

# MindJibe



Newsletter of the Triangle Boardsailing Club, Vol. 24, No. 3 May 2006

## Events

**Learn to Windsurf Days** have been scheduled for the last Saturday of each month: June 24, July 29, August 26, September 30. Thanks to Liz Workman for organizing these.

You don't have to go to the Outer Banks or some exotic tropical island. Windsurfing is just a short drive away. Join the fun each month at Lake Jordan State Park - [Ebenezer Point](#). Volunteers from the Triangle Boardsailing Club (TBC) will be available on the last Saturday of each month (June - September) from 11 a.m. to 2 p. m. to show you how it is done. TBC will supply the equipment and volunteers. You just show up. Registration is necessary due to limited space and equipment. Sign up by [joining TBC](#) and e-mailing [learn@triangleboardsailing.com](mailto:learn@triangleboardsailing.com) and indicating your preferred date of instruction:

Please leave a contact number in case of rain or stormy weather and rescheduling is necessary. These instruction days are limited to first-come, first-serve. Please register early to ensure your spot. Call Liz if you need more information (919) 518-0657.

**Free instruction with the purchase of a one-year club [membership](#) (\$15 individual or \$20 family).**

**Longboard Race.** The race committee plans a longboard race for June 24 or 25, depending on weather. Location: Jordan Lake. Watch the chatboard for final date. Several club members have old or newly acquired longboards. If you are interested in acquiring a longboard, talk to Dave Marshall.

**Club Trip Report.** The 2006 club trip rivaled all recent trips for decent sailing days. Most of us were able to sail every day of the week—no skunks at all. Naturally some of that time was on larger sails. The prevailing direction was southwest, so the water close to shore was never too shallow for a comfortable launch—no carrying your gear out a quarter of a mile to find deep water. We had several nights when the howling wind shook the house, and a couple of days when the south-west winds kept building all day long until by mid-afternoon it was 3-point-something. Such conditions led most of us to retire to the hot tub to watch neighbors with helmets and tiny boards venture out.

Surround Sound is probably the most comfortable and perhaps the best house in the Mirlo Beach complex for the Club. It has adequate rigging areas, but no good place to store rigged sails easily. The great thing about the Club Trip is that you can just be there when the wind comes. Randy Dunn was slogging on his new/used Windwind Hammer 9.0 on Sunday when he saw a line of whitecaps coming towards him. Next thing he knew, he was overpowered and had to switch to a 5.8. He had a great session that lasted an hour or so before dropping off again. He was in the hot tub when once again he saw a line of whitecaps coming, so he grabbed the trusty 5.8 and had a second session in good wind.

Many club members participated: relative newbies Michelle and Chris Moorman and Matthew Prior; long-termers John and Judi Harper, Joyce and John Rutledge, and Paul Rowan, Dana Thalheimer, Tom

Patterson, and Randy Dunn. Clive Thomas, Mike Arnsdorf, Paul Scrutton, and John Cantrell were there for part of the week.

Club President Paul Scrutton found a good deal on a new beginner board for the club and purchased during the week. Several of us tried it out during the week. This is a Hi Fly Motion. 219 liters of volume, durable plastic skin, and decent size fin. Matthew Prior says of the new board, “the Hifly Motion is perfect for what we want as a teaching board. It's tough and sails similar to, but a little more maneuverable than the Start. But it's certainly not a board to try to plane on though—it weighs a ton.” Tom Patterson used the new board and thought it was a tad more maneuverable than the Start. He wished that it had rubber coating like the Start. And speaking of the Start, it was repaired by Fox during the trip.

**Race Results.** The third race of the season was run during the Club Trip. Here are the results:

**Heat 1**

Dana Thalheimer  
Randy Dunn  
Chris Moorman  
Michelle Moorman  
DNS- Paul Scrutton

**Heat 2**

Dana Thalheimer  
Randy Dunn  
Chris Moorman  
Michelle Moorman  
DNS Paul Scrutton

**Heat 3**

Randy Dunn  
Dana Thalheimer  
Chris Moorman  
Paul Scrutton  
Michelle Moorman

**Heat 4**

Dana Thalheimer  
Randy Dunn  
Paul Scrutton  
Chris Moorman  
DNS - Michelle Moorman

For the 2006 Season Standings, go here: <http://triangleboardsailing.com/tbc/bulletin.html>



<http://www.pantheon.org/>  
Encyclopedia Mythica

**The Wily Skipper.** At the last race at Jordan I was talking to an attractive young lady who was mildly curious about windsurfing. She evidently thought that windsurfing boards had tiny little motors inside to drive them. I tactfully disabused her of that notion. Later she said, “You must be awfully smart to do windsurfing.” I let that one pass. Next time you imagine

that the crowd on shore is admiring your jibe, just realize that they probably have no idea whatsoever what’s going on or what’s involved in turning the board around. [ ] [ ] [ ] Clive Thomas is still trying to find someone to sail across the English Channel with him. Baron Arnaud de Rosnay made the crossing back in 1982 in about an hour and fifteen minutes. Conditions may now be less conducive to a quick crossing, however. [ ] [ ] [ ] Famous windsurfers. If Prince Charles still windsurfs, perhaps he would be interested in participating in the English Channel crossing. (Is “English Channel” still a politically correct term? Perhaps every other time we should say “La Manche”?) All over the web you can read that Hugh Jackman (“Wolverine”) likes windsurfing. True or Hollywood hype? [ ] [ ] [ ] If any one would like to submit a question to the Guru, I will be happy to forward it. That has always been the case and there have been a few submissions from TBC members. [ ] [ ] [ ] Does anyone else listen for wind references in popular songs? Wind references are quite common in music. I found this one and like it:

I'm just a lonesome tumbleweed  
turning end over end.  
Once I pulled all my roots free  
I became a slave to the wind,  
a slave to the wind.

This is from “Tumbleweed” by Doug van Arsdale, in case you wanted to know. [ ] [ ] [ ] TBC’ers, remember to ask for your 10% discount at Outer Banks w/s shops. Most of the shops grant it.

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EDITOR-IN-CHIEF:  
John Rutledge  
SENIOR CONSULTING EDITOR:  
Mark Kernodle  
CONTRIBUTORS: Matthew Prior,  
John Rutledge, Randy Dunn  
PHOTOGRAPHER: Matthew Prior

Please send contributions to the editor at [jbr@email.unc.edu](mailto:jbr@email.unc.edu). The editor can be reached at 489-7863.  
TBC Webpage:  
[www.triangleboardsailing.com](http://www.triangleboardsailing.com)  
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### **How I got into Windsurfing** by John Rutledge

After my father died in 1987, I felt that I had reached a decisive moment in my life and I needed to do something new. I also knew that I wanted it to be something related to water and sailing so that I could re-gain my dignity after a near-disastrous incident involving a Sunfish on a New England salt pond. I tried to convince the family to take up sit-down sailing with me, but there wasn’t much enthusiasm for that. I knew about windsurfing already, having seen windsurfers dotting the lakes in Austria in 1985. I

looked in the yellow pages and found that, yes, one could indeed get windsurfing lessons in the Triangle! At Crossroads Marina on Jordan Lake. I made an appointment and had my first lesson with Jay Blackburn . I don't remember much about that first lesson except that it was on a big wide learner board. Jay drew the windrose in the sand for me and sent me out. There is something wonderfully primeval about explaining this fundamental aspect of sailing and I relish each time I get to do it now myself. There was hardly enough wind to move the board at all.

Later I bought my first windsurfing gear from my instructor: a complete Vinta rig. (I heard from him recently; he lives in Florida now and does kiting exclusively.) I agonized over spending \$300 for a complete used rig. I was also worried that I wouldn't be able to sail any board other than the one I had learned on, and the Vinta was a lot racier than the learner board. The boom was of course a tie on and I never learned to get it on tight, even using the scissoring technique.

Fast forward a year or so to the Outer Banks. I took a lesson from Larry Cofield behind a store in Frisco. First he tied a line to the board so that he pull me back in when I got too far. By the next lesson he felt I was ready to try it on my own. My goal was to sail out into the Sound, sail around a small island, and return to shore. How well I remember the sense of accomplishment I had when I got back in. (Seeing a few skates in the shallow water didn't help my confidence much.)

After that, it was pretty much sailing at Farrington Point for a few years. In those days Farrington Point boasted a fairly lively windsurfing scene. There was a sandy beach and on a good day there would be several windsurfers. I can remember the exact spot where I did my first waterstart. I can remember learning to overcome my fear of gusts. My method consisted mainly of psychological counseling to myself: "Calm down, it's just a squall. It will pass."

Some of the above approaches fiction, I'm sorry to say. In the nearly 20 years since these events, I have forgotten some of the details and perhaps even the exact sequence of events. We'll have to call it docutainment, I suppose. But much of it is true.

### **EDITORIAL:** The World Wind Supply

When it comes to wind, there are "haves" and "have-nots" in this world. Some nations have more than their share of wind; others are seriously wind-deprived. No serious thinker denies that there is enough wind to go around. Supply is not the problem. The problem lies rather in inequitable distribution, resulting in destabilized political relationships, and on the human level, millions of sailors and windsurfers in less wind-affluent countries are seriously oppressed, depressed, and deprived. Access to wind is a basic human right, as defined by the U.N. charter.

Should we, further, not imagine that wind was once more equitably distributed? Was one corner of Eden breezy, the other windless? Hardly. Philosophers have tried to

understand the wind. The question, then, is what is to be done? How can we achieve a more democratic distribution of the world's wind supply? Must we wait for the wind-destitute to rise up and seize what is rightfully theirs? Or can we devise some system of equitable apportionment to prevent social instability and to alleviate the misery of the millions mired in a malaise of windlessness? This set of lamentable—and entirely preventable—circumstances demands a humanitarian response. It cannot be denied that the current wind situation, linked to the discovery of the New World and the rise of capitalism, has evolved over time. It is thus entirely man-made and therefore correctable.

Since its founding in 1949 the United Nations has deliberated more or less continually on the wind distribution problem. It is surely no accident that at the U.N. itself there is no dearth of wind, most of entirely self-generated and only locally distributed, admittedly. No solution has been proposed that has not been ultimately vetoed by at least one member of the Security Council. But it is only a matter of time until the wind-downtrodden rise up violently.

Surely a peaceful plan for a more equitable distribution of the world's wind supply is preferable. We advocate neither a five-year plan nor a top-down bureaucratically regulated system of distribution. Rather, we envision a series of inter-state and international negotiations leading to improved wind distribution. For example, Aruba, smarting from poor public relations and a sagging tourism industry, might voluntarily give some of its wind to the aggrieved state of Georgia. Similar compromises can easily be found. Private initiatives are surely the way to begin to make program at relieving the profound windlessness that afflicts so many parts of the earth and contributes to so much misery worldwide.

### **Planing a F2 Xantos 295** by Matthew Prior

This is intended as a guide to those who want to plane a F2 Xantos 295. The first step is to set up the board correctly. A sail suitable for the conditions must be chosen, and correctly rigged. A fin must be then be chosen that matches the sail size. Too large a fin will cause tail walking; too short a fin will make planing difficult and spin-out a problem. The mast base should be positioned in the spot indicated on the mast track for that sail size.

When beach starting the Xantos, foot placement is critical. The rear foot should be placed between the straps along the center line of the board; the front foot should be placed just to the windward side and to the rear of the mast. After one mounts the board, the Xantos has tendency to turn up-wind if too much weight is placed on the rear. This can be prevented by hanging off the boom more during mounting, as this places more weight on the mast foot.

To start the board moving it must be placed on a broad or beam reach, so any upwind turn must be countered. This can be done by moving the front foot to the fore of the mast and placing the majority of weight on it; in extreme cases the rear foot can be placed

towards the leeward rail adding impetus to the turn. At all times the distance between the feet should be maintained at approximately shoulder width to aid balance.

Once the board has been turned out of the wind it should start to move forward, but, standing so close to the mast it is impossible to drive the full force of the sail through ones feet. Thus, one should simultaneously step back from the mast, placing the front foot approximately 12 inches from the mast base, and hook in to the harness lines. This allows one to drive through the feet, and also hang down on the harness lines so that ones mass is still over the mast base.

If, in this position, the tail still drags it may be necessary to swing ones weight forward on the harness lines, driving even more weight through the mast base. At this time the board will accelerate. To finally lift it onto a plane trim the board. The board can be trimmed by adjusting the weight between the heels and toes of the rear foot. If slightly underpowered it may help to pump the board with ones legs.

Once onto a plane it is time to move into the footstraps. This move is ill advised unless fully powered up as it transfers too much weight onto the rear of the board causing it to fall off the plane. Nevertheless, this move must be made quickly to maintain control when moving over chop. Personally, I find getting into the rear strap first easiest. I do this by swinging forward on the harness lines and transferring all my weight onto my front foot. I then quickly slip my rear foot into the strap. The straps should be located before the move with a discrete glance or by feeling with ones feet. Looking down during foot movement is an excellent way to get catapulted. Once the rear foot is secured, the trim of the board becomes very sensitive to its inputs, and this trim becomes the major turning force of the board. If this trim is carefully controlled placing the front foot while hanging in a neutral position in the harness is relatively easy.

Now it is time to sit down in the harness, drive through the legs, roll forward the shoulders and blast across the water like a bat out of hell.

## **THE WINDSURFING GURU contemplates Windsurfing Hell**

STUDENT: Guru, here we sit in Windsurfing Paradise, exhausted from much excellent sailing, smiling and happy. Out on the water other sailors are blasting back and forth in perfect conditions. It's not too cold, not too hot. It will be much the same tomorrow; there's never any need to consult a weather forecast. Have you given any thought, Guru, to what Windsurfing Hell would be like? And what of the unfortunate creatures who inhabit it?

GURU: And you're wondering, no doubt, if the happiness of those in heaven is made more complete by viewing the suffering of those in hell. If I were Creator of the Universe and not a mere guru, here's how I would construct Windsurfing Hell. It couldn't be a place with no wind whatsoever. I'd give them good wind occasionally, but only often enough to keep them from forgetting what good sailing can be like. The rest of the time, I'd make their winds so gusty that they never could rig properly. I'd start the wind at unpredictable and inconvenient times: one good hour at midnight or at 7:00 p.m. Do they want warm weather to sail in? I'll only give them good wind when it's chilly enough

to make hands turn blue, toes turn numb, and—I needn't go on.

STUDENT: As Creator you're also the cremaster-master, I suppose.

GURU: You're on the ball today!

STUDENT: Are there demons and devils in your hell, Guru?

GURU: Yes, of course, I quite forgot. But no pitchforks and pokers. Instead, I'd smite the wretches with a plague of high-speed powerboats driven by drunken, oblivious weekend warriors. I'd scatter stinky, noisy personal watercraft—a term that only could have been invented in hell—over their sailing area. And add to that a bunch of kites with no concept of the rules of right of way.

STUDENT: Say, if we're in Windsurfing Paradise, why do we have to follow the rules of right of way? We don't want no stinking rules!

GURU: Would you want to sail in a place where no one observed the rules of right of way? Doesn't sound very paradisaical to me. It sounds rather like *chaos*, and, of course that's what Windsurfing Hell is.

STUDENT: But couldn't you make it so that no rules were required?

GURU: As long as humans occupy space and move about, we'll need right of way rules. Nothing I can do about that.

STUDENT: I guess you're right, Guru.

GURU: Gracious of you to acknowledge it. But here in Windsurfing Paradise I'm always right. One more reason why this is paradise.