

MINDJIBE



Newsletter of the Triangle Boardsailing Club

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UPCOMING EVENTS

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Club socials will be on the second Wednesday of every month at Applebees at the Briar Creek shopping center. The first one is on July 13.

Summer Party. No date set yet. Watch the TBC page for information.

Third Race. October. Proposed site is just north of Windmill Point. <http://sailusa.com/obanks.html> (Remember that most discussion of TBC races takes place on a Yahoo newsgroup.)

CAROLINA LAKES PROJECT

How clean is the water in Jordan Lake? You can read the *Noise and Disturber's* story about pollution in Jordan Lake here: <http://www.newsobserver.com/news/story/2387472p-8765670c.html>.

From a NCPIRG site:

“Development in our state has nearly doubled in the last 20 years, and is harming our fragile lakes, rivers, and streams. The Senate has unanimously approved the Clean Lakes Bill to put safeguards on future development and protect and clean up our lakes.....”

If you are concerned about the quality of water in Jordan Lake, you can send a letter to your congressperson in support of clean water in Carolina lakes. Online at: <http://ncpirg.org/NC.asp?id=410&id3=NC&id4=POHP&> -Frank Green

Spring Race 2005

We had good participation—at least 11 people—in the Spring 2005 Race, held during the Club trip. Thanks to Race Chairman Frank Green for planning and organizing this race and to Randy Dunn for local logistics.

Although there had been a great deal of discussion about the layout of the course, in the end the sailors gathered in waist-deep water in Pamlico Sound decided on a simple out and back: out and jibe, in and jibe, out and jibe, back and cross the finish line. So, two laps and three jibes, in effect. We followed the usual protocol requiring those who place highest in any given heat to take a less desirable position in the next line up. People who finished further down were given a slight advantage in the next race. Getting a good start and avoiding “dirty air” were crucial to success.

Having racing equipment, not surprisingly, seems to make a difference in a race. The two sailors with Formula or near-Formula boards and BIG sails out-performed the rest of us. Not flubbing your jibes was another important factor.

By mutual consent we limited the number of heats to four for this race. Thanks to Mark Kernodle for crunching the numbers for us. See his account of ranks and scores below. It's a science! --John Rutledge

Searching for a Specific Used Board by John Rutledge

So, you're in the market for a used board. You know exactly what you want. Where do you go to find it?

I started my own quest for my ideal used board thinking that the Internet was the perfect place to find it. Searching for a specific board on the Net, however, proved to be a very frustrating experience. Googling for "windsurfing classified" pulled up lots of useless stuff. OK, get smart, John: you can eliminate listings from other countries by excluding domains, e.g., NOT co.uk. (There seems to be lots of used gear for sale in England and Australia.) Still, Google never got me to exactly what I was looking for. (This was disappointing since I tend to be very Google-positive.)

Despite the global access that the Internet provides, for big, bulky windsurfing boards you don't want global access: you want to be shopping locally, at least within driving distance. I usually want to see and handle the goods before I buy. If you buy locally, you might even get to demo the stuff before you plunk down your cash. If you know the exact brand, model, size, and condition you need, you could take a chance and buy it just from seeing pictures. Still, it's taking a chance.

The best national-level windsurfing classified page I found is <http://www.iwindsurf.com/buysell/classifieds.pl>. There are lots of boards listed, but most of them are in California. Remember, California has a long coast and it is bigger than a lot of countries. California is very close to the center of the used gear universe.

The classified page maintained by Marc Lefebvre at <http://www.windsurfingclassifieds.com/> is also good. Here I found approximately 50 boards listed. The location is given for each item listed for sale. Most of them are in Hawaii or the mid-Atlantic region, very

few in the Southeast. There have been lots of attempts to start a national-level classified page. You'll find the relics of such good intentions littered along your web trail. This must truly be a time-consuming and thankless task and Marc has been forced to charge the seller for his services.

I would consider Windance a "national-level" dealer, even though the store is located out west. www.windance.biz has perhaps 30 boards for sale. Most of them are of recent vintage. I bought a used sail from them once and thought I got a good deal.

You could also try <http://www.freerider-classifieds.com>

This site listed only 19 boards when I tried it. No pictures, and many of the links were broken.

So, frustrated by my experience with web searching, I resorted to a very local approach. I started by consulting the trusty TBC classified page maintained by John Harper. There are usually lots of bargains here. You have the advantage of knowing the seller as well.

Next you could call Dave Marshall and see if he might have what you're looking for.

I posted a query about it on rec.windsurfing also. That brought me a couple of emails, but nothing led to finding the board I wanted.

You can call the shops on the Outer Banks and see what they can offer you.

While you're waiting to reach these people, you can look for that perfect board on the classified pages of our sister boardsailing clubs. Look at the web page of the Triad windsurfing club. Their classifieds are contained in the various issues of their newsletter

(editor, Mac Barnhardt), which are available as PDF files and as HTML files on the site. The Charlotte Club lists some gear for sale as well. Alan White maintains this page. If you're willing to go as far as Atlanta, the Atlanta windsurfing club has a decent offering of used equipment. I didn't find anything on BABA's page.

Some sellers list their wares on all the club pages within reasonable driving distance. This is a smart move—and might tell you how anxious the seller is to unload his stuff.

Where do old boards go to die? If you're looking for REALLY cheap or free gear, go here: <http://www.boardhead.com/vscra/>. You might find something you can use.

Wouldn't it be cool to have a board that Robby or Micah used last year?! There is a site for such things. It's The Pro Gear Internet Store. I found one of

Micah's old boards there, but I'd have to go to Maui to get it. Or pay to have it shipped. It might be worth it though if some of his skill would rub off.

So, as far as finding used equipment goes, it's an imperfect world. I never found the pristine 1991 Equipe I was looking for. Be open to the stuff that's being offered because some of it might suit you better than what you think would be the perfect used board. You can search rec.windsurfing to see comments about various items you identify as being for sale.

So, my search goes on. But obsessive gearheadedness is part of this sport, isn't it?

THE WILY SKIPPER'S CORNER

Carbon fiber is not just for masts anymore. Bowmakers have been using it for some time to make bows for violin and cello players. A good bow out of a dense and flexible tropical wood can be very expensive. Carbon fiber has a lot of flexibility and responsiveness—as those who are sensitive enough to feel the difference tell me. [] [] [] Late spring and early summer has seen very little wind inland. One of my windsurfing buddies says he hasn't sailed in so long that he can't remember which way the pointy end of the board goes. –jr

So you've bought a really ugly board.....

(It could happen to you!)

By Matthew Prior

Picture this: you are just learning to windsurf. You inherited an 80's Bic longboard a few years back and when you moved onto a lake you decided to try it out. Progress was slow until you discovered the TBC, which provided you with advice and lent you all sorts of newer gear including a late 80's HiFly transition board that you've been sailing ever since. You even entered the TBC's first race of 2005 in the novice section.¹

All along, magazines have been telling you that you should learn on new equipment, as it's so much easier, and you've decided to assume that's not just an attempt to keep their sponsors happy. A specific board was recommended to you that would be perfect for someone of your size, and internet reviews seem to bear this out. The board is in your price range, but you can probably only find one at the coast. Suddenly you get an offer of this

¹ An experience that made you, and hopefully the TBC race committee, realize that steroid testing should be mandatory for all podium finishers in TBC races, or at least in the hotly contested novice section, after the egregious steroid abuse by some racers. I mean, Matt Valentine can't be that much better than me, can he?

very board from a member of the TBC at a great price and you leap on this opportunity only to discover there is catch. The board is the most hideous purple you've seen in your life.²

You buy it anyway and bring it home but what are you to do with this board? Sail it? With others around? I know I really shouldn't complain. After all, I did get an absolutely amazing deal on this board and on top of that it came with both a fin and a board bag.³ Furthermore I have had a chance to take the board out on Lake Orange,⁴ and it was a blast to sail.

You might say to yourself, "if this board was such a great deal and so much fun to sail, could you not learn to find it beautiful?" Unfortunately, I've found that having an ugly board is not like having an ugly baby. There are people out there with truly hideous babies, yet, through the wonders of hormones, they think their babies are the most beautiful in the whole world.⁵ Alas, I have no hormonal attachment to this board.

Claims have been made to me that "on the scale of things" this is not a very ugly board.⁶ That, in the 80's, some boards were made with some truly nasty graphics and I should be glad it's not one of them. However, I don't think this is relevant for I feel it's a sad and sorry road we are starting down if we allow ourselves to use the fashion standards of the 80's as our guide. This board is just plain hideous, and maybe some uglier boards were produced in the decade that brought us leg warmers, skinny leather ties and the pastel sports jacket. But that's not much of a standard, is it?

So now we've established it's an ugly board and shouldn't be considered otherwise, what courses of action are open to us?

1. **Sail in such a hideous outfit that you make the board look good.**

While on the face of it this sounds like a fine plan, it falls down in two important places. First, 70% of the year I sail in a wetsuit and, unless you bought your wetsuit in the eighties, it is primarily black (it may have a couple of blue or red panels on it, but it's mostly black). Similarly your PFD is some reasonable red, blue or yellow. So unless you plan to accessorize over the wetsuit,⁷ you are stuck looking like a particularly lame but somewhat fashion conscious superhero. Second, it misses the major point of this exercise, which is to not look like a fashion disaster.

2. **Sail in disguise.**

Another fine idea till you remember that a Groucho Marx moustache/glasses combo will not do much good considering a windsurfer is recognized by their car in the lot, the sail and the board, not their face which is usually too far away to see.

3. **Sail when no one else is around.**

Ah, now this is a solution I've tried, and it also falls down in some important ways. To achieve this you are either sailing in a small lake like Lake Orange that no one else wants to sail in for good reason,⁸ or you are in a lake big enough to have a solo adventure similar to the one I outlined in last month's *MindJibe*.

4. **Sail the board upside down.**

Assuming you can get the mast track mounted on the pretty white underside of the board, the nose will dig into the water when you start to move causing you to fall onto the fin, which may sting slightly when it impales you.⁹

² Picture the purple a really nasty bruise turns after two days.

³ Not only does it protect the board, but also your eyes.

⁴ It was safe. Due to its playfully gusty nature Lake Orange is not used by any other sailors.

⁵ At this point I'd just like to assure all readers that I think all your babies are bonny, cute, flawless and delightful, and that I was talking about all those OTHER babies who look exactly like Winston Churchill.

⁶ The reader is left to make his or her own judgment on this with the included picture, but will find their imagination coming up short on the true level of the horror of the purple.

⁷ "Local windsurfer dragged to lake bottom by Sodden Legwarmer."

⁸ See footnote 4.

⁹ Still, a fin coming out of your chest might help stimulate conversation at those awkward windsurfing events. "Is that a Tuttle box fin coming out of your chest?" "Why, yes it is" "How do you find the Tuttle? I've never used it myself."

5. Sell it to someone else.

A plan we know has been used successfully at least once in the past. Unfortunately this would leave me without the new board I crave.

6. Paint it.

Did I mention I was lazy?

7. Build a time machine and sail in the 80's or early 90's.

Recent social interactions with "experienced" sailors has shown me that prolonged exposure to neon yellow and lime green Dacron results in an atrophied cingulate cortex leading to permanently impaired fashion sensitivity.

8. Ask the Guru for advice.

Well, I've tried this. Check his column to see if he answered.

8. Get over it.

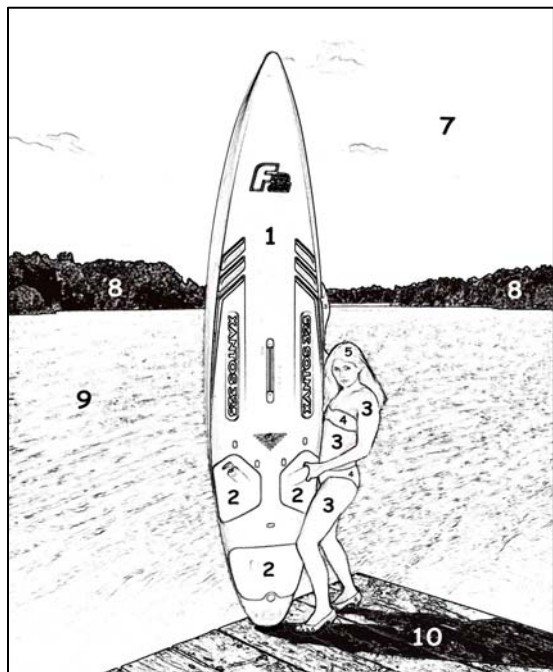


Figure 1. The board in question.

Colour key:

- 10. Rotting dock Brown
- 9. Muddy water Brown
- 8. Tree Green
- 7. Sky Blue
- 6. Ivory

- 5. Blonde
- 4. Red
- 3. Caucasian skin tone, ok Pink.
- 2. Black
- 1. My-bridesmaids-are-prettier-than-me-but-lets-see-them-look-good-in-dresses-this-color Purple

Windsurfing Guru: The Ugly Board

NOVICE: Reverend Master, I've found a good deal on a used board, but it's as ugly as sin. Should I buy it anyway?

GURU: No, emphatically no. Never buy any board that you find aesthetically displeasing. The things you dislike about it will forever annoy you like sand in a bootie. The board will fail to inspire you to your highest level of performance.

NOVICE: But suppose everything else about the board is right—size, form, availability, and price?

GURU: Are your aesthetic principles firmly fixed? That is, do you already really know what kinds of thing you like and dislike? Or are you the kind of person who adjusts to whatever is a given? If the latter, you might take a chance in hopes that you would eventually adjust.

STUDENT: Guru, what is the ugliest board ever made?

GURU: You mean commercially? Because some horrendous boards have been made at home in garages.

STUDENT: Well, yes, commercially.

GURU: This is not a matter of wisdom, you know. It's just my personal opinion. And opinions are like....well, you know what they're like. This guru's opinion is not worth more than that of the guru on the other hill.

STUDENT: You mean there's a windsurfing guru somewhere else?

GURU: A figure of speech, my boy. I am nonpareil.

STUDENT: Regardless, what is the ugliest board?

GURU: The one with the sputnik on it. Garish. But technically it was a good board and fast, too. Just lousy graphics.

STUDENT: You have focused on graphics, not shape or outline.

GURU: It's the graphics that stand out, but you're right. Some experimental boards have had terrible shapes. The Berky "spoon" comes to mind. In the age of wide-style boards, speed needles now look even more bizarre. Boards with boxy rails have a harsh and brutal look to them. But, as a general rule, if it works on the water, then its form will be derived from Nature—and natural shapes rarely are displeasing to us.

2005 TBC Race Series Standings (after two of three races)

Open Men

Participant	Jordan Lake	Club Trip	TBD	total points
John Rutledge	4	3		7
Michal Prussak	2	4		6
Bill Bradstreet	5			5
Erik Staub		5		5
Lee Huntington	3			3
Randy Dunn	1	2		3
Dana Thalheimer		2		2
Bob Elmore	1			1
Charles Livaudais	1			1
Mark Kernodle	1			1

Sport Men

Participant	Jordan Lake	Club Trip	TBD	total points
Alan Johnson	5			5
Paul Rowan		5		5
John Gallagher	4			4
Ernie McGrew		4		4
Chris Butz	3			3
Freddie Maurer		3		3
Jake Jakubowski		2		2

Novice Men

Participant	Jordan Lake	Club Trip	TBC	total points
Matt Valentine	5			5
Matthew Prior	4			4
Andrew Snell	3			3

Open Women

Participant	Jordan Lake	Club Trip	TBD	total points
Lorraine King		5		5
Liz Workman		5		5

How We Score TBC Races

by Mark Kernodle

After every race there are inevitably a flurry of questions on how the race was scored. In a nutshell, the answer is: low-point score, normalized by division. Silence ensues. Does that mean anything to you? Guess I should go into a little more detail.

There are several race scoring systems that have been used in windsurfing, mainly inherited from the yacht racing tradition. The different systems are very complicated and beyond the scope of what we have to worry about in our local races. The predominant contemporary system is low-point score, normalized by class, fleet, and division. First a few definitions:

Class - The type of board you are riding. Some examples of class are Open, IMCO, Formula, Slalom, and longboard. TBC has historically only offered Open class racing.

Fleet - The group of racers who sail together for a given race. For TBC, we have always all sailed together as a single fleet. In races where there are a large number of competitors, sailors are subdivided into fleets to make the starting and scoring manageable.

Division - The group of racers who are scored together. The current TBC divisions are Open, Sport, Novice, and Women. Often racers are further divided by age, such as Junior, Master, Senior.

Heat - A single race around the course.

Throwout - A heat which is not counted against your total score.

For low-point scoring, think golf: a lower score is better. For a given heat, the first place finisher is awarded one point, the second place finisher gets two

points, et cetera. We always try to run eight heats to comprise a race. If we run enough heats, we allow for one or more throwouts. In the past we've allowed one or two throwouts for eight heats, depending on the whim of the race director. But the consensus from the TBC race committee is that from here on out, we will move towards the US Sailing standard of one throwout for one to six heats, and two throwouts for seven to ten heats.

Inevitably, in a race situation you have folks who for a variety of reasons do not complete a heat. These fall into three categories.

DNF - Started, but did not finish a heat.

DNS - Did not even start the heat

DSQ - Disqualified.

All three of these exceptions are scored as last place plus one. A DSQ is further categorized as DNE, an acronym for do not exclude. A heat where a racer received DSQ/DNE can not be thrown out for scoring purposes. Thankfully, this does not happen very often in our TBC races.

During the actual race, it is difficult for the scorekeeper to keep track of who is in which division, so all the racers are scored together en masse. After the race, the raw results are given to the score tabulator who goes back and normalizes the results by division. The examples below show some raw results, with racers named A through H.

Racer	#1	#2	#3	#4
A	DNF	6	1	3
B	DNF	5	2	4
C	3	DNS	3	1

D	5	DNS	4	2
E	1	4	5	5
F	2	3	6	DNS
G	4	2	7	6
H	DNS	1	8	DNF

Now we will normalize these results by division. Racers A - D are in Open Division, while racers E - H are in Sport Division. The scores within the two divisions, currently interleaved, are resequenced to the values one through four to represent how the competitors finished within their own division. We'll work through racer A in detail to show how the process works.

A DNF 6 1 3

First we'll resequence him in his division. Since C and D are DNS in the second heat, B's fifth place finish is the best score in the division, while A's sixth place converts to second place. In the third and fourth heats, all the Open Men finished ahead of their Sport Men competitors so no conversion is necessary.

A DNF 2 1 3

A's DNF is now converted to last place plus one within the division. Since only C and D finished this heat, last place becomes second place for the purpose of calculation. So A's DNF becomes a third place finish.

A 3 2 1 3 ==> 9

The normalized scores for both divisions follow. The process is error prone, Let me know if you see any botched math!

Open Men

Racer	#1	#2	#3	#4	total	rank
A	3	2	1	3	9	2
B	3	1	2	4	10	3
C	1	3	3	1	8	1
D	2	3	4	2	11	4

Sport Men

Racer	#1	#2	#3	#4	total	rank
E	1	4	1	1	7	1
F	2	3	2	3	10	2
G	3	2	3	2	10	2
H	4	1	4	3	12	3

Now we will recalculate yet again to allow for one throwout. Each racer's worst score is eliminated from the total.

Open Men

Racer	#1	#2	#3	#4	total	rank
A	3	2	1	T/O	6	2
B	3	1	2	T/O	6	2
C	1	3	T/O	1	5	1
D	2	3	T/O	2	7	3

Sport Men

Racer	#1	#2	#3	#4	total	rank
E	1	T/O	1	1	3	1
F	2	3	2	T/O	7	2
G	3	2	T/O	2	7	2
H	4	1	T/O	3	8	3

Note that after throwouts, the results for Open Men have changed! With his fourth place finish in heat #4 expunged, Racer B is now tied with Racer A for second place. The throwout calculations did not affect the outcome in the Sport fleet.

Now that you are thoroughly confused, I should say a little about how we score the TBC Race series standings. This is very easy by comparison. For a first place finish, a racer is awarded five points. A second place finish gets four points, third gets three points, fourth gets two points, and everyone else who showed up, and started at least one race, gets a single point.

So the points awarded for this race follow.

Open Men

Racer	points

A	4
B	4
C	5
D	3

Sport Men

Racer	points

E	5
F	4
G	4
H	3

So now that you know how to score races, take a look at the 2005 race series results up on the TBC bulletin board.

<http://www.triangleboardsailing.com/tbc/bulletin.html>

Hopefully it will make a lot more sense now.

Club Trip Spring 2005

Mirlo Beach was well populated with TBCers during the club trip in mid-May. Windrush by the Sound was the main house; Randy Dunn rented Carpe Diem two houses down; between the two was Paul Rowan. Other clubs do it differently: they stay in smaller houses with some people camping, but having get-togethers in the evening. Because so many TBCers were at the coast, we had very good participation in the Club race. (See elsewhere in this issue.)

There was not as much wind this Spring as in 2002, 2003 and 2004, all of which had more high-wind days than we saw this year. Instead, this was a good year for people working on waterstarts and use of the harness. There was a lot of big-sail sailing, but there was only one day of absolute skunk. Later in the week one of those perfect days came along: it started out at SW 6.0 in the morning and just kept building all day until by 4:30 p.m. you were sailing 4.0 or smaller or you were getting swatted. The water was occasionally shallow, but not as shallow as it has been on some trips. The wreck was clearly visible.

Gear. Just about everyone wanted to try out Dana's new (borrowed) Madd 135. Debbie Hage invested in a new board too. She was stylin' on a new Speed Slider the latter part of the week. I tried a waist harness and hated it.

Food. Thanks to all the cooks, in Windrush we ate well every day. On Saturday Lorraine King generously invited both houses to have shrimp enchiladas. Stefan Plewinski's homemade eastern-style pork barbecue—cooked for eight hours in the oven—was a community event and an inspiration. —John Rutledge

Spring Clean-up at Jordan Lake

One of the public services the Club does is to help maintain Jordan Lake. Several members of TBC helped to keep Jordan Lake clean by picking up trash on June 17. Thanks to John Harper, Erik Staub, Michal Prussak and his son, and Frank Green, who collected a small truckload of garbage from the Jordan Lake shoreline. You would be amazed at how much litter accumulates in one year. Superintendent Greg Schneider was there to oversee our efforts and he was very appreciative of our Club's continuing volunteer support of Jordan Lake.

Thanks to all who participated. —Frank Green

Renew your Membership in TBC online:

<http://www.triangleboardsailing.com/tbc/renew.html>

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: \$15 Family: \$20</p>

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.

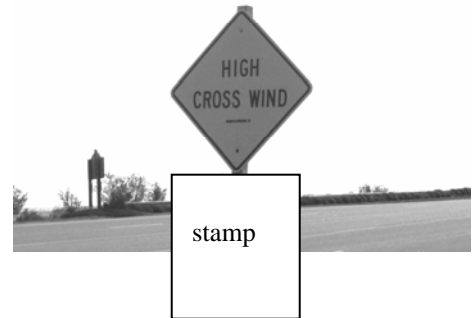
The **Triangle Boardsailing Club** is a non-profit organization dedicated to promoting and preserving the sport of windsurfing.

TBC organizes:

Public service activities; Club windsurfing trips to Hatteras; Club meetings and social evenings; free instructional clinics; winter parties; swap meets; races.

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

Triangle Boardsailing Club
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