

# *The Joustier*

## *DISTRICT REPORTS ISSUE*

### WINDMILL MIDWESTERNS 2010

Fifteen enthusiastic Windmillers from around the country met at the always-outstanding Hoover Sailing Club in Columbus, Ohio for the Windmill Midwesterns June 5-6 to participating in the longest-running Windmill regatta sailed at a single location.

Sponsored as always by Windmill Fleet 60 and the host club, the event drew skippers and crews from Massachusetts, Florida, California, West Virginia, New Jersey and Ohio. Multiple-time Midwestern (and 4-time former National) Champion Craig Tovell, sailing with Jaimie Chicoine for the second consecutive year, dominated the event with 2-(7)-1-1-1-1 results to fend off an early challenge from 2009 Nationals runner-ups Lon Ethington and Meg Gimmi who placed 1-2-5-2-(6)-2 for the runner-up position here.

After some practice on Friday and a wonderful welcoming party, racing (Chaired by 505 and Windmill sailor Graham Alexander) started Saturday morning under overcast skies with moderate and shifty winds. Most courses were triangle followed by W-L.

Ethington got off well in the first race while Tovell was initially a bit behind but closed to provide a serious challenge on the final legs. Ethington and Gimmi were up to this for a solid win, with Tovell moving up to the runner-up position ahead of Roger and grandson Brenden Demler (5047). Local fleet 60 and long-time Windmillers Mike and Dixie Mickelson (4804) placed 4<sup>th</sup> with Allen Chauvenet and imported California crew Jen Rovanner (5586) rounding out the top five.

The second race brought an amazing lesson as the race committee again set a triangle WLW course. Allen and Jen jumped out to the lead and held that around the first three marks with Lon & Meg just ahead of Craig and Jaimie. On the long beat, Chauvenet became confused by the shifts and by his boat while Ethington and fleet 60 member

Randy Piersall (3998) found the correct time to go to the right and make major gains to round the weather mark in that order with Tovell not too far behind. The Mickelsons rounded next with Florida sailors Colin Browning and Nicky Valentine (4481) rounding 5<sup>th</sup>. Bernie and Julie Himmelsbach (5410) also moved well on the beat but touched the weather mark and did a 360 degree penalty turn which allowed Chauvenet and Rovanner to catch them. All the leaders promptly poled out and headed directly downwind towards "the mark" while Chauvenet was puzzled when the Himmelsbachs headed sharply upwind and actually bore off to duck under their stern.

it was true that the leaders were headed directly downwind, only the Himmelsbachs noted that the same shift that had helped Ethington and Piersall on the beat resulted in the JIBE mark being directly downwind, while the actual third mark was now a broad reach!! By the time anyone else realized this (Ethington was so far ahead that he rounded what he thought was the leeward mark!) 5410 had taken a decisive lead! Ethington was able to come up and (thanks of course to similar errors by those astern) save second but Tovell could salvage only 7<sup>th</sup> place with Mickelson, Browning and Piersall rounding out the top five. The astonishing moral (considering the skill and experience of all these sailors) is that one should actually sail the course and not be fooled by wind shifts when marks remain where they were!!!

With cloudy skies all around, the committee pressed on with two more races prior to lunch. In the third race, Tovell sailed with great skill and determination to lead at all marks. Allen and Jen sailed their best race taking the runner-up position and were just close enough for Tovell to pay attention. The "other" Demlers (Chris and Cam in 5045) broke through with a third ahead of Colin and Nicky while Lon and Meg were "relegated" to 5<sup>th</sup> after getting caught up in a very tight fleet. This gave both Tovell and Ethington a first and second for their best races with Ethington still leading by virtue of this 5<sup>th</sup> to Tovell's 7<sup>th</sup> in the second race. However, this result was the harbinger of Tovell's outstanding sailing for the rest

## **PRESIDENT'S REPORT**

### **Greetings from the New President**

I would like to thank Dave Neilson for his time as president. He accomplished much in his term. (New rudder option, dagger board shape and shorter option, and the new Constitution and By-Laws. These were not easy things to do). His humor, dedication to the Class and racing will be missed. Thank you for everything, Dave.

For the Windmill sailors that don't know me I will give some background information. I learned to sail in Penguins in High school, and then went into the Navy for three tours of Viet Nam. After my return, I sailed big boats for about thirty years.

I retired from Jeep after 30 years, moved to Florida and started working for Ethan Bixby at North Sails. He is responsible for getting me into sailing Windmills.

I have some goals that I would like to achieve for the Windmill..

My biggest one is to grow the class.

With that in mind, we need to get a youth movement started. One of my target groups is Opti parents. I would like to see them sail with their children. Every regatta that we attended this year we talked about Clark Mills designing the Optimist dinghy and the Windmill. And that it is a great next step in racing/sailing for the children. What a great parent/child activity! This is one of the few sports in which a parent and their child can participate together. Hopefully something will come of this.

Even though most of you are getting ready to put your Windmill to bed for the long winter's nap, it's not too early to make plans for the 2011 Nationals at Rock Hall, Maryland on the Chesapeake.

If you have not been to Rock Hall, let me tell you what a great place it is to have our Nationals. We have been there five times and do not seem to wear out our welcome.

There is a wonderful Club House, on-site camping facilities, a pool (for the family and shore-side support) and many places to stay in Rock Hall proper. The RHYC members are hospitable and there is a growing number of Windmill sailors. Let us rally and show support to RHYC and to the Windmill Fleet.

See you on the water,

Lon Ethington

### **Midwesterns, continued**

of the regatta, as he was to close with four consecutive bullets.

The fourth race was also sailed prior to lunch and saw Tovell in a battle with Ethington; Tovell took and held the lead throughout the last half of the race which gave him the outright regatta lead for the first time. Ethington kept the pressure on with a second, followed by Chris Demler, Jim and Evelyn Ferguson (4614)—who would surely have challenged for the top 5 overall had they not missed the first two races—and Colin Browning again in the top five. With four races completed and weather threatening, the RC sent the fleet in for the usual outstanding HSC lunch. When a break appeared in the weather, the fleet went out for two more races. In the first of these races Tovell dominated completely; in a close struggle well behind, Colin and Nicky put together their best race of the regatta to edge Allen and Jen for second while the outstanding local teams of Mickelsons and Fergusons rounded out the top five and pushed Lon and Meg back to 6<sup>th</sup>, their throw-out race. This put Tovell in a dominating position.

The final race of the day found Tovell holding off a challenge from Ethington who likewise stayed just ahead of Chauvenet. Chris Demler's 4<sup>th</sup> was critical in pulling him into an overall tie with Mickelson (to be broken in favor of Demler) and keeping Colin and Nicky in 5<sup>th</sup>, just a point behind Allen and Jen (who would have lost a tie-break to Colin and Nicky but instead beat them by one point!

Everyone had a wonderful time at the dinner Saturday night prepared by club and fleet members and universally considered the best dinner at any Windmill regatta of the year, sometimes excepting only the Nationals. The view across the lake as the Sun is setting is alone worth the trip to Hoover!!

Sunday saw heavy winds and threats of a tornado. Finally Colin and Nicky (see photos on class website) went out and put on a planning exhibition. But the RC (having accomplished wonders with 6 races on Saturday) decided on safety and elected to cancel Sunday racing. After the awards presentation, the tornado threat had passed so Allen and Jen went out for some planning of their own!

Thanks to a great club that has sponsored this event for over 40 years. Thanks also to each and every member of fleet 60 for making this possible!

## District 5 Championship

For the 10th consecutive year, the Indianapolis Sailing Club was kind enough to host the Windmill District 5 Championship along with their club regatta August 28-29. This also served as the 55th anniversary of the ISC. The Windmill showed the Snipes and Interlakes on the race course the great speed of our craft.

Unfortunately various conflicts kept the KC Fleet 16 group at home (see them next year!) But 7 boats turned out with 4 from Hoover Sailing Club Fleet 60, Rick Beale from Chicago, Chris Demler from Cincinnati and Allen Chauvenet (out of district) from West Virginia. Courses were triangular (1 or 2 laps) on Saturday and long W-L with an offset mark Sunday AM. Winds were light to medium and shifty like most inland lakes. Two races were sailed Saturday prior to lunch and two in the afternoon with two more Sunday races completing the regatta.

Craig Tovell (back in his Moorman 4200) with teenage (and new Windmill owner) crew Evan Hollins dominated the event with five consecutive wins and did not sail the final race. Craig was challenged in several of the races but found a way to win, while in others he jumped out to an early lead and sailed away. Second, third and fourth were very closely contested with Allen Chauvenet/Jen Rovenpera (5586) taking the runner-up spot by 2 points over Chris/Cam Demler (5045) and Bernie/Julie Himmelsbach (5410) who had their tie broken in favor of the Demlers. Rick Beale sailed with long-time friend and crew Jerry Rezab on Saturday before switching crews with Ed Yingling and sailing with Ed's daughter Grace on Sunday. Dina Tayim and Ziada Edwards, delightful teenagers (Dina a freshman at Ohio State and Ziada a senior in high school) sailed Graham Alexander's boat. Ed Yingling brought his just-completed 5132 out for its first race with his daughter crewing Saturday and Jerry Rezab crewing on Sunday.

The first race saw Tovell jump into an early lead which was slowly extended to a solid win. The Demlers pushed Tovell a bit while Allen Chauvenet thought he was a solid third until the Himmelsbachs made major gains on the run to the last mark; once around for the beat to the finish, Chauvenet had just enough of a lead to secure third with several covering tacks. In the second race Chauvenet briefly led Tovell but the latter found the better shifts towards the end of the weather legs and won while Chauvenet turned the table on Demler--only to find the Himmelsbachs ahead of the Demlers as well. Chauvenet finished a few boat lengths behind Tovell with the Himmelsbachs 3rd. In this race Ed and Grace Yingling finished 6th, thus accomplishing their goal of beating someone in at least one race in the first ever regatta for the boat and the crew!

After lunch, Tovell won the first afternoon race easily

while the Himmelsbachs continued their excellent sailing and beat both Chauvenet and Demler. This race saw 5-6 boats very close at the leeward mark; Demler became lost in a relative flat spot on the second weather leg and Rick Beale, well placed at the leeward mark, came on to take 4th behind Chauvenet but ahead of Demler. In the final race of the day, Chauvenet made an excellent start and sailed well up the weather leg to take the lead; the top 4-5 boats were very close at the end of the triangle with Chauvenet still leading. Well up the second weather leg, Chauvenet had extended his lead and actually thought he might win--but he then found that some new wind appeared from behind and lifted both Tovell and Himmelsbach above and over him with the results that Himmelsbach took second again behind Tovell.

The Sunday morning races were sailed around a long W/L course and Tovell grabbed the lead at the start and simply sailed away. Chauvenet focused entirely on beating Himmelsbach and after getting a lead sailed to keep Himmelsbach covered on the beat. Demler rounded second but after the offset mark Chauvenet slowly but steadily overhauled Demler on the run to take just enough of a lead at the leeward mark to afford several covering tacks while Demler stayed ahead of Himmelsbach. When Tovell sailed in after this race a first-time winner was guaranteed. Chauvenet again covered Himmelsbach but Demler got into some better wind to take the lead and the same wind reached Chauvenet, allowing him to extend his lead on Himmelsbach and round only a few boat lengths behind Demler. On the long and relatively slow run, Chauvenet caught up to Demler but could not find a way ahead. The boats sailed several hundred yards side to side, only a few feet apart; eventually a series of jibes and counter-jibes took place with the rehash suggesting that neither made all the best moves--but on the water Demler's were better and they rounded just ahead and in a covering position, reversing the situation from the prior race. Demler's resulting win pulled him into a tie with the Himmelsbachs and the tie was broken in Demler's favor because of having the win. Chauvenet would have had regatta second regardless of the outcome of his duel with Demler; thus Demler owes Chauvenet thanks for the win and Chauvenet owes Himmelsbach an apology!!

Everyone had a wonderful time. At the trophy presentation Jerry Rezab presented the ISC with an award from Windmill District 5 while Craig Tovell, of course, took home the District perpetual trophy in addition to regatta first. The only way we could make this a better event is to have the KC group back next year and get a couple of extra boats from Ohio to provide a 10-12 boat fleet.

# WESTERN DISTRICT REPORT

Ideal sailing conditions greeted three vintage Windmills with a combined age of 138 years sailing on Lake Yosemite. You couldn't really call all of them vintage anymore because of upgrades & new skins. But David Ladd's 1249 and Darrell's newly acquired 1483 are truly original from the main halyard to the trailer tires.

David has added air bags to his boat, he and his daughter Cory spent about 3 hours on the water. The shape & cut of his old sails reminded me of the picture of a Windmill in a 1960 'How to Build 20 Boats', in which the Windmill was featured and first brought my attention to this marvelous little boat.

I let my son Ron take the controls of *Second Wind* for a session on the water, after which I took my daughter-in-law Maribel out in the boat with me. Then Rod & I took the pink 1483 sailing for the first time in 27 years. Everything worked ok, but I didn't really care for the main & jib halyards, as they used technology that predated the invention of the wheel. The cockpit sure is big without any air tanks.

David & Cori didn't stay for the dinner as he didn't want to be towing the old trailer after dark. The dinner was great, with over 300 attending. I have more pictures on our web site.

Meanwhile, growth continues in District 8. At the beginning of 2010 we had five active Windmills, Dave Neilsen, Scott Rovanner, Tony Mindling, Armand Petersen and myself (Darrell). John French was restoring a Durabilt that could bring us up to six. We try to have about one event a month, either a regatta or fun sail. In the San Francisco Bay area and Northern California there is so much sailing activity that we could attend regattas about 35 weekends a year, so we are able to pick and choose where we sail to keep our family life intact and not to burn out our small fleet.

Our annual New Years fun sail brought out four Windmills, Scott, Dave, Armand, and Darrell with John coming along to crew. This year's sail was at Carquinez Strait in the

Bay Area, after which we had our annual dinner meeting (local pizza parlor) to plan our year's events. Each member is given the responsibilities of one event.

Next we attended Richmond Yacht Club's Sail a Small Boat Day in March that Scott arranged. This event brings out all kinds of small sailboats, from El Toros to "Hot Rods" like 49ers and Moths. We placed my woodie on shore to attract attention while Scott and Armand gave rides in their boats. I was able to go for a ride in a couple boats, the Flying Dutchman (way too many lines) and an International 14. The next day we raced in the last round of Richmond Yacht Club's small boat winter series.

April it was Armand's fun sail at San Pablo Reservoir with Armand, Scott and myself. Dave Neilsen was my crew and I appreciated the much needed instruction. My event was next, the Lake Yosemite Regatta near Merced, attended by Scott, Armand and myself. Scott took 2nd on the open centerboard division, just missing the top spot to a Wind Dinghy.

Now things start to get interesting. We heard through someone who knows someone that there was a new owner of a Windmill in Woodland CA. The owner was located (David Ladd); He and his daughter Cori were invited to crew for us at our next regatta, the Gold Country Regatta near Nevada City CA. This was Dave Nielsen's event; even though Dave was busy moving Sarah Strohl out to the west coast and bringing his 2nd Windmill in tow. Scott, Tony and Darrell attended. Over the two days we had a total of five different crew members, for all of them it was their first sailing regatta.

Shortly after the Gold Country Regatta there was a Windmill advertised for sale on the Windmill web site in Sacramento, with two phone numbers listed. I talked to the person who was trying to help this couple sell their boat due to health problems and sailing was out of the question. He said they hadn't had any luck with the sale and they were ready to give it away as they had to get rid of it before the end of the month when rent was due on the storage unit it was in. A picture was sent to me of #1483 sitting in the storage unit, from what I could tell she was in good condition with the hull painted white. I made arrangements to pick her up, when I got there she looked almost new but when brought out in the sunlight the color was not white, but PINK. Built over the winter of '64-'65 as part of a group Windmill building project at the Stockton Sailing Club, she was last sailed in 1983. That year the owner Richard DeVoe's wife died from cancer. He later remarried,

Continued.....

## District 8 Report Continued.....

but his new wife had no interest in sailing, so the boat just sat stored inside. Included with the boat were the plans and, most of the receipts for everything used to build the boat and trailer, along with current paid up state registration for the boat. A few days' later #1483 was sailing again on Lake Yosemite. Bob Walls, who crews for me, a retired sign painter, asked if he could paint a breast cancer ribbon on the boat since it was pink. He did a great job with a 'Susan G Koman Breast Cancer Awareness ribbon' on each side of the boat and the name "Susan K" on the transom. Since I didn't need two Windmills, Susan K was put up for adoption. That way I could be picky on who got her, as I wanted such a nice old woodie to be well cared for and sailing in our fleet.

Next we hear from Bill Sierming who sailed Windmills in the '70s. He found a derelict fiberglass Windmill and is fixing her up. He just had the hull so I offered an old wood mast, boom and sails so he could get the boat back on the water. This boat has no hull number and has yet to be identified. In exchange he let my wife Linda and I stay in a rental cottage of his in Bodega Bay, where the Alfred Hitchcock movie "The Birds" was filmed, for a couple days. This was a nice get-away for us.

The next event was Tony's, He arranged for us to sail at Sacramento's Lake Washington Sailing Club's One Design Regatta in late July. Bill's boat wasn't ready, so I let him use Susan K, double decking the two boats to get them to Sacramento. Other additions to the fleet were John French's Durabil, David Ladd's woodie, and Dave Nielsen's boat from the east coast. Also Scott, Tony and Darrell for a total of seven Windmills. We were the largest class at the regatta. That morning I met Richard Gould. Later he contacted me about Susan K. After he arranged for inside storage for her (an ex-rabbit house) the adoption was completed.

In September we were at the next Lake Washington One Design Regatta. I had a prior commitment and could not attend. Bill had his own boat ready, Richard was there with Susan K. John's boat was sailed by a couple of Lake Yosemite junior sailors, Casey and Everett Loeffler. With the field rounded out by David, Scott and Dave. For a total of six, again the largest class. This was a heavy weather affair with strong winds and white caps. The junior sailors found that they

didn't have enough ballast and capsized. A few others called it quits before the last race was over.

Our last event for the year will again be at Lake Washington for the annual Turkey Shoot regatta in November. We are hoping for good weather and another excellent Windmill showing.

Most of the boats in our fleet are old, but in good condition, with old sails and wood spars. We are growing and having fun with 10 active boats this year.

A couple more old Windmills have been located that are for sale. I am also building a new Lathrop wood/composite hull that will be for sale. So now if we get someone new interested we can get them started at any level.

One goal for next year is to have an official District 8 Championship Regatta, the first in many years.

Darrell Sorensen

District 8 Commodore

### *Note:*

*District 8 has their own web site.*

<http://boatracinr11.com/Windmill.htm>

*or access from the Windmill Class web site*

[www.windmillclass.org](http://www.windmillclass.org)



**NORTH SAILS GULF COAST**

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

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

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



## **FLORIDA DISTRICT**

**District Championship** Colin Browning  
Boca Ciega Yacht Club, Gulfport, Florida

Saturday, October 23 brought awesome sailing weather. Winds were around 14 during the day and were shifty, which kept the race committee from moving the marks on the modified Olympic course. Most races started with the pin end favored. Water conditions were flat with wind from the East. The waves never got a chance to build. This made for outstanding planing conditions in the gusts.....great Windmill weather!

Our newest Windmill racer Tug Graves is a former collegiate team sailor, sailing with his lovely wife Monique who is new to sailing. They did an outstanding job sailing the boat formerly known as De Valk, under the aka Mood Poodle, borrowed from Alison Hardage. They led the day's racing. All boats crossed the line within seconds of each other after sailing a long course, proving that the skill level and boats were closely matched in the first race, with Red Baron finishing first in the strongest wind of the event. Craig Carlson is known for outstanding speed in heavy air races. As the wind tapered down the lighter crews started to move to the front, with Mood Poodle first in the second race and My Mojo, Colin Browning, first in the third race. Mood Poodle again took the lead in the fourth race with the slowly diminishing wind.

Sunday brought lighter winds, around 10 kts, still very shifty, with large buildings on the horizon affecting wind currents. We call it Condo Breath. Only 3 boats raced. Mood Poodle, Bonfire and My Mojo, hammered out 4 races in 2 1/2 hours. The first race started out very competitively with Bonfire completely on fire. But Lisa Fath's woodie started taking on water and she and her crew ended up having to bail for the rest of the races, extremely distracting. When they finished the day they had about 15 gallons of water in the boat. We really thought the skipper and crew would be stepping off the mast and onto the dock as they arrived back at the club. Mood Poodle got the first bullet of the day followed by My Mojo who then fought hard to score three firsts to tally points enough to win the event. The race committee did a great job and I think they enjoyed the racing almost as much as we did. There were no protests among the Windmills, Daysailors, or Catalina Capris which all shared the RC and course. Boca Ciega is definitely a do-again for the Southern Fleet

## **NORTHERNS**

Allen Chauvenet

The Windmill Northerns at the Lake Massabesic Yacht Club near Manchester, NH were sailed September 11-12. There were ideal conditions on Saturday (8-12 knot winds with blue skies) and similar winds on Sunday but overcast with very light rains. The twelve boat fleet had a wonderful time as 5 boats from the host club were joined by 7 guests. The wind direction on Saturday led to WL courses (usually twice round) with an offset mark.

Rick Fontana (4621) made the trip from Maine to sail with Tori Henken, a childhood friend of Lisa Hayes and former Jet 14 sailor. Although meeting for the first time Saturday morning they showed amazing teamwork, combined with excellent starts and a wonderful ability to sail fast on the right tack upwind. The result was an opening three bullets which relegated Larry Christian (5319 using 5048 sails) and Eli Slater to three consecutive runner-up positions. Dennis Phelps and John Bolster (5044) did almost everything right to take a well-earned third in the first race before fading, while Lon Ethington/Meg Gimmi (5070) edged Ralph and Sandy Sponar (5060) to round out the top five in the opening heat.

The next two races saw Allen Chauvenet & Lisa Hayes (5586) moving very well downwind to secure consecutive thirds. Jack Cartland and Ann McPhillips (2117) put together a wonderful second race to edge the Sponars for 4th while they reversed positions in the next race with Jack and Ann losing a possible third with jib halyard problems. Lon and Meg were often on the wrong side of critical shifts both upwind and downwind to record 6-6 in these two races.

The final race of this beautiful day saw Larry take the lead after doing a 720 at the start (!) while Allen and Lisa found just the right winds and shifts downwind to make great gains and recover from a poor opening leg--only to find the Sponars, sailing their best race of the day, holding them off to secure the runner-up position. Allen and Lisa managed to secure another 3rd in spite of the closing challenge from Rick and Tori, while Roy Sherman/Maggie Arnesen (4500) sailed their best race of the day to take 5th. This left the two leaders tied at 7 points each, although Rick clearly held a major tie-break advantage. The day's activities closed with an outstanding dinner at the club as the sun set in a clear sky.

Continued.....

## NORTHERNS, Continued.....

Sunday saw clouds and very light rain but similar winds. Lon and Meg came out determined and after a great first leg led the rest of the race to take a solid first. Rick won a battle around the course with Larry to take the regatta lead with Roy edging Allen for fourth; Allen focused on Ralph and Sandy and they wound up 7th with Dennis coming back from poor results in the final three races of Saturday to take 6th. Rick and Larry split the next two races with Roy continuing his excellent sailing to record two thirds while Lon had two fourths and Allen two fifths. This left Allen well ahead of Ralph but now only a point ahead of Lon.

Unfortunately Allen did not sail the final race due to the need to get an early start back to West Virginia. Larry won the last race but Rick needed "only" a third to win the regatta and took a second. The Sponars again closed with their best race of the day in third place followed by Jack and Ann with Lon and Meg taking a fifth and the overall 3rd place on tie-breaking ahead of Allen and Lisa.

As always this was a wonderful event with much good sailing done by many boats--8 of the 12 entrants finished 4th or better at least once. We all look forward to growing activity and an even larger turnout next year while looking to see many of our friends from New England sailing in the 2011 Nationals.

### 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.....

## THANKS!

**It really helps to have so many sailors opt for the E-Jouster.**

**Thus far one hundred fewer printed copes are needed each quarter due to the electronic option.**

**This is a considerable savings in printing, envelopes, labels and stamps. Also, less work for the editor guy.**

**Thanks again and talk it up!**

**Dave Ellis**

**Web Site:** <http://www.windmillclass.org/>

The Windmill Class Web-site is getting a lot of traffic. 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 **Jouster**, and lots more. There's a **message board** and a **For Sale** section.

Sign up for regattas on the web-site, too. This gives us an idea of who's coming to each event. Of course sign up with the regatta organizer, too.

This is the class website – it is interactive – come participate – it is a good as we make it.

Alan Taylor  
WCA Webmaster

## DOES YOUR LOCAL FLEET HAVE A WEB SITE?

District 8 does. <http://boatracinr11.com/Windmill.htm>

**This is a great way to keep your local fleet informed, excited and active.**

**Remember, it does not have to be run by the District Commodore. They may supply the content, but a crewmember, techie skipper or a 12-year old kid may enjoy the challenge of running the web site.**

# *The Jouster*

www.windmillclass.org

Windmill Class Association  
1571 Quarrier Street  
Charleston, WV 25311



## 2010 NATIONAL OFFICERS & DISTRICT COMMODORES

President: Lon Ethington  
PO Box 311, Collingswood, NJ 08108  
[lonethington@hotmail.com](mailto:lonethington@hotmail.com) 727-804-9665

1st Vice President: Ethan Bixby  
[Ethan.bixby@northsails.com](mailto:Ethan.bixby@northsails.com) 727-323-5142

2nd Vice President, Jouster: Dave Ellis  
[davesailellis@aol.com](mailto:davesailellis@aol.com) 727-804-2644

Secretary Allen Chauvenet  
1571 Quarrier St., Charleston, WV 25311  
[achauvenet@gmail.com](mailto:achauvenet@gmail.com) 336-414-2327

Treasurer Bill Blanton  
[wblanton@chesapeakematerials.com](mailto:wblanton@chesapeakematerials.com)

Chief Measurer: Roy Sherman  
[zephyr.sherman@verizon.net](mailto:zephyr.sherman@verizon.net) 631-425-0853

Web Master: Alan Taylor  
[alan@lakelevel.com](mailto:alan@lakelevel.com) 530-263-3009

Northwest District: Charles Grassia  
P.O. Box 10860, Bainbridge Island, WA 98110  
206-714-4477

Western District: Darrell Sorensen  
[sorensenwoodcraft@clearwire.net](mailto:sorensenwoodcraft@clearwire.net) 559-665-2690

Midwestern District: Bernie & Julie Himmelbach  
[himmelsbach@embarqmail.com](mailto:himmelsbach@embarqmail.com) 740-965-6872

New England District: Jack Cartland  
[jackcartland@raytheon.com](mailto:jackcartland@raytheon.com) 603-437-7919

Mid Atlantic District: Dyer Harris  
[sdharris@dca.net](mailto:sdharris@dca.net) 302-477-9554

Southern District: Rusty Field  
[nfield@prodigy.net](mailto:nfield@prodigy.net) 423-928-0542

Florida District: Colin Browning  
[cbandfamily@yahoo.com](mailto:cbandfamily@yahoo.com)

Finland: Lauri Lipasti [ipasti@dic.fl](mailto:ipasti@dic.fl)

Greece: George Karaiskos  
[karaiskos@kim.forthnet.gr](mailto:karaiskos@kim.forthnet.gr)