



Upcoming TBC EVENTS

Monthly Social resumes in February. Meeting on the THIRD TUESDAY in Out of the Park in Morrisville, starting around 6 p.m. February 17th. If interested, please e-mail or call Jonathan Phillips jonathan_phillips@ncsu.edu, (919-362-0816) so that he can make arrangements. Children of all ages are welcome at this establishment. The location is between Durham/Raleigh so no one group has to drive too far. Take I-40 to Airport Blvd., Exit 284. Head south/west (away from airport toward prime outlets) on Airport Blvd. for exactly one mile. It is on your right by Remington Grill. For a map go to <http://www.outofthepark.com/>.

Winter Party. January 31, 2004. Location is Pirate's Cove in Cary (same as last year). It is potluck—bring an entree, dessert, or other dish. The Club provides paper plates, flatware, cups, juice/soft drinks, and ice. A microwave is available at site. Those who want to have beer or wine should bring it. People will begin arriving at 6:30.

Directions From I40 get off at exit 291 and take Cary Town Blvd. to Maynard, the second light, turn left on to Maynard. After you cross Walnut Street you will see a water tower on your left take the second left after the water tower, this is Seabrook Ave. At the traffic circle take the first right on to Green Wood Circle. Take the next right on to Kenridge there is a parking lot at the end of Kenridge. As an alternate you can take the first left after Seabrook Ave, Tanglewood, then the first left on to Blackshoal; then go to the parking lot at the end of the street.

- March 6 - Swap Meet
- June 26 - Learn to Windsurf Day
- June 5 - Lake Jordan cleanup
- May 8 -15 - May Trip

Board Quiver Perspectives

(Adlai Niggebrugge suggested a series of brief articles, written by club members, about how they shaped their board quivers. What considerations go into setting up the perfect set of boards? Here's a start. Send me your own quiver perspectives. —ed.)

Adlai Niggebrugge

After moving to the area a few years ago, I soon realized the need for gear specifically suited for Jordan Lake, especially since a six hour round trip to the coast is not always an option. I read through magazines and searched the internet and finally purchased a Hifly 282 in early 2002. The board is 282 cm long x 67 cm wide, x 145 L, and came with a 40 cm all carbon fin. I had great expectations of planing on Jordan Lake with the Hifly 282. I quickly learned that the stock fin is really inadequate for large sails like a Neil Pryde 9.5. Since my main reason for purchasing this board was for large sails, I next purchased a 54 cm Curtis CR-15, a straight, narrow fin. While sailing with a Gaastra GTX 8.0 I could see the tail of the board tracking at a slight angle.

On the first day of Windfest 2002 I sailed the Hifly 282 with NP 9.5 and 54 cm Curtis and gauged myself against several Formula boards in SW 10-15 mph conditions. It was evident very quickly that they were having a lot of fun zipping back and forth leaving me in their wake every time. I said to myself something's wrong with me or my setup. I didn't find an answer, but I attributed it to lack of board width and fin. In June of the same year I took a week vacation at Snug Harbor Frisco and on the first day hit a sandbar with the 54cm Curtis which stripped the fin screw receiver threads. Luckily I found the fin, put it in a foot strap and sailed back finless and very much downwind. Oh well, time to spend more money, but at least I get to try a new fin. I purchased a True Ames 51cm Santa Barbara weed fin. This fin is very wide at the base compared to the Curtis CR-15 fins which are much narrower. This extra width definitely helped with the larger sails and for the first time the Hifly 282 felt like it should, the tail rode straight parallel to my path and I could

put full back foot pressure. The fastest I ever got this setup going was 25.8 mph. This was the configuration that I credit for my learning to gybe. The Hifly 282 carves nicely and it's especially fun to bank into the turn and learn to be in balance with the centrifugal force to stay up. There's enough float in the board to make it easy, and it's maneuverable enough to keep it very fun.

In defense of the Curtis CR-15, while in the USVI in November 2002 I sailed a Drops 150 liter with the flapper tail with a Curtis 50 cm CR-15 and a 7.7 m² sail. I must say it was a perfect combination with zero spinouts, so it seems that the board has something to do with it too.

In September of 2003 I received the Curtis 63cm CR-16 I had ordered with the anticipation that it would bring the Hifly 282 to a new level of performance. Well, that didn't really happen except in marginal winds where the board would plane earlier and ride nice and close to the wind. When the wind picked up the board would really start to rail as tail width and my weight became inadequate, needless to say. When this started happening things slowed down real fast. It seems at this point that my fin investment for this board almost equaled its value. As the fall winds of late autumn 2003 picked up, my usual board choice would be a 103 liter Mistral Explosion, but I noticed that the higher volume boards were going real fast. Case in point, the Mistral Explosion **130** liter. This thing was ripping back and forth. I tried to keep up but could not unless there was a really strong gust when my smaller board had advantage, but even then it was only marginally. So I came back in and got the Hifly 282 with the 40 cm stock carbon fin and a NP 6.5, it didn't take long for me to realize that this was the ideal combination for Jordan Lake when the winds were 15 to 25 mph. With the wider board I just kept on planing through the lulls. But even in the strong gusts and going downwind the board behaved great. I'm sure that if I had had my GPS it would have registered my fastest speed on this board.

Recently in January of 2004 we were treated to 70 degree weather and I had the opportunity to gauge the Hifly 282 against the Seatrend of similar proportions. We were all about the same weight and sailed with similar sails, but it was clear that the Seatrend outperformed the Hifly 282. The Seatrend stayed on a plane better, sailed slightly higher to wind and had better board speed. Maybe it's sail technique, board design or I just need to buy another fin—the Seatrends do come with a nice racy looking fin. The experiences with the Hifly 282 over the past two years have been great, but my feelings are that it is not a true light wind board. It can carry a 9.0 or 9.5 if the winds are right, but I'd say its best sailed with 6 to 8 m² sails. I am now making the Hifly 282 my mid-range board. I think sailing in 15 to 20 mph wind with a 6.5 would be an ideal configuration to learn the proper technique and timing required for planing gybes.

This leaves me in the market for a true light wind board, which I know now should be wider and shorter than the Hifly 282—something like a Starboard FreeFormula perhaps.

Charles Livaudais

Jean and I used to have one light-wind board and one high-wind board each. While this worked well, the range of the boards overlapped quite a bit; in fact, our high-wind boards were identical. Now that we're parents, we rarely sail at the same time—one of us is usually on the beach with Benjamin while the other sails. So, rather than have boards with overlapping ranges, we're broadening that range. Here's how we plan to do it.

1. Replace my Seatrend Allstar 70 with a Starboard FreeFormula 157. This will be our light-wind (8-15mph) board for lake and coastal sailing with 9.0 and 7.4 sails. I'm doing this with some regret, as I really enjoy the 70. However, it is a bit too lively for Jean's tastes, and newer boards plane even earlier than the 70. The FF has about the same volume but is quite a bit wider (84cm versus 70cm). It should confer a definite planing and upwind advantage over the 70 in lighter winds, although it will probably not be as fast on a reach.

Width is a key component in a board's light-wind performance. However, width must work in concert with everything else. Wider boards need more horsepower to perform -- that means bigger fins and sails are required to extract that performance. I decided that a

9.0 sail and 60cm fin were as big as I wanted to go. Given those limitations, it made little sense for me to go really wide (100cm) with the board. Yes, I gave up the performance that a 100cm board/11.0 sail/70cm fin can provide in 6-12mph winds, but that was my choice. Besides, a 9.0 sail and 84cm board still seem big to me!

2. Replace Jean's Seatrend 9'7" (127 liters, 59cm wide) with an Exocet SpeedSlider 67 (118 liters, 67cm wide). This will be our board for moderate wind (12-20mph) sailing with 6.0 to 7.4 sails. The Exocet is shorter and has less volume, but is wider and lighter. It should cover a broader range of wind speeds and water conditions.

3. Replace one of our Mistral Electrons (88 liters, 54cm wide) with a Naish 8'11" (100 liters, 58cm wide). We did this last year. The Naish works great with 5.2 to 6.7 sails in moderate-to-strong winds (15-25mph). It is a bit too narrow for lighter winds, but fits well in our current quiver.

4. Keep the other Electron for strong-wind sailing with 4.2 to 5.8 sails. My dreams of becoming an expert wave sailor are fading fast. Most of our high-wind sailing is done on Pamlico Sound, and the Electron is perfect for that. It works OK in the ocean on tamer days as well.

In comparing the boards, it's interesting to see how length no longer determines a board's wind range. Width is far more relevant. New versus old:

New: '03 Starboard FreeFormula 157: Length 258cm **Max width 84cm** Volume 159 liters
Old: '00 Seatrend Allstar70: Length 277cm **Max width 70cm** Volume 155 liters

New: '03 Exocet SpeedSlider 67: Length 267cm **Max width 67cm** Volume 118 liters
Old: '95 Seatrend 9'7": Length 292cm **Max width 59cm** Volume 128 liters

New: '01 Naish 8'11" : Length 277cm **Max width 58cm** Volume 100 liters
Old: '96 Mistral Electron: Length 263cm **Max width 54cm** Volume 88 liters

Old/New: '96 Mistral Electron: can't replace them all!

John Rutledge

Sailing at Windmill Point last year on the Explosion II, and getting dusted by Bob Elmore and Dana Thalheimer, I suddenly realized I just didn't like the board and never had. In December I bought a 2003 demo fleet Hifly Free 274, 122 liters. It needed a few cosmetic repairs, but I think I got a pretty good deal. I was able to trade the Explo II in on the new board. While talking to Brett about boards in his shop, I decided that the Hifly would be just what I was looking for. (Besides, it was **red**.) The first time I've ever bought a board without long agonizing, drawing tables and charts, etc. Honestly, though, it was nothing like impulse buying. No, it was acting on intuition, but even Brett was surprised at how quickly I decided to purchase.

That gives me a working board quiver like this:

84 liter Electron—for moderate to high winds at the coast; sail sizes 6.0 and downward;
95 liter Strapper—for moderate winds; matches perfectly with a 6.0, down to 5.0;
122 liter Hifly Free—for breezy lake conditions and coastal slaloming; 6.0 (untested) to 7.5;
155 liter Seatrend Allstar 70; 6.0 (unpleasant!) to 8.5; keeps me out of the water when it's cold and best for back and forth blasting in 10-15 anywhere; also my race board.

I think my present quiver is pretty well balanced. Not only that, the two boards in the middle range are both really FUN to sail and I can look forward to getting on the water with either one. I need a longboard at the low-wind end to use for light-wind racing conditions and allow me to cruise around Jordan Lake in sub-planing conditions. It was a mistake to ever get rid of my 1991 Equipe. But, do I really need five boards? Probably not, if only because of the difficulty of transporting that many. When I go on Club trips

to the coast I need at least four boards to cover all the conditions out there. You could say expense was also a problem, but I bought three of them used.

And, as long as we're seeking perfection, it would be ideal to have a board of about 105 liters between the Strapper and the Hifly Free because there's a big difference between a 95-liter board and a 105-liter board. It takes a lot more wind to get the 95-liter board planing. I usually can uphaul a 105-liter board, but I can't uphaul anything smaller. It remains to be seen whether the as yet untested Hifly 122-liter board will be lots of fun using a smaller sail, say a 6.0 or even a 5.0. If it works well with sails that small, that might eliminate the "need" for a 105-liter board.

With this quiver I won't be "king of the lake" and certainly not the sound. Livaudais with his new Formula Free will be able to pass me easily. He likes an edgier ride than I do. At the coast, bigger guys holding down more sail can easily zip past me. I still need to experiment with various fins on the Hifly and I don't know yet what it is capable of. It came with two swept-back fins and I have a weed fin and a blade fin left over from the Explosion II that should be nearly perfect on the Hifly, all fortunately Powerbox.

My two smallest boards are not wide-style—but they don't need to be. In stronger winds you don't have that much advantage from the wider boards, and both are fast and loose feeling. So, I think I'm set until the ever-changing market comes up with something new and better.

In the Wind. Debbie Hage is writing an article about windsurfing injuries for one of her courses in Physical Therapy. Let's hope she will soon become a resource person for fixing all our little injures! [] [] [] Rich Auerweck has moved to the western part of NC. We still hope to see him at the coast occasionally. [] [] [] The winner of the Keen Improver Award will be announced at the Winter Party. [] [] If you are interested in an instructional windsurfing video **in French**, contact John Rutledge. Over 100 min utes long.

The Windsurfing Guru

COST CONSCIOUS: Oh Splendiferous Guru, is it wise to spend my two thousand dollar windfall on a new super-light wind board and giant sail so that I might enjoy the fleeting puffs of summer? For the same amount I could take a ten-day Caribbean vacation in January to warm and windy St. Lucia or Bonaire. Which course of action would yield the greater benefit and joy?

GURU: Your question takes me back to the days when I endured mental torture, exercising the calculus of maximizing pleasure, before I abandoned my landlubber life and moved to Windsurfing Paradise—a step I have never once regretted. You evidently live in a place where there is little wind in summer. Even the occasional late afternoon thermal is unpredictable, no doubt. Some of the time you're going to be slogging, no matter size gear you're on. Do you enjoy tooling around the lake at sub-planing speeds? Do you see many people at your local lake doing that? I suspect not: most people realized some time ago that light-wind cruising is not what windsurfing is about.

As for giant sails, I personally have not sailed a sail larger than 9.5—and that only out of perverse curiosity. Are you prepared for the inevitable trade-offs that come with really big gear? Wide boards are hard to handle comfortably; big sails are heavy and hard to carry without a breeze to help lift the sail. On the other hand, the ten-day vacation itself is evanescent and it brings with it none of the joys of ownership that gear will do. You could get skunked in the Caribbean as well. But if you don't, then you will have been to a genuine windsurfing destination and have bragging rights.

The cost/benefit analysis you're looking at might well depend on how you use your time on the islands. If conditions are right and you actually practice, rather than BAFing, if you learn new skills, work on manoeuvres, then that might be the wiser use of your windfall. You might also consider donating a portion to the USWA as a charitable donation. And you know, I myself have never received a penny for all the wisdom I've doled out here.....

FRIEND: Guru, I have a classic shortboard from the early 1990s that I don't use anymore. As far as I can tell, it has no commercial value. I'm thinking of giving it to a friend who is making some progress in windsurfing. Whadya think?

GURU: Why do you suppose this board has no commercial value?

FRIEND: There's been a lot of progress in board design since 1992. People want new stuff now. And prices for new stuff aren't too bad either.

GURU: If the board had some commercial value, would you still give it to your friend?

MindJibe is the official newsletter of the Triangle Boardsailing Club. It is published five times per year.

EDITOR-IN-CHIEF

John Rutledge

SENIOR CONTRIBUTING EDITOR

Mark Kernodle

PHOTOGRAPHY

John Anderson

CONTRIBUTORS

Adlai Niggebrugge, Mark Kernodle, Charles Livaudais, John Rutledge

Please send contributions by email to the editor at jbr@email.unc.edu. The editor can be reached at 919-489-7863.

FRIEND: Well, of course not!

GURU: So, we have clearly eliminated altruism as your motive for giving the board to your friend. What is your real motive?

FRIEND: You don't think it would be a nice gesture?

GURU: Are you expecting something in return? Gratitude or reciprocation, perhaps?

FRIEND: No, not really.

GURU: What do you actually hope to accomplish by the gift?

FRIEND: I hope it would encourage him to windsurf more frequently and improve his sailing ability.

GURU: Do you actually think that having an old board lying around would encourage him to sail more frequently? And, do you think he's really ready for a shortboard?

FRIEND: Having a shortboard MIGHT encourage him. And he's close to being ready. He's using the harness.

GURU: Sounds like what you're really after is influence on your friend—and perhaps cleaning out your closet. You're trying to make a hard-core windsurfer out of him.

FRIEND: No. I loved that board for years and had some great rides on it! My motives are pure! Anyway, I didn't come here to be analyzed.

GURU: Sorry if I touched a nerve. But think about what this board will mean to your friend.

You see it as a classic because you know something about the evolution of board design. You clearly have happy memories. To him it's probably just an obsolete, hard-to-sail junker board.

Your friend would be better served by having a modern wide-style board, one that's significantly easier to sail than your classic. Furthermore, trying to sail a board he's not ready for might just

add to his frustration with the sport.

FRIEND: I suppose you're right.

GURU: They don't call me Guru for nothing! And I'm "board certified"!

FRIEND: What should I do with my old board then?

GURU: Ah. The Guru knows nothing about getting rid of old boards, alas.

Why Don't We Have our Races at Jordan Lake Anymore?

by

Mark Kernodle

At first glance, Ebenezer Point at Jordan Lake appears to be a great venue for our local TBC races. Plenty of parking, good facilities, and a short drive. Not particularly busy before Memorial Day and after Labor Day. So why don't we have races there anymore?

While this topic has been thoroughly discussed by the race committee and summarized in prior issues of *MindJibe*, it tends to come up recurrently at club functions. This seems like a good time to lay out the issues for the membership once again.

In a word, the answer is liability insurance. It's one of those uncomfortable topics that no one wants to talk about. The issue was thoroughly dissected by Aaron Brooks, JD in the article "Protecting your and your club from legal liability," which was published in the Fall 2003 issue of *US Windsurfing News*. In the article he points out that the first line of defense is to make every aspect of your event as safe as possible. For example, a support/rescue boat should always be available at regattas. A launch site should be chosen that is free of submerged obstacles, like displaced **rip rap**.

The second line of defense is the TBC waiver. Our club waiver, to be found in your membership application, was last scrutinized and revised by President emeritus Charles Livaudais. Dr. Brooks asserts that all courts in the U.S. recognize waivers as a valid contract between the participant and the local organizing authority (i.e., TBC) and thus provide a barrier against lawsuits filed by an injured sailor against the club. However, the degree of legal protection provided by a waiver does vary from state to state.

The defense of last resort is liability insurance. In theory insurance need only cover the club officers, known in the trade as errors and omissions. This is a lot cheaper than the traditional regatta insurance which is sold to yacht clubs and major race events such as US Windsurfing sanctioned races. In fact, TBC has not carried errors and omissions in the past due to budgetary constraints. But even if we carried this coverage, it would not be sufficient to hold a TBC race at Ebenezer Point.

Jordan Lake State Recreation Area requires a special use permit to hold a race on the lake. In order to receive a special use permit, proof of both regatta and liability insurance in the amount of one million dollars is required. Past estimates of the bill for such coverage run well over a thousand dollars annually, which is more than TBC usually collects in annual dues.

After a two year hiatus, US Windsurfing is again offering event-specific riders on their regatta insurance policy for sanctioned races which are part of the US Windsurfing Race tour. But let's face it, Jordan Lake is a historically a low-wind location and is never going to be a suitable location for a USWA tour event. So little chance of relief there.

So in summary, learn to love or at least cope with that long drive to the beach for club races. It's a much less regulated locale. And the wind is a lot better there too!



Charlie Myers ending his session at Hatteras Turnout. Photo by John Anderson. (You can order large color prints of the two pictures featured in this issue. Contact the photographer, John Anderson, directly.)

Triangle Boardsailing Club Membership Form

please print clearly!

New Member: Renewal:

Name: _____

Street Address: _____

City/State/Zip: _____

Phone Day: () _____ Eve: () _____

Email (optional): _____

Make Check Payable to:

Triangle Boardsailing Club

Mail to:

Triangle Boardsailing Club

P. O. Box 662

Cary, NC 27513

Dues: Single: \$12 Family: \$18

I, _____ as a member of the Triangle Boardsailing Club, do hereby acknowledge that it is impossible to eliminate all risks associated with the sport of boardsailing, and for myself, my executors, administrators, successors and assigns, waive, release and forever discharge any and all rights and claims for damages, whether they arise in tort, contract, equity or otherwise, which may accrue to me against the Triangle Boardsailing Club, its officers, directors, and members (hereinafter referred to collectively as the "TBC"), and which result from, originate and/or arise out of, directly or indirectly, my participation in TBC meetings or events, or use of TBC equipment. I do further indemnify and hold harmless the TBC against any and all liability or responsibility for any injury whatsoever, including but not limited to injury to my person or property, received, incurred, and/or arising out of, directly or indirectly, my participation in TBC events, or use of TBC equipment. My release is also given for the reproduction of any photographs taken of me or including me for use in media coverage. I understand that I am waiving rights, which may otherwise have been mine by law, and I do so of my own free will and consent.

The **Triangle Boardsailing Club** is a non-profit organization dedicated to promoting and preserving the sport of windsurfing.

TBC organizes:

Club windsurfing trips to Hatteras

Club meetings

Free instructional clinics

Winter parties

Swap meets

Races

Membership entitles you to:

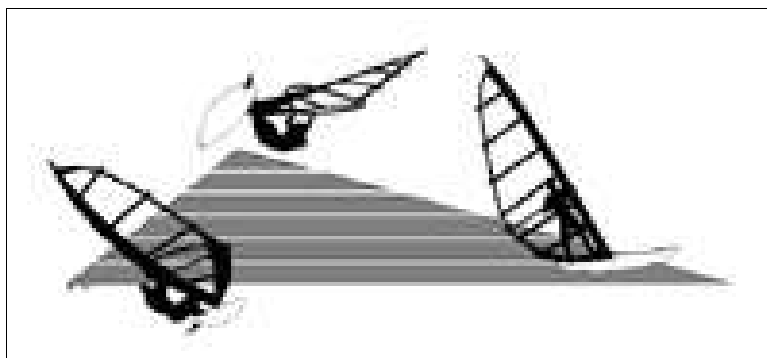
As many issues of the Club's newsletter *MindJibe* as are published

Free classified ad service in *MindJibe* and on the Club webpage

Use of club-owned equipment on a sign-up basis as available

Refreshments at club-sponsored events

In addition, TBC owns and maintains the local Windtalker at Jordan Lake (387-5969).



Please cut out and retain your membership card.



Mark Melaragno, Alan White, and Brian Mckenzie hitting off at North End near Wilmington. Photo by John Anderson.

Triangle Boardsailing Club
P. O. Box 662
Cary
NC 27513

stamp

mailing label

