarasota Regatta

Sarasota One Design Regatta Results

Pos	Boat Name	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	5070 Lon Ethington/Meg Gimmi	7	2	1	(3)	2	1	1
2	3524 Ralph/Sandy Sponar	9	1	(3)	1	3	2	2
3	4481 Colin Browning/Nicky Valentini	11	(3)	2	2	1	3	3

PRESIDENT'S REPORT

It has been a busy time in the Windmill class. We had the passing of Bill Blanton, our class treasurer. Dede Plessner has agreed to take on the responsibility of this job. Dave Ellis stepped down as the Jouster editor. Thanks Dave for all of your hard work! We have a new Jouster editor, Elizabeth Dietz. I welcome her and know she will do a great job.

We are working with our new builder making a new mold for the Windmill. The mold was made from Ethan Bixby's boat so there should be no question about the shape or speed. We still have a lot of work to do before the first boat is made. There has been a lot of input from Ethan Bixby and Roy Sherman. Everyone involved is doing a great job to get this right and keep our class growing.

Remember you all are our best salespeople, so keep talking up the boat!

Regards,

Lon

2012 Windmill National Championship

**Rock Hall Yacht Club
22759 McKinleyville Road
Rock Hall, Maryland 21661**

EVENT INFORMATION

July 26-29, 2012

Schedule of Events (preliminary)

Thursday, July 26, 2012

Early registration and measurement

Practice racing as desired

Friday, July 27, 2012

Registration, measurement

Junior Nationals in AM (alt)

Racing in PM

Windmill Class Annual Meeting at RHYC

Saturday, July 28, 2012

Racing 1000 Warning for first race

Annual Dinner at RHYC

Sunday, July 29, 2012

Racing 0900 if req'd

General Notes

The Rock Hall Yacht Club was founded on the current site in 1937, and has operated continuously since. (<http://www.rockhallyachtclub.org>). Windmills were an active class in the 60's as some will recall and are once again, hosting Windmill Fleet 82. The club has seen a large rebirth of small boat sailing in the recent years, and has hosted several major events. Windmill Nationals have been here frequently in the last ten years, including 2009 and 2011.

The sailing area is on the wide Chester River, a major tributary of the Chesapeake across the Bay from Baltimore and Annapolis. The racecourse is usually set up approximately one mile directly off shore from the club property. Boats can be kept on the lawn, and launched from the beach in front of the club. In addition, the club has two hoists that can be used for launching if desired, and for hull weighing. Winds off the bay or from the Delmarva peninsula summer sea breeze are more likely than drifters. While not immune to drifters, there has not been a Nationals without sufficient wind to complete the series. The water will be comfortably warm, and the fabled Chesapeake Bay nettles (jellyfish) typically do not appear in the northern Bay until August and September.

The Rock Hall Yacht Club has camping sites on its property, and plenty of room on the lawn for boats, trailers, and cars. Shower and rest room facilities are available 24/7 at the clubhouse, as well as a swimming pool. In addition to the WCA scheduled events, the bar is open during the day during pool hours, and also offers snacks and sandwiches.

Dyer Harris WM#5400,
Windmill Fleet 82

Past Commodore
Rock Hall Yacht Club

Wood Whisker Pole Launcher for your Woodie

By Darrell Sorensen

About a year and half ago I was looking into getting a whisker pole launcher for my wood Windmill. I found out the parts are available



from APS (Annapolis Performance Sailing) I found it under Snipe parts, \$412

for it complete or \$168 for just the fittings.

That's a lot of money, so I thought – why don't I just make one out of wood since the spars on my boat are wood. I made the pole out of Sitka Spruce in two halves, with about a 1/4" to 3/8" hole in the center for the line. I had a through deck block to use on the rear of the pole. Also there I made a cap with slot & space to hold the end of the shock cord. Since I don't own a lathe I cut

out sections of plywood with hole saws to stack up for the sliding



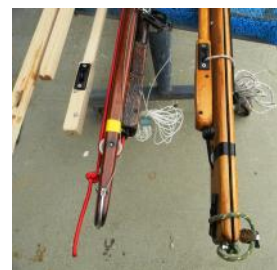
collar. Then bored it out with a smaller hole saw. A little sanding with a belt sander and it was done. The trumpet end is also made that way with a 1 5/8" hole saw. The other parts needed was 25 feet of 1/4" shock line, 30 feet of light line a couple of plastic strap fairleads, a 1 3/4" sheave where the shock cord passed through the rear of the boom and the most expensive thing was the small swivel cleat & block that goes on the mast, about \$60.

The wood pole launcher worked flawlessly last sailing season that included over 20 days of sailing. One time we forgot to retract the pole before jibing, it had a good bend in it, but didn't break!

I am now making three more for this sailing season.

Parts list:

- 2 – Sitka Spruce 3/4" x 1 1/2" x 103"
- 1 – Through deck block. Harken 088 or equivalent
- 25' – 1/4" shock cord
- 30' – 3mm line
- 1 – 1 3/4" Sheave
- 1 – 1/4" SS bolt (cut off head & saw a screw driver slot to hold sheave in place)
- 1 – Small single block
- 2 – 1/2" line fairleads Holt HA382/2 or equivalent
- 2 – Small eye straps
- 1 – Ronstan RF5 swivel-ling cleat platform or equivalent
- 1 – Line stopper ball
- Scraps of okoume plywood for the sliding collar & trumpet end.



When gluing the 2 halves of the pole together with epoxy, stand on end so the line slot doesn't get plugged with epoxy. The

round part of the pole is finished to 1 1/8" to 1 1/4" diameter. Take the corners off with a 1/2" round-over router bit. The sliding collar is 2 3/4" long x 2 3/8" diameter with the center 2" where the shock cord wraps around. Bore out with a 1 1/2" hole saw. Sand to taper at both ends. If you are not handy with wood working or can't find the sitka spruce, I make the wood parts for \$50. This includes the pole that is set up for a Harken or Natus through deck pulley, the trumpet front end and sliding collar. If you are using a different through deck pulley, sent it to me so I can fit it. Also if you are worried about feeding the line through the pole you can send it also. The wood pole launcher looks good and works well on wooden spars. ♦



Scott Rovanpera Gives Windmill Rides at the Richmond Yacht Club – Sail a Small Boat Day

I had a great time taking people sailing on Saturday, March 3rd. It was an international affair, for I had crews from Russia, Canada, Sweden, and France. Overall, I ended up taking 8 trips out into the Potrero Channel, with half of those cruises involving two people on board. The winds were light in the morning, coming from the south, but by 2 PM, the wind clocked 180 degrees and filled in nicely from the north at about 8-10 knots. Two of the skippers are currently sailing a 420 and a FJ, but definitely like the handling and responsiveness of the 'Mill. I even had an A-Cat sailor take the helm and he enjoyed the boat immensely. I will probably be taking two of the guests sailing again, and I handed out our Windmill business card for those who were interested in the class. ♦

Corrosion On Aluminum Masts and Booms

By Colin Browning

When I first got into sailing Windmills and doing work on my mast and boom I noticed there was always corrosion around where the rivets, screws, and stainless hardware were mounted. I don't remember ever seeing anything on the Windmill Class web site in the rigging or tuning guide about protecting these areas from corrosion but I'm sure that corrosion is the main cause of failure possibly causing masts and booms to break and hardware to pull out. A sure fire way to loose a major race or regatta is a mechanical failure.

After some investigation I learned that there is something called "Tef-gel" for exactly this application. Tef-Gel is a very

tacky white gel that doesn't wash off that prevents corrosion. This allows you to unscrew screws easily and remove rivets without corrosion even after they have been exposed salt water for a long time. Every rivet or piece of hardware gets a coating of this protective barrier where the dissimilar metals touch. I bought a tube at my local sailing shop "Island Nautical" and use it on everything that needs to be mounted on Aluminum and have had no problem removing screws and never have any sign of corrosion when removing rivets. If your local sailing shop doesn't have it, do a Google search; it's easy to find and you can order it and have it shipped to your door. Even if you don't use this particular product, use something or you will get corrosion. Here's a link that explains the why this happens and why this product works. http://www.tefgel.com/contain.php?param=tefgel_infor ♦

District 8 Report

by Darrell Sorensen

District 8 continues to grow. Last fall Julia McLeod, the junior sailor who has been crewing for me talked her mother, Jill into buying a Windmill for Julia and her brother Angus to sail. Jill agreed to it since they were both "A" students. Woodie 809 that was built from a Taft kit was available and in very good condition. With upgrades in air tanks and rigging, "Cloud Nine" will soon be racing. Since I am losing my crew, Jill McLeod will be crewing for me. The next Windmill to come our way was a 50-year-old, 578. The daughter of its builder wanted to see her dad's old boat sailing again and gave it to us. Jon Hargis is fixing it up for his daughters to sail. The boat is getting air tanks and a new deck. Jon had been trying to get back Windmill 992 that he restored about 10 years ago, but couldn't come to terms on price with its present owner. Then just lately, the Bender family bought 758 "Almost Embers" from Dave Nielsen. The air tank job is complete and she will be sailing soon. The skippers of all three of the boats are Junior sailors from the Lake Yosemite Sailing Association. They learned to sail in well-used Lido 14s. It has been real easy to interest them in sailing Windmills. We did have our annual new year's sail, here is the story on it:

A few days before our annual New Year's sail on January 7th at Alameda, the forecast was for winds of only 2-4 mph. Thinking about canceling due to lack of wind, I called Scott Ronvanpera for his thoughts. He said that he had been sailing twice during the week before and assured me there would plenty of wind. PLENTY of Wind! It was at least 15 mph with white caps and rollers coming straight down the estuary. We had Scott and his wife Tracy (3481), Eric Swenson & his crew Harrison McDowell (2101), Elizabeth Dietz with Angus McLeod as crew (1483). My crew was Jill McLeod (821), Angus & Julia's mother. This was her first time in a small sail boat. A couple hours later Armand & Bryce Peterson (3066) were able to show up at the ramp. Scott and Tracy were first off the docks, followed by myself and Jill. Jill was having some problems at first knowing which line to grab when we tacked and she fell a couple times trying to get to the other side of the boat. But soon she was getting the hang of it. A few of the tacks came as a surprise as the wind kept shifting and next thing we were going the other way. This definitely wasn't the best conditions to train new crew member. I was intending to go as far as Jack London Square, but the farther we went the worse the rollers were and the other boats were sailing near the launching ramp. As we were sailing back, here comes Scott with Elizabeth as crew. What happened was Elizabeth was having problems with conditions from the get-go and her and Angus were lucky to get back to the ramp with

out capsizing. Tracy had enough of this, so Elizabeth jumped into Scott's boat for some needed training. Eric and Harrison were doing fine, Eric's comment was, "this was the first time I ever had the boat on plane" & "I don't think I want to sail in these conditions again".

About the time Armand and Bryce had their boat rigged, everyone was coming in. So they figured it was best to undo it all and go to the Pizza parlor with the rest of us. Jill said she had a good time, but I think that she was just being nice. A couple days later I talked to Julia, her daughter and Julia said that her mother was sore and bruised. Was the fun sail a success, well I would say yes since no one got wet! There was a couple cool things: As we were loading up, back to the ramp comes about 6-7 very beautiful lap strake plywood rowing boats. More wood boats at the ramp than glass by far. And one of them is a former Windmill owner, who sailed with the Sacramento fleet in the 70's.

Our racing schedule for 2012 includes 2 to 3 weekend regattas at Merced's Lake Yosemite. The One Design Series at Lake Washington in Sacramento, Gold County Regatta, Nevada City, the Delta Dinghy Ditch race and for the 7 LYSA Windmills "beer can races" every Thursday evening May through August. We are looking forward to a great season! ♦



LEFT

Jon Hargis with his 50 year old Windmill that is getting a new leese on life with new air tanks and decks



RIGHT

578 is getting a little help from Darrell Sorensen's grandchildren Nina and Rio Sorensen.

New Windmiller:

Six Things You Didn't Know About Me

1. My name is Elizabeth Dietz
2. I am a biology major, soon to graduate!
3. I am the second child of six- family is important to me
4. I like to learn & I want to teach
5. Purple is my *favorite* color
6. I love to sail!

I've been sailing with my dad and my grandfather on MacGregor sailboats since before I reached double digits. About a year ago, Darrell Sorensen took me sailing in his Windmill. Despite the wild wind the day we went, I was hooked after just one outing. I discovered Windmills are lightweight and tippy- an absolute thrill to sail.

Darrell was kind to give me free reign with another one of his Windmills, the Susan G. Komen, last summer. Some girlfriends were more than willing to crew with me, and we sailed the Susan K in the Thursday night races at Lake Yosemite in Merced, California. I found myself going out to the lake as often as possible, even extending my lunch breaks just so I could take a quick sail. Darrell ended up giving me the Susan K as a Christmas present last year- without a doubt one of the best surprises ever! Now an official member of this association, I am eager to learn and sail as much as I can. I hope to see some of you at upcoming events this year! ♦



Welcome to Windmilling

We'd like to extend a warm welcome to the newest members of our association:

CAM CARLIN (4947) Florida

CARTER BROWN (5044) New Hampshire

CLEARWATER COMMUNITY SAILING CENTER
(107 and 1967)

ELIZABETH DIETZ (1483) California

JILL McLEOD (809) California

JON HARGIS (578) California

KERN FERGUSON (5582) California

STEVE ALLEN (3653) New Hampshire

TODD BENDER (758) California

The Sailors' Tailor Inc.

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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.



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Visit our website and sign up to receive *The Jouster* via email!

Chillin' & Windmillin'

Have you had a recent adventure in your Windmill? Send us photos of you Chillin' & Windmillin! The photos below are from the Sarasota Midwinters and the Clearwater Midwinters.



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 Joster, 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

E-Joster

The class has decided to go *paperless* as much as possible. Those who would like to receive *The Joster* 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 website.

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The Joust