

MindJibe



Newsletter of the Triangle Boardsailing Club, Vol. 25, No. 2 March 2007

UPCOMING EVENTS

CLUB TRIP. The Club trip will be May 19-26, 2007. Paul Rowan is the trip coordinator. Contact him if interested in participating at paul@rowandell.com. The house is Surround Sound. This is one of the best houses out there. It has excellent water access. You could hardly imagine a better place to work on your windsurfing skills.

WINDFEST will likely be held April 19-21 at Frisco Woods campground in Buxton. The TBC is encouraging participation to show the sponsors and campground that there is a continued interest in the sport. Windfest is a great time to demo new gear, perfect tuning your own gear, and camp with lots of windsurfers. Bill Bradstreet, a frequent Windfest attender, will assist anyone with logistical info, arranging campsite partners, or other questions. Contact him on the chatboard or watch for Windfest 2007 discussions to pop up.

Erik Staub reports on the Calema Races, 2007

First, I think it's important to describe the food; I didn't mean for this to become a tome, but I kept better track of the food than I did the racing. After some great 6.0 sailing on Friday I was ready for some grub. Calema delivered with standard hotdogs with fixings and some older dude's famous chili. I had a ton of shredded cheese and onions on the chlli, which had a great smoky flavor. Then Bill Bradstreet pointed out that the chef was a chain smoker and that the smoky flavor tasted like the wrong kind of smoke. Still, it was pretty good. Also, there were a couple of kegs...I did my fair share to lighten the kegs.

Saturday morning brought a typical motel continental breakfast, but this one did have sausage links and scrambled eggs (powdered). I fueled up and even made a snack of waffle-jelly-sausage sandwich. Lunch, provided by Calema, was a variety of subs from Publix grocery store. Sub-loop begin: Publix is my favorite from 22 years living in FL; their frequent eater program consisted of a card that the sandwich artist put initials on to verify that you purchased a sub. Well, I worked at Subway, so I figured I was just as qualified to sign the card... I ate lots of Publix subs if you know what I mean. Sub-loop end. They had lettuce, tomato, peppers and other fresh veggies with salad dressing for toppings. I love a sub oozing with salad dressing. Anything tastes good when you're hungry and wearing booties and lycra. Sat evening was a buffet at a host hotel with a few sorts of pasta and sauce, salad, baked chicken, and an apple cobbler for desert. Also, there was some beer... Again, I did my fair share.

Sunday felt like "Groundhog Day" with the hotel breakfast, so I made my snack out of sausage link-jelly-and-English Muffin to mix it up! Wild, I tell ya, crazy! Lunch was all types of energy bars (limit two please), with cut mango, honeydew, cantalope, grapes, apples, oranges, Doritos, and some beer. This was a forced healthy lunch, I appreciate it.

Sunday afternoon was the awards ceremony and the best food yet. This buffet at the park included every kind of lasagna known to man, stromboli slices, salads, and a little desert. Also, there was some beer. Actually you had to walk over to the shop to get it. I have walking shoes, so I go it. Now you know the important food details, you can skip the rest if you want.

Starts in the races cannot be underestimated. I had lots of apprehension about the starts. There are 4 horn blows and 3 flags during the 5 minute start routine. Now that I've seen it, it's easy. The start can only be described as organized chaos, with one theoretical horizontal asymptote that is the line itself. On the first start there were many racers sitting on the line waiting for the horn. Myself and others started about 200 yards away with 30 seconds to go. We got on a plane and headed towards the line. About three seconds after the horn, I crossed the start line. I was the third planning vessel to hit the line, and this allowed me to see what was going on. Confusion and congestion were exactly what was going on. I was able to pick a clear route between the boats who were trying to gain speed. I crossed the crowded line a few seconds after the line-sitters, but being on a plane made all the difference and allowed me to get a great start.

The next two starts I used a similar strategy of hitting the line with speed, which really helps. You just have to hope there is a gap to shoot through. As the fourth and final start approached, I was gaining confidence. This final race I really wanted to try a port-tack start. When you're really bored contact me and I'll go into the risks associated with the port-tack start. As it turned out the wind and the start line had moved and I believed the port end was actually favored. Maybe the race director was trying to relieve congestion at the boat end, I'm not sure, but I headed a couple hundred yards away from the pack to the pin (port) end to check it out. Yeup! I could sail way up-wind and to me the wind was stronger at the port end! Bill was about 70% of the way over and one other sailor was with me—the number two guy! He said he usually sails the A-Fleet with the Pros, so I thought maybe he knows what he is doing and this was a good idea, or he was trying to cover me! He had a bigger sail and he was smaller, so I felt challenged. At about 20 seconds and 100 yards from the line I felt him get in front; he had to slow a bit as he got to the line, but I was able to stay on full plane and shoot upwind of him. This allowed me to get in front and in command. Bill, the dude, and I passed the starboard-tack fleet and we had a commanding lead. Straying from the fleet is no problem when the fleet is "Sport Formula": we really don't know what we are doing, and in this case it worked out great. I covered some of the dude's tacks, but in general I ran my own race. I tacked three times to stay in the wind but I found I am terrible at picking laylines; I also think the course was difficult with varying wind conditions. From this position I was able to score my fourth 1st place spot. You have no idea how proud I am of me....goodness I'm conceited. I need a local whupping—Charles, Johan, I know you can do it. As for the racing itself, it's like a three legged stool, and you need all three legs to win. The three legs are sailor skill/tactics, athleticism/endurance/strength, and equipment. I have a little bit of each. There were some Brazilian kids (please don't underestimate: because they were kids, they were better than any of us). They had great gear and skill, but sailed the wrong course. There were some with top notch gear but lacked the endurance to sail it. And there were some good sailors who refused to spend more than \$85 that couldn't keep up in the light wind. You need the right amount, but not too much of any one component, to be successful.

During the last race for the Pros on Sunday, Bill and I loitered at a final upwind mark before the dash to the finish. As the leaders rounded the last mark we sailed along side. Needless to say they pulled ahead in no time, showing what the Pros can do. Make no mistake, there is a reason they are Pros, and they make us look like we are standing still. The cool thing about Calema is that the Pros are almost accessible. Bill got Antoine to sign his board. The rest of the time they are eating at the next table over, or tuning gear right over there, just like the rest of us.

Calema is kewl. Next year three of us can go in one vehicle and trailer; or if there are more we will take multiple vehicles. This event is too close, too kewl and too fun, for the TBC not to attend. Hope to see you there next year.

MindJibe is the newsletter of the Triangle Boardsailing Club. It publishes five or six issues a year, if we're lucky. EDITOR-IN-CHIEF: John Rutledge SENIOR CONSULTING EDITOR: Mark Kernodle
CONTRIBUTORS: Bill Bradstreet, Erik Staub, John Rutledge PHOTOGRAPHER: Bill Bradstreet, Debbie Hage Please send contributions to the editor at jbr@email.unc.edu. The editor can be reached at 919-489-7863. TBC Homepage www.triangleboardsailing.com WEBPAGE MANAGER: Roger Nightingale

The Wily Skipper. Famous Windsurfer Department. We all know Prince Charles is or was a windsurfer, right? *Time* (Magazine) reported, back in 1979 when windsurfing was new, that "Britain's Prince Charles practiced it in the chilly waters off the Isle of Wight. Marlon Brando mastered it between takes of a film." (*Time*, July 30, 1979). Mastered? Oh, puh-lease. The Skipper hastens to add that he does not rely on reports of famous windsurfers to bolster his ego. It is merely a matter of historical interest and curiosity [] [] [] Another use for windsurfing found! *The Professional Bachelor Dating Guide – How to Exploit Her Inner Psycho* [sic] asks the bachelor to observe what "she" complains about. Is she bored? If so, tease her with your recent adventures with "backpacking, scuba diving, skydiving, parasailing in X, horseback riding, camping, gangbangs, tattoo parlors, offroad bikes, bungee jump, riding a Sybian, **windsurfing**, mountain biking, rollerblading, sex in public." We are known by the company we keep, I suppose.

[] [] [] The Devil really does wear Prada. A Reuters bulletin back in 2000 reported that high-fashion company Prada "purchased a whole year's supply of a particular kind of high-tech sail cloth used to make spinnakers, effectively shutting competitors out of the market. The cloth was first produced for Bill Koch's successful 1992 US defender America Cubed and has become known as "cuban fibre". It is made of an ultra-strong artificial fabric known as Spectra with a quarter of a millimetre of Mylar laminate over it. Each sail costs about \$US 60,000." Maybe this is one reason why it is taking cuban fibre so long to reach the relatively less affluent windsurfing market.

[] [] [] **Lake Phelps: Dream destination?** Seven miles south of Creswell, North Carolina lies a lake of crystalline purity, five miles across, with waters no deeper than nine feet at the most and 4.5 feet on average. Lake Phelps (and White Lake) are the only clear lakes in North Carolina. There is no city or agricultural runoff into the lake and it is one of North Carolina's least polluted bodies of water. Only rain feeds into the lake. If it's not windy you can bike. Bikers can cycle the north and western shores of Lake Phelps. The trail runs over eight miles through the big-tree forest, near scenic overlooks, and to historic Somerset Plantation and other sites. The shallow water and wind conditions make the lake ideal for shallow-draft sailboats, canoeing and windsurfing. This lake must be sailed! Access and launch on the northwest corner. If prevailing winds are southwest, this would be about perfect for BAFing. But Lake Phelps may also be unpredictable. Calm waters could turn to sizeable waves seemingly without warning. Someone must sail this lake and report back to us.

[] [] [] Ever wondered why there is no North Carolina Windsurfing Association? All the clubs that I know about are local or regional. There are plenty of these regional groups such as WET (Windsurfing Enthusiasts of the Tidewater [Virginia]), or BABA (Baltimore Area Boardsailing Association), and even an Austin [Texas] Windsurfing Association, but no state organizations. A partial answer lies in location, I think. You find windsurfing clubs where there is a sailable body of water. Other sports need state-wide organizations to organize events. We, too, could have state-wide events. Perhaps it only makes sense to have a state-wide organization where there is participation in all parts of the state, not just in the parts that have decent water to sail on.

[] [] [] This winter has been especially windy. Or so it seems to this long-time observer. There were a great many days in January and February when there was plenty of wind and the temperature was at least somewhere in the 40's. The club now has a particularly intrepid bunch of hard-core windsurfers (see "Epic Winter Sailing Session" below) who will sail Jordan Lake when the conditions are too cold and windy for most of us to want to venture out. This area really does have year-round windsurfing, you just have to be willing to sail when it's a bit chilly.

[] [] [] Decades from now people looking back at the history of windsurfing will say that the mid-1980s were the Golden Age of Windsurfing. Those years saw the highest number of books published about the sport—

about 50 books a year from 1983 to 1985. Most books about windsurfing have been in English, reflecting the size of the worldwide English-speaking population. German ranks as the second most popular language. After that come French and Spanish.

RENCI, the Renaissance Computing Center, a joint venture between UNC, Duke and NCSU, and the state of North Carolina, is working on a comprehensive forecasting system called HydroMet. It combines atmospheric, hydrological and coastal storm surge data. These models have nine times the resolution of the National Weather Service's production models and will be used to produce more accurate flood and landslide predictions in North Carolina. And maybe better wind forecasts?

SAILING THE STARBOARD GEMINI, by Bill Bradstreet

According to Starboard, the Gemini is the first tandem board which takes full advantage of wide board technology. Thus it planes earlier than any past tandem. It is 3.7 m in length (about 12' 2") and has a flat rocker. It is said to do well in light winds. (The picture below is commercial from Starboard. See page 87 of the February/March issue of *Windsurfing* magazine for another picture of this board.)



Back in the late Fall, I contacted Roger Jackson (the Sailworks and Starboard rep who lives out in Avon Village) about meeting up to try out the Gemini. My goal was to determine how well it would work for my wife, Alex, and me. Alex has just picked up windsurfing and is getting better very quickly, but Alex is legally blind and deaf. This means I have to follow her around on another board to give her directional information. A tandem seems like the perfect addition to our board quiver – we both can use it together!

The day I wanted to do the test ended up being less than ideal for why I want to get a tandem, but since it was going to be windy, I figured I would still go to the coast anyway. Roger showed up as promised, so the test was on, even with the 25-30mph winds!

Roger and I had never used a tandem in such high winds, so we were a little cautious in our sail choices. We rigged 4.8m² Sailworks Huckers—two of them. With the sails rigged, we proceeded to pull the Starboard Gemini out of his trailer. How do you describe the Gemini? Well, it is big. Does that do it justice? No. Do you remember the original Windsurfer Classic? Well, the Gemini is almost twice as wide and at least 10 pounds heavier. It is so wide, they designed a hand-hold in the stern to make it easier to carry around. Basically, it is a beast.

The thing that struck me next was the mast track placement. There are three tracks, by the way. The middle track is there for you to sail solo. The front mast track is much farther forward than I would have expected. You start to realize just how far forward you end up sailing as the front man. Roger has found that it is easier to sail with the heavier person in back, but if you are close in weight, it shouldn't make a difference.

With the 4.8 Huckers rigged, the board ready to go. The next step was to put all the pieces together (in the water) and get situated. Roger, being more of an expert than me, walked me through what I needed to know. I'll admit openly that I didn't grasp all the concepts needed to take the tandem out, but we took it slow and I picked up the nuances quickly enough.

Imagine a tandem windsurfer as a sailboat with a main sail and a jib. Each person controls one of the two sails. If you have sailed, you know that you trim the jib in such a way that it doesn't impact upon the performance of the main sail. How does this relate to windsurfing? Well, the front person quickly realizes that they don't need to completely power up the front sail. Instead, they need to be sure that a properly-sized gap needs to be maintained between the trailing edge of the front sail and the leading edge of the back sail. What this does is to force the back sailor to stand up more upright than would be normal on a traditional board (or as the back person). You can apply enough of your weight to leaning against the sail as long as you don't put too much power in the sail.

Roger and I discussed it a bit while sailing – yes, you can carry on a conversation while sailing. He felt it would be different if the back sail was a size or two larger than the front sail. But we had two 4.8m² sails rigged up. Next time, we'll try with a 5.6 and 6.6 or a 6.6 and 4.8. You get the idea. Having a more powerful rear sail would change the dynamic we were experiencing, we think.

So, I was there to determine if the tandem was a good combination for my wife and me. As I have explained, I started out in the front. I assume this is where my wife will start until we figure out how to use the tandem. I had my GPS on my wrist and upon inspection noticed that we hit a maximum speed of 24.7mph. At one point, I closed my eyes for about a minute and a half. I found that the Gemini is so large that you can't imagine how stable it is without trying it out. When you are planing, the front person will be on the portion of the board that is out of the water. You end up not noticing any bouncing. You can just stand there without having to compensate for balance. I was very surprised. With this one test, I concluded that this would be a perfect board for us. But there was more task to accomplish.

For the test to be complete Roger and I had to switch places. Poor Roger. Everything was fine until we tried to jibe. I didn't give him enough room between the sails to stay dry, so in went Roger. Man over board! Sorry Roger. Nevertheless, we were able to sail all over. Heading upwind wasn't an issue even with a lighter person in the back.

In the Spring, Alex and I will go back to Hatteras to test the Gemini (and the Exocet Mahalo) together to make our final decision, but I am already sold. I want a tandem for those light wind days when you want to enjoy the water but aren't expecting to go fast. I look forward to going out with my father (who taught me to windsurf 24 years ago). And the board will have enough room for all three of my dogs on it!

EPIC WINTER SAILING SESSION by Bill Bradstreet

I got to the lake around 12:30pm. A kiter was about to go out. I stopped over and say hi and noticed he was getting a wind reading. It was registering up to 25 mph in the gusts, so I figured my 4.8 Hucker was a good sail to start out with. I jumped on my 91L board and blasted across the lake. It wasn't so windy that I felt any adrenaline rush at all. It was like a calm Sunday drive. There were no other boats creating waves—just the wind/fetch. The waves too set up well and were easy to ride. I had one nice, floaty jump that set up my mood to continue sailing until sunset. It felt great.



The downside of the cold weather, as everyone knows, is having to wear gloves. This day was no different. I started out with a pair of gloves, but quickly realized my arms were tiring faster than usual. So, I ditched the gloves and tolerated numb fingertips for the rest of the day. Soon after I got in from my first few tacks, Erik Staub and Chris Butz [?] showed up followed by Johan van Die, and finally, John Anderson. Erik went out on his Hypersonic 105L and Chris Moorman on a 144L Fanatic Bee with a 1998 Ezzy Power Wave 5.2. Johan

jumped on a Copello short slalom board. John started out with a lot of optimism on his 85L Exocet. We all stood around watching John sail with his knees underwater for a while! Eventually, he got the board up on a plane, but quickly realized that there wasn't enough wind for his board/sail combination. He switched up to a 105L board and a larger sail. As he got back out, the wind had died a little more, so I don't John ever really got going. John Anderson was disappointed. John said later that it looked good when he arrived around 2 p.m., suprisingly good for a SW/WSW, but that Bill got the best of it. By the time John got out, it was down. John had been suspicious because it wasn't really west or WNW. Like the typical SW wind, it was really unreliable. There were a lot of holes and the wind was up and down

I had my camera all set to capture John's duck jibes and his amazing jumps, but the winds didn't cooperate. Erik, on the other hand, was blasting back and forth on his Hypersonic. It made for a great photo opportunity.

When I headed back out, I noticed there were more holes in the wind, so my 4.8 needed tuning a bit. I should have switched up to a larger sail. Instead, I enjoyed catching a gust and getting rocketed across the lake. Then, I'd slog awhile. I will admit I now understand what it is like for the heavier sailor. Wearing my drysuit and clothes underneath added enough weight to turn my 91L board into a sinker!



I ended up sailing for about 18 miles in under two hours. Johan and I both clocked our best speed at 30.2 mph on our GPS.

THE WINDSURFING GURU

SAILOR: Guru, here's a test for you. Situation: you walk down to the edge of the lake and you see someone in the water over his head, struggling with his gear; maybe he can't even swim. A tragedy is clearly a possibility. What is your obligation at this point?

GURU: I—and you—would have an ethical obligation to help in any way that we reasonably could. You would first deliberate with yourself as to how likely your chances of saving this person are. Suppose you and he both are injured or drowned in the attempt. Do you have dependents? And while we have some ethical obligation to intervene we would have not have a legal requirement to help, however, for one might legitimately consider what might happen if heirs decided to sue for some reasons or other.

SAILOR: Not a happy or humanitarian viewpoint, Guru.

GURU: Place the whole situation out at sea and the situation then changes: you have a legal obligation to assist a sailor or vessel in distress if you are able to. And you will observe that most windsurfers instinctually stop by a comrade in the water to see if her or she needs help.

SAILOR: Your Guru schooling included some legal training, I take it?

GURU: I'm offering a legal opinion, not legal advice.

SAILOR: What's the difference?

GURU: About \$250 per hour.

CONCERNED: Surf Swami, put yourself in this situation. You're at the local lake, the wind is gusting to 35 mph. You watch an inexperienced yet oh-so confident newbie heading to the launch with a sail too large. What do you do?

GURU: Nothing. I have enough people seeking my advice without looking for opportunities to hand out wisdom and prudence.

CONCERNED: Get serious, Guru. That's an accident in the making. What would you do?

GURU: Look up the park ranger's telephone number?

CONCERNED: Not proactive enough. You might easily prevent a life-threatening event.

GURU: Windsurfing is a sport that requires a great deal of self reliance. Interfering might thwart the necessary development of survival skills.

CONCERNED: I suspect the real reason is that you don't want your good advice to be rejected.

GURU: Nonsense! That happens all the time. I'm over it.

TBC'S WINTER PARTY

The TBC Winter Party, held on Feb. 3 at the El Rodeo Mexican restaurant in the Pleasant Valley shopping area, was well-attended.



The Triangle just gets bigger and bigger every year, and it was nice to see so many of us together in one place. The location was just big enough to accomodate us, plentiful parking. Johan van Die distributed his superb, custom-designed and produced lexan trophies to everyone who participated in the TBC 2006 race series. Please contact (Johan Flemingej@aol.com) to acquire your trophy if you were not able to attend and participated in the 2006 race series. Known attendees follow (with apologies to anyone omitted).

Howard Adriance, Bill and Alex Bradstreet, Steve Bobbitt, the Charlie and Carolyn Buckner family, Randy Dunn, Bob Elmore, Debbie Hage, Mark & Cathy Kernodle, the Charles and Jean Livaudais family, Liz and Freddie Maurer, Michelle and Christopher Moorman, Tom Patterson, Paul Rowan, Paul Scrutton, the Erik and Heidi Staub family, Dana Thalheimer and Annie Nechterlein, Clive Thomas,te Johan and Elizabeth van Die family, Jnnifer(a new TBC

member and LTW attendee), Andy Velletri.

