



## Upcoming TBC EVENTS

**Social Night Out on Third Tuesdays.** Tuesday July 15, TBC will have the dining section of Out of the Park reserved at 6:00. Children of all ages are welcome at this establishment. The location is between Durham/Raleigh in hopes 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/>.

**Selection of Officers.** On July 15th during the monthly TBC social outing at "Out of the Park" your new TBC Board members will be elected. Nominations were opened last Sat. at the LTW after party and will continue open until election day. Current nominations are Frank Green, Adlai Niggebrugge, and Freddie. Frank and Adlai have accepted their nominations. Freddie was MIA with Liz. Please submit any additional nominations or any objections to [Jonathan\\_phillips@ncsu.edu](mailto:Jonathan_phillips@ncsu.edu)

**Fall Trip Set for Oct. 11 through 18.** Contact John Rutledge ([jbr@email.unc.edu](mailto:jbr@email.unc.edu)) to express interest. We will stay in Surround Sound, one of the best cottages in the Mirlo Beach area. If possible, the Race Committee will try to schedule a race during the week of the Club Trip.

**Spring '04 Trip Already!** Helmut Brunar has booked Surround Sound in Mirlo Beach for the Club Trip in Spring 2004. If you want to participate, contact Helmut by email: [brunar@bellsouth.net](mailto:brunar@bellsouth.net). Cost for the trip is \$133.00 per person. The usual rules apply. Only sending Helmut a check gains you a place in the house.

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### Jordan Lake Clean-up Day Saturday, 7 June 2003

The day dawned damp and overcast, but that didn't stop seven intrepid souls from turning out the morning of 7 June for TBC's Jordan Lake Clean-up Day. This year's efforts were coordinated by Dana Thalheimer.

Other participants included Tony Knight and his two kids, Tori and Keifer (ages 10 and 8 respectively), Lorraine King, Amy Shekita, John Harper, and John Flavin. The event kicked off at 8:00 that morning under the supervision of Ranger Sue McBean. By the time the smoke cleared around 12:30, the crew had spread mulch over a muddy area in front of a direction sign, cut back overgrown branches on a couple miles of trail, collected three tires and approximately eight trashbags full of odd and unsorted trash that had washed into low-lying areas of the park during the recent flooding, and moved a one-gazillion pound half-sawn tree trunk 100 yards down the trail for future incorporation into a footbridge.

Their hunger fueled by all that excitement, Dana and the two Johns then retired to KFC in Cary to polish off a little yardbird and swap tales of high-wind exploits past and future. —John Flavin

### LEARN TO WINDSURF DAY SUCCEEDS AGAIN

Learn to Windsurf Day was held on June 28<sup>th</sup>. It was a huge success due to weather cooperation (no thunderstorms this year) and the professional instruction of Sail World. Sail World's trip to Raleigh got off to a rocky start when the equipment trailer developed lighting problems. Andy Jeffries from Sail World finally got on the road at 8 p.m. Friday night and rolled into Raleigh after 1 a.m., pulling a trailer full of beginner boards. Lake Wheeler makes an ideal site for LTW day because of its shaded grassy areas for rigging and safe sailing site.

There were two full instruction sessions at 10 a.m. and 11.30 a.m. respectively with eight students in each. There was nearly a 100% attendance by pre-registered students. Andy instructed the first class. Brett Landry from Sail World did a dawn run from Nags Head and arrived in time to instruct the second class. David Green brought his GO board and instructed his fiancée Sandi Swift on water. They will be windsurfing on their upcoming honeymoon this summer. Sandi was feeling very confident after her lesson. There was a great turn out of TBC members (approximately 15) to help with instruction on the water. Thank to all who assisted and especially to Sail World for their contribution.

It was great to see some newer TBC faces including Stefan Plewinski, Andrew Jeffries and Pam Havert. The Phillipses in Apex graciously hosted the post party cookout and provided a keg of beer. There was a good turn out and nominations for the new board began that evening. Retiring President Charles Livaudais will stay on as quartermaster. TBC plans to have a few informal LTW follow-up days at various lakes around the Triangle. Stay tuned! --Lorraine King

### **Tips for High-Wind Sailing** (reprinted from *The Island Breeze*, April 2003)

April is finally here! For windsurfers, this can be the best sailing month of the year. It is possible to windsurf almost every day this month. Typically, folks mostly use their smaller rigs during this time. My personal windsurfing log reflects that I mostly use my 2.9, 3.3, and 3.7 sails this time of year.

Local sailors get a lot of experience sailing in niking conditions simply because they live here. Resident windsurfers tend to have smaller equipment to better handle the high winds and get a lot of time riding it. Visiting sailors may not be equipped with the right gear or much high-wind experience for the radical conditions that often accompany the month of April.

Years ago, a very experienced local windsurfer gave me some valuable tips on sailing high wind. The information he shared with me dramatically improved my high-wind skill level. I must have been really impressed for we ended up getting married. His name is Don Bowers, and he is a very experienced, high-wind Hatteras sailor. Here are some of the tips he shared with me.

"Windsurfing big winds is like riding a bronco," says Don. "You're not going to win all of the time. Sailors need to use every advantage to maximize the conditions."

Having the right gear for high winds is at the top of the list. Big winds require little sails and small, narrow boards. For most visiting windsurfers, owning a little board (8.0 and under) is a luxury, and buying one just for Hatteras may not be a good investment. Renting small sailing gear is easy and it doesn't cost a lot of money. Hatteras and Ocracoke have windsurfing shops with a large selection of brands available for rent. Riding an 8.6

board in 40-knot winds is a lot of work and may not be fun or efficient. Big, wide boards can't stay on the water when the wind is niking.

"People rigging too small is a common mistake. A 40-knot gust doesn't mean it is blowing 40," warns Don.

Choosing a sail size can be a challenge. Select the sail size to match the average wind, not the gusts. Being underpowered on small gear takes more energy than being overpowered. If the board cannot stay on a plane, more power is required to get back up to speed.

Being under-rigged makes the ride much rougher because the gusts will really blast you. If you are planing when hit by a gust, it is easier to handle. To put it into math terms, let's say you are sailing along in 30 knots. When a 40-knot gust hits, that is a 25 percent increase. If you are slogging along or stopped dead and get gusted, that may translate into a 300 to 400 percent increase in wind speed. This increase may cause the sail to blow out of your hands or even catapult you.

If you need help in selecting a sail size, watch the sailors already out on the water. The ones who seem to be managing the conditions well have probably rigged correctly. Find out what size sail they are on. Unless your body size is much larger or smaller, that sail size will most likely be right for you.

It is unadvisable to go out on a 5.0 if everyone else is riding 4.0 and smaller. Don't torture yourself. Being overpowered doesn't mean that you will go faster. It will require you to work harder. The right sail size makes the session easier because the gear works efficiently.

"Flattening the sail or putting too much outhaul in the sail is a common problem in rigging for big winds," observes Don.

Sails are designed to work with the mast. They "twist" when gusted, which allows excess winds to spill or empty. Leaving a pocket in the front of the sail keeps the draft locked in the proper place. When the draft is kept in the forward position, the sail works the way it was designed. When flattened, the sail doesn't twist properly and it doesn't provide a steady pull. To translate, the sailor will have to sheet out in a gust and can easily get yanked over.

Downhauling the sail for more high-wind sailing is key. The sails of today can't be downhauled too much. The most important thing in high-wind sailing is controlling the sail. If you can't control the sail, you can't control the board.

"I use my weight to keep the rig stable," Don says. "I move my harness lines back towards the clew just a little bit. It makes the sail easier to control in the gusts."

In average 5.0 conditions, moving the harness lines isn't as critical. The sail is bigger, making it easier to twist off. But in high winds, riding gear that isn't fine-tuned for the conditions can create a "tug-of-war" scenario.

"You must use every advantage to keep the rig stable," advises Don.

If the rig is correct, the sailor will have time to concentrate on other things. For example, gusts and lulls can be seen in advance by reading the water. If a lull is coming, bear off the wind and keep the speed up. Prepare for a gust by heading upwind to shed some speed.

Your fin may be the key to maximizing your high-wind sailing session. Some folks will use a smaller fin if they don't have a smaller board.

The misconception is "if you are spinning out, your fin is too small or it needs to be moved back," says Don. "This only makes things worse."

In high winds, spinning out probably means that your fin is too big. The wind velocity creates lift, making the board ride the fin. A smaller fin reduces the lift. Even moving the fin forward can help the problem of spinning out. Choose a wave fin over a race type fin.

Keeping your speed up makes it easier to sail over the chop. It also allows you time to pick your course versus letting the conditions dictate the course. Sailing too conservatively or slowly makes the windsurfer work harder. It is more work when you are not planing. Subplaning or slogging makes the sailor fight the rig and the board.

With big winds come a variety of safety issues. Keep more space between yourself and other sailors. Things happen quickly with 40-knot winds. Complete rigs can easily blow across the water if the rider gets bucked off. Sailors sometimes "explode" with little warning in these conditions. Jibes are more likely to get biffed.

Handling the gear on the beach is another issue. Before rigging the sail, put the board on the beach so that the rigged sail will go right on it. Never leave a rigged sail unattended or unattached. It needs to be on your board or in your hands. No exceptions.

Strangely enough, most of the boards that Don repairs are damaged in parking lot accidents. If you need help putting your board on the roof rack, ask for it.

Mastering some of these high-wind techniques will make your 40-knot session more enjoyable.

©Anne Bowers

[Anne Bowers graciously allowed us to reprint this article in *MindJibe*. It originally appeared in *The Island Breeze* (April 2003). Anne owns Indian Town Gallery & Gifts in Frisco. Don Bowers is a builder and shaper at Fox Watersports in Buxton.]

## Technical Stumper #1.

In the last issue of *MindJibe* John Flavin offered to find answers to windsurfing questions using the collective wisdom of experienced members of TBC. This "technical stumper" is the first of what we hope will be a regular feature.

**Question.** My 490 mast (some % carbon, North, 2-piece, about 5 years old, rated IMCS 29 [approx.]) has developed a moderate curvature. When I lay it flat on the floor it's about 1.5 inches off at the middle. I suspect this happened because I left it rigged in the sun at Mirlo Beach one day too many. It seems to me that a curved mast would have to be less responsive than a perfectly straight one. Have I lost responsiveness because it's no longer stiff or not flexy enough? The curvature doesn't seem to keep me from putting downhaul in the sail though. I can get the leech as floppy as I want it. So, in short, do I have a problem even though I can't tell I do? How big a problem is it?

**Answer.** After exhausting local resources, intrepid researcher John Flavin contacted North and got this response from them: "Slightly curved masts are never a problem. Many people agonize over this, but it has no bearing on anything as you never sail with a straight mast to begin with..... You only sail with a loaded-up mast. In fact, most masts, if you leave them rigged a lot, will acquire a set in them. This applies to all brands. The thing to watch out for is a big set right at the ferrule. This is sometimes an indicator of a mast ready to snap. Usually with carbon masts, they break the first time out or they don't break at all. The best thing to do with carbon masts is to put them in a padded bag to minimize the contact while not in the water. This is probably the #1 source of broken masts."

A search of rec.windsurfing yielded a slightly less positive answer: "We see that around here a lot since we have sailors who own bread vans or large cargo trailers and they leave their sails rigged the whole season. Also see it at Sherman Island too from sailors who leave their sails rigged for days on end. The bottom line is that the mast became warped from too much tension over a period of time and severe heat will speed up the warping process. So will it rob the mast or performance? Probably a little. Will the mast become weaken and snap? Probably sooner than later."

## THE WINDSURFING GURU

STUDENT: Surf-Meister, how do you measure wind?

GURU: Most people would use some sort of anemometer, wouldn't you think?

STUDENT: No, no. I mean, what scale or system do you use to talk about wind speed?

GURU: I usually state wind speed in miles per hour because most people can relate to that pretty well. If you're used to thinking in kilometers per hour, then you probably understand the wind best in kilometers per hour. Measuring the wind in knots is about as good as miles per hour since a knot is just a big mile—and it's more universal. But sometimes I use sail size as

shorthand for wind speed and rely on people to make the necessary adjustments for their own size and weight. I don't much like the Beaufort scale because it's less precise than miles per hour. If you say it's "Beaufort 5" or "force 5," that could be anywhere between 19 and 24 mph. But then, how precise do you really need to be? If you're rigged for 19, you can handle 24. A lot of Europeans measure the wind in meters per second and this is used in scientific applications. If you multiply meters-per-second by two, you come up with a fair approximation of knots. No problemo.

STUDENT: What's it blowing out there now, Guru?

GURU: Two point five on the Richter scale! Time's a-wastin'!

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WEATHER MAN. Super-Skipper, you never seem to get skunked.

GURU: Hard to get skunked in Windsurfing Paradise.

WEATHERMAN: You also don't seem to have to re-rig very often.

GURU: You're right. My first call is almost always correct, if I may speak immodestly for the moment.

WEATHERMAN: What are your best sources for wind and weather forecasts?

GURU: My own head, of course! Over the years I've developed a reliable intuition or feel both for weather and wind speed. So much so that I no longer have any need for prognostications from meteorologists. I also rely on

folk wisdom, a most excellent and reliable source, as in the well-known verse:

Red sky at night,  
Sailor's delight.  
Red sky at morning,  
Sailor take warning.

Or, for those wicked gusts:

The sharper the blast,  
The sooner it's past.

WEATHER MAN: Ummm, Guru, I think you're leading me down the garden path. I think I'll stick with my nested grid models and NOAA forecasts for reliable wind predictions.

GURU: It's up to you. Ignore your instincts if you choose to.

Whether the weather be hot,  
Or whether the weather be not,  
We'll weather the weather, whatever the weather,  
Whether we like it or not!

**Send your technical stumper to John Flavin, [jflavin@intrex.net](mailto:jflavin@intrex.net). No question too difficult!**

**Wily Skipper's Corner.** Recently I downloaded MyWeatherbug and installed it on my computer. This is a free program that gives you up-to-date weather information, including wind speeds measured at 15-20 different places, which it displays, telling you the direction, plus average speed and highest gust. For the Triangle there are about 15 report stations, but also the Pittsboro and the Sanford airports. You set the program for the location you want to go in and see what the wind is like at any of the reporting stations. This program is *not* spyware, but their homepage claims (of course) that it is not. I still like it. [ ] [ ] [ ] [ ] Can anyone confirm business? Wouldn't surprise me at all, of course—not after Pro-Tech's unfortunate demise. [ ] [ ] [ ] [ ] Even *windsurfingradio.com* by now, right? [ ] [ ] [ ] [ ] To my great surprise, I found a copy of *Boards*, the British windsurfing magazine at the Visart newsstand in Durham. It bills itself as an "international windsurfing magazine." Best story: Hot Sails Maui is bringing back **dacron sails!** Color returns to windsurfing! [ ] [ ] [ ] [ ] A problem at the Ebenezer launch has come to our attention. Power boats are anchoring at the "pillow" launch areas between the riprap for extended periods of time, making launching just about impossible. On one recent Saturday at noon, each of the five launch areas had one or more boats with crisscrossing anchor lines up to the riprap. A TBC member flagged down one of the park staff, who confirmed that the launch areas are for drop off and pick up only. But this park staffer (a teenager) was not willing to confront the boaters. Our windsurfer eventually asked one of the boaters to move to the side of the launch, and he complied, so he was able to get out. On the way back in, he noticed that two of the launches were empty, but were young children were playing in the water. These sites are for launching, also a violation of park rules, and very dangerous with all the traffic in the no-wake area. Is this an issue that TBC needs to bring to the attention of Mike Seigh (superintendent of JLSRA)?



### **TBC SPRING TRIP, May 2003**

TBC filled two houses in Mirlo Beach this spring, Surround Sound and Top Wind. Surround Sound is a very comfortable new house at the northern end of the Mirlo Beach neighborhood. Most TBCers praised its amenities, particularly the bathroom arrangements. Others found the placement of the huge hottub on the top deck somewhat unusual; in that location it is less protected from the elements.

We had about the same amount of wind this year as in previous years, but all the good wind came early in the week. Trippers who arrived early on Saturday afternoon logged a very good 5.0 session before unloading the car. Sunday morning also brought winds in the 5.0 range.

Monday was even better as winds increased during the day from 5.0 to the low fours. Tuesday was a light-wind day. Sailors who had packed their biggest sails got some time on the water, however. Tuesday provided the opportunity to experience the real contrast between a 4.2 and an 8.5 sail. With big sails rigged, we had lots of dragging and some informal races.

Wednesday and Thursday were truly light-wind days. One of my favorite images of the trip was Paul Rowan trying to sail in absolutely no wind and pouring rain. Friday brought increasing rain and wind that got good only by late afternoon. It was a true Greg-Fischel-certified weather event as both wind and rain increased in intensity until by 5:30 the anemometer in the house read in the low thirties. I, by this time, was sitting in the hottub enjoying the heat while the wind pelted my head with cold rain. Later that night the wind meter read gusts of 46 mph.

Water temperatures were pleasant, but most of us sailed in some variety of neoprene because the rain kept the air temps low. Since most of the wind was from a northerly direction, the water tended to be shallow in front of the house until you got about 500 feet out. An annoyance for those with huge fins. (Time check out those fins designed for shallow water.)

As usual, we ate well—and “well” is an understatement. Thanks to Lorraine and Regi for the spinach lasagna on Saturday night, both houses invited. The two houses shared a meal again on Tuesday night when cooks from both houses prepared a Mexican-style dinner.

If you stay a week in Hatteras, some progress in windsurfing is almost guaranteed. Personally, I got a bit more comfortable with trying chop-hops—when ramps would set up the right way. John Flavin nailed his first waterstart and experienced the natural high that comes with that. For some of us, just surviving 4.3 conditions is an accomplishment in itself.

Rough and tumble Scrabble games were held most nights. Several people played their first Scrabble game and found that it is a natural accompaniment to the vigorous activity of windsurfing. Non-sailing participants read, worked, walked, shopped and listened to music.

Can hardly wait for the Fall trip! —John Rutledge

## **Windsurfing at Mirlo Beach Threatened by New Bridge**

The NC Department of Transportation (NCDOT) has determined that prior studies which concluded that the Bonner Bridge over the Oregon Inlet might be safely maintained until 2010 are perhaps a tad overly optimistic.

Construction on a new bridge should begin by the end of this year to forestall the return of ferry service as the only means of access to Hatteras Island.

Over the past two years, four different plans for replacing the Bonner Bridge have been presented in public meetings between NCDOT, local officials, and citizens. As of mid-June, NCDOT has narrowed the choice down to two plans. The least expensive plan, at a cost of \$135 million, is to build a new six-mile bridge just west of the existing bridge, with the bridge landing being relocated one mile south of the current location into the Pea Island Wildlife Refuge. The second plan, at a cost of \$250 million, is to build a 17-mile causeway-style bridge starting from the current landing on Bodie Island and ending at the location of the emergency ferry dock in Rodanthe. The political issues surrounding these two options have been widely reported in the Outer

Banks Sentinel and other local newspapers, so I'll give you the executive summary and what it means to you.

Due to impact on wetland habitat in the Pea Island Wildlife Preserve, the six-mile bridge plan would require permission from the National Wildlife Service, which is exceedingly unlikely. This plan is preferred by most residents of the Outer Banks.

The 17-mile bridge/causeway plan has the support of the Center for Biological Diversity, Defenders of Wildlife, Environmental Defense Fund, National Parks Conservation Association, Pamlico-Tar River Foundation, and the Southern Appalachian Biodiversity Project. This plan is widely opposed by residents of the Outer Banks due to loss of access of Hwy 12 North of the Mirlo Beach subdivision. It eliminates 15 of the 70 miles comprising the Hwy 12 access to the National Seashore.

**MindJibe** attempts to publish six issues each year.

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[jbr@email.unc.edu](mailto:jbr@email.unc.edu). The editor can be reached by phone at 919-489-7863.

The emergency ferry dock in Rodanthe is located just North of Lisa's Pizza. According to preliminary maps presented by Jennifer Harris of the NCDOT, the causeway would run about 250 yards offshore in the sound in the vicinity of the Mirlo Beach subdivision. For those of you who have sailed from the rental houses on Cross of Honor Way in Mirlo Beach, the location of the causeway would be just to the east of the channel markers, so as not to impede boat traffic.

If this bridge/causeway is built, windsurfing at Mirlo Beach would be quite restricted when the wind direction is predominantly from the North or South. The hazard posed by the causeway pilings would extend at least 50 feet on each side. The appeal of the area as a launch site will be significantly diminished. TBC will need to consider alternative locations for house rental in the 2005 time-frame.

But the state only has \$125 million earmarked in the budget for this project, so the possibility place can't be dismissed. The trip from Bodie Island across Oregon Inlet would take 90 minutes. The NCDOT estimates it would take 70 Hatteras-class ferries to provide adequate service to the Island. Service would depart from Stumpy Point , which would be less inconvenient to those traveling from parts west, but a major inconvenience for those traveling from the north. Overall, it will be bad for tourism and thus bad for Outer Banks businesses and residents.

The only bright side to this dismal turn of affairs is that the situation is likely to bring Hatteras Island real estate prices back to reality after a length period of wild and irrational exuberance.

The NCDOT is expected to make it's final recommendation later this summer.

--Mark Kernodle

### Triangle Boardsailing Club Membership Form

*please print clearly!*

New Member: \_\_\_\_ Renewal: \_\_\_\_

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone Day: (\_\_\_\_) \_\_\_\_\_ Eve: (\_\_\_\_) \_\_\_\_\_

Email (optional): \_\_\_\_\_

<p>Make Check Payable to:  Triangle Boardsailing Club</p> <p>Mail to:  Triangle Boardsailing Club  P. O. Box 662  Cary, NC 27513</p> <p>Dues:     Single: \$12             Family: \$18</p>
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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:**

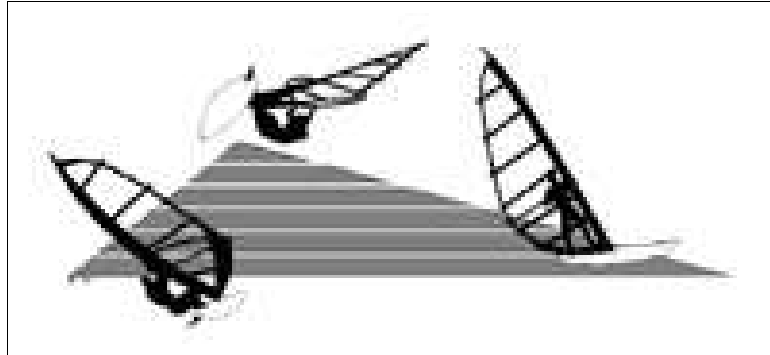
- Club windsurfing trips to Hatteras
- Club meetings
- Free instructional clinics
- Winter parties
- Swap meets
- Races

**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.

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Triangle Boardsailing Club  
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NC 27513

stamp

