*M*ind*J*ibe

Newsletter of the Triangle Boardsailing Club July 2002

Upcoming TBC Events

September 14/15: Invitational Learn to Windsurf Day

October 5 or 6: Follow-up to LTW for Intermediates

Middle of October: Fall Club Trip to Hatteras

October/November: Swap Meet

November Club Race

January 2003 Winter Party

Message from the PREZ

Hello TBCers,

I hope everyone has had the chance to get on the water at some time this summer. The chat board has run rampant with tales of great sailing over the past several months. Let's pray it continues!

The TBC has been quite active of late. Our Lake Jordan clean-up day was a success. Fifteen or so members helped clear trails (note: I have a newfound respect for bamboo!) and gathered at the picnic site afterward. We received a thank-you certificate from the Park Rangers. Apparently we were the largest group of volunteers the Rangers have ever seen.

The Starboard Start continues to be a huge success. It has been signed out by club members on almost every weekend so far. Does anyone have a 65+ cm. fin? I'd be interested in trying this baby with such a device at Jordan. Rec.windsurfing posters suggest that the Start becomes an altogether different animal with the right fin.

Our Lake Wheeler summer bash saw the appointment of 4 new board members: Helmut Brunar, John Flavin, Lorraine King and Christina Ruden. These four join the continuing quintet of Rich Auerweck, Randy Dunn, Jonathan Phillips, Dana Thalheimer and myself to form the 2002-2003 TBC Board. Our new officers are: President: your humble servant (again!); Vice-President: John Flavin; Treasurer: Jonathan Phillips; Secretary: Lorraine King.

We've already met and laid out an ambitious agenda for the year. Last year we acquired some great new gear for the club. This year we hope to focus on membership and instruction sessions. Included in the plans are:

1. September 14 or 15: an invitational **Learn to Windsurf Day**. This should be quite an event. Roger "Sailquik" Jackson, the USWA 2001 Windsurfer of the Year and the man responsible for teaching more new windsurfers than anyone else in the country over the past several years, plans to attend and help us teach. We're taking a new approach

with this event. It will NOT be open to all; rather, this event will focus on interested beginners who've been invited to attend by our members. Has someone been bugging you to teach him/her how to windsurf? This is the time! Roger will bring a fleet of about 10 Starboard Starts to help teach with.

We will probably also have a Friday night get-together to discuss instructional techniques with Roger. We hope that this approach to LTW days will be more productive, both for the club and for the beginners.

2. October 5 or 6: follow up for the attendants of the LTW and instruction session on intermediate/advanced techniques such as sail rigging, footstrap and mast track placement, jibing, and tacking. We hope to get the newbies on the water from 10-1, and enter the great technique debate(s) thereafter.

3. Mid-October: **club trip to Hatteras**. Make your reservations early! (489-7863)

4. October/November: **swap meet**. Location TBA.

5. November: **club race**. These have always been a great time. John Rutledge is your reigning TBC champ. Come and beat him if you can! (Yikes! --ed.)

6. January: **TBC winter party**. Location TBA.

7. February: **Gearhead Round Table**. Come and debate the finer points of board width, fin length, camber inducers etc. We'll have a panel of "experts" to whom you can pose questions and/or challenges. What does aspect ratio have to do with fin performance? How much downhaul is enough for my sail? Why are boards so wide these days? What is the optimal harness line length? How does board volume relate to sailor weight, wind strength, and beer consumption? What is rocker, and how much do I need to loop at Lake Wheeler (OK, you'd need to be off your rocker to attempt that)? Come and stump the experts!

TBC Club Workday at Jordan Lake

A Chinese proverb states "One stick of bamboo does not make a raft". This seems entirely reasonable, so if you are in the business of making rafts, there are fifteen or so TBCers who can point you towards enough bamboo to make a raft of rafts. That's because the First Annual Jordan Lake Bamboo Eradication Father's Day (FAJLBEFD) was a ripping, yanking, chopping, whacking, grunting, sweating success.

whack whack, chop chop, Ouch!!
impaled by bamboo, it hurts
we work, Bob goes home
--anonymous

We trickled into the park in ones and twos. By 8:30 or so we assembled onto a small horde and descended upon the unsuspecting bamboo like a gaggle of windsurfers with no wind and someone else's new sail to rig. We made quick work of Jordan Lake Ranger Sue McBean's original goal of cleaning up just one side of the trail, so we turned into the rising sun (OK, it was already up, but at least we headed East) and attacked the bamboo forest with a gusto usually reserved for trying to get on the water before the wind dies. By 11:30 or so we had a small mountain of bamboo piled high and several Hefty bags full of hard won bamboo roots.

bamboo falls
like teeth from the jaw
--anonymous

We ate, we sailed, we taught new sailors, including Officer Pell of the park service, and signed up new members.

food eaten, rig big
schlog some, gusts come, sails fall
--anonymous

--Dana Thalheimer

NCSU MOUNTS TWO ENTRIES IN PAPER SAILBOARD CONTEST

paper, a team of chemical engineering students from the Georgia Institute of Technology raced away with $15,000 at Energy Challenge '02 Saturday.

Georgia Tech placed first among seven university teams at the national, college-level event held at Lake Lanier's Van Pugh Park in Flowery Branch, Georgia. The race was the final test for the sailboards that were crafted by the teams during the past eight months. It accounted for 20 percent of the total points needed to win Energy Challenge 2002.

Overall scoring for the event was based on best paper sailboard performance during a timed race, written reports, gross weight, material composition, tensile energy absorption, stiffness and novelty of design.

Miami University (Ohio) took second and $10,000 and the University of Maine finished third and collected $5,000.

Georgia Tech's champions included Gonzalo Stabile, Philip Timm and Yianni

100-percent recyclable and make it as environmentally sound as we could," said Stabile, who is originally from Argentina. "We went for simplicity and tried to minimize the use of energy in production. At first we thought our sailboard might struggle when we saw what other teams had done, but we were glad it sailed just fine."

Energy Challenge '02, sponsored by the U.S. Department of Energy, Institute of Paper Science and Technology, Hercules, Inc. and WindSense, allows engineering students to work with energy efficiency and waste minimization concepts that have real applications in the pulp and paper industry.

The teams designed the sailboards exclusively from paper products, including corrugated paperboard or linerboard. Commonly used paper chemicals were allowed in the finishing and bonding of the board.

Each of the schools received a $2,000 "start up" grant to assist with the funding of their

rom there, it was up to them to e sailboard.

The purpose of Energy Challenge '02 was to encourage innovation, increase interest in science and engineering and promote awareness of energy efficiency, manufacturing design, recycling, waste minimization and pulp and paper industrial processes.

The competition supports DOE's Agenda 2020 - a program to enhance the economic competitiveness of the U.S. forest products industry and to help the pulp and paper industry reach the vision of more energy efficient manufacturing processes in the year 2020.

Editor's Note: Additional information about the contest can be found on the Energy Challenge Web Site at http://www.ipst.edu/energy_challenge. Photos and a press release are available online or can be emailed to media by request at the conclusion of the event. For any questions about Energy Challenge, contact: John Horst, 303-275-4709; email: john_horst@nrel.gov

Georgia Tech	68.14	1
Miami (Ohio)	61.74	5
Maine	61.71	7
NCSU - Pulp & Paper Science	60.91	3
University of Central Florida	60.87	4
NCSU - Chemical Engineering	59.82	2
Mississippi State	28.39	6

The Paper Science board was tested by Scott Burnside, who learned to windsurf just for the event. At 1:40 NCSU's Pulp and Paper Science aper board a trial run before the contest. –jr

NCSU Mounts Two Entries in Paper Sailboard Contest

Beginners' Rally

er's rally" at Jordan Lake using the Club boards on July 21. This was the first event of its kind, as far as the editor knows. The beginners rally was an informal (i.e., not actually club-sponsored)get-together to bring beginners and novices out of the woodwork and onto the water to swap pointers, and benefit from the club equipment without having to haul it out individually.

Attendees included beginning and advancing sailors. Tom Patterson was there, as were Kate Shaw, Adlai, and David Green. They met at Ebenezer Point at Jordan Lake at approx 1:00 p.m. Winds were light and variable at 5 - 6 knots when they started, and unfortunately went downhill from there. Despite the lack of wind it was enjoyable, and they all picked up on a few things—rigging tips, interchangeability (or lack thereof) of masts and components, trying out different harnesses, and no-wind self-rescue. John's original intention of featuring the duck-jibe in heavy surf had to be scrapped, due to the (ahem...) lack of proper conditions.

That's about it.... At any rate, they all got out on the water, which is good for balance and such, even if there was no planing to be had, not even on the Start. –John Flavin

BITS AND BYTES

Jonathan Phillips looked at clip art on the Microsoft web page. Did you know they have 51 pictures of windsurfers? "They range from far off to not that bad," Jon says. /// //// Water levels at Lake Jordan have been extremely low recently. A reading of 216 is normal for Jordan. It currently stands at 210.8. Several winters ago it was 209 and it doesn't get lower than 205.

THE WINDSURFING GURU

STUDENT: Surf-Einstein, should the uphaul line be regarded as part of the boom or part of the mast?
GURU: Fascinating question! Since the function of the uphaul would not be impaired if it were securely attached to the mast directly

rather than to the boom, I'd say the uphaul clearly pertains more to the mast than to the boom, although for convenience and tradition it has been part of the boom. One could imagine the uphaul line being attached at a different spot

on the mast, producing more or less efficiency. You should try it and report back to me. But remember that separation of the rig into mast and boom is an artificial thing done for convenience: the ideal for a sail is an organic form, like a bird's wing.

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NOVICE: Teacher of Truth, you have watched me windsurf for quite a while. Tell me, will I ever be any good at it? Do I have any talent or aptitude? If I'll never get anywhere in this sport, I might as well stop now.
GURU: Even if I knew the answer to this, I wouldn't tell you. The real worth of windsurfing lies not in your number of jibes successfully completed or whether you ever loop. Rather, its value will be found in the contribution it makes to your personal development, to the relationships you form with other sailors, to your appreciation and enjoyment of nature and the elements, and in a host of other factors, which will vary from individual to individual. Keep on surfin' as long as you're getting something out of it, dude!

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SERIOUS: Surf-Swami, I've been trying to learn the duck-jibe for ... well, it seems like forever. I've read magazine articles, written out the steps, and practiced every chance I get, but it's just not working.
GURU: What wind speed are you trying it in?
SERIOUS: Does that really matter?
GURU: Of course! Certain tricks or manoeuvres just won't work without the right amount of wind. Didn't the magazine articles tell you that?!

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ADVANCING INTERMEDIATE: Guru, do you know what your specialty really is?
GURU: Of course I do! Still, I have a feeling you're going to tell me.
ADVANCING: Your real talent is in answering questions that no one really wants to know.
GURU: A small niche, but I'm proud of it!

COMMUNICATION IN THE TBC

So you'd like to pass along a message to the TBC Board, but don't know how to get in touch with us? No problem! Most if not all of us are in the phone book, and my e-mail address is listed in connection with the TBC equipment on our website (I'm also the club quartermaster).

What if you'd just like to see where people are sailing on any given weekend? No problem! Go to the web site at http://www.jollyroger.com/windsurf/, then click on the link for the TBC Windsurfing Chat Board. Our members are always discussing their recent and/or upcoming windsurfing adventures.

What if you're new to the sport and are looking for advice, or just have some questions about your gear? No problem! You'll find a host of TBCers happy to help on the Chat Board. Just remember the advice you receive is free, and sometimes you get what you pay for :-)

Want to know what the wind is blowing at Lake Jordan? No problem! Dial 387-5969 and listen to the dulcet tones of the TBC's windtalker as she recites the current wind speed and direction as well as historical data from the previous hour. Keep in mind that the windtalker seems to underestimate the wind out of the North and Northeast, and overestimates the wind out of the Southeast.

Want to know whether the wind will still be blowing at Jordan when you get there? Big problem! My only recommendation is to pack your gear quickly and efficiently (packing the night before only ensures that the wind will not blow the next day), and pray to your favorite wind deity. The two of whom I'm aware - Aeolus and Tantalus (latter courtesy of Mark Kernodle)—don't often listen to me, but perhaps you will have better luck. And if you get skunked, well, just consider it a sacrifice to the gods. Perhaps they will smile upon you next time.

--Charles Livaudais

NGM MOS : how reliable is it ?

Predicting the wind—ah, the impossible quest! Problem is, you really need to know what the wind's going to do before you can make any plans. Even the best current tools leave us frustrated. The NGM MOS is one of my favorites. It's quick and easy to read. You don't have to convert from GMT to EDST. What more could you ask than a chart showing you the expected wind speed over the next 15 or so hours? But how reliable is it?

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I decided to run a small test to see to what extent I could rely on the NGM MOS forecast. The question at its most basic: will the NGM MOS tell me **the night before** whether there will be sailable winds the next day at RDU during prime sailing hours (not too early, not too late). (No, I don't sail at RDU, but that's where the wind is measured.)

Realizing that I need fear neither scorn nor recriminations from the techie crowd that peruses these pages, I boldly pursued my project, admittedly lacking in scientific rigor. My method was simple. On each of 15 evenings I checked the NGM MOS forecast around 8 p.m. and printed it out. The next day I checked the "24 hour summary" (the hard core among you know exactly what I mean) to see what the wind had actually been. Then I plotted the actual wind as measured against the NGM MOS prediction. NGM MOS's chart made this very easy.

Most of the samples were drawn during November, 2001; a few came from December, 2001; one each from January and March of 2002. Total number of days sampled was 15. Twelve of those days were sailable! ("Sailable" is here generously defined as having at least a brief period in which the wind was above 10 mph.) Here are the results:

Overall, was the wind better or worse than predicted? In just over half the cases the wind was actually better at RDU than the NGM MOS had predicted. However, in 46% of the cases the wind was not as good as the NGM MOS had predicted. So, you might do just as well flip a coin on this question. But there was no day in which the NGM MOS got it completely wrong. Not once did it promise wind and the next day turned out to be perfectly calm.

Was there a wind peak higher than the prediction? Good news! Yes! In two thirds of the cases there was an actual wind peak better than the predicted wind. So, if anything, the NGM MOS may predict slightly lower than what we see on the water.

Does the pattern of wind as measured (the next day) conform to the predicted pattern? Again, the news is good. Generally the pattern of rise and fall predicted in the NGM MOS chart is close to the way the wind behaved the next day. However, the wind pattern shown on the NGM MOS chart is a much different creature from the wind as we know it. NGM MOS smoothens out and rounds off the wind pattern . According to NGM MOS, changes in the wind are gradual, never precipitous. NGM MOS can't predict that it's going to shut down instantly, the way it sometimes does at Jordan. The actual wind often tapered off in the November afternoons much earlier and more completely than NGM MOS was able to predict. The timing may be off: the high point could come several hours later or earlier than was predicted by NGM MOS. Similarly, the duration of sailable wind can be wrong—bad wrong.

The direction of the wind as predicted may be slightly off, by 20 degrees or so. But—honesty in reporting—I didn't consistently record the actual wind direction, so this is just a bit better than a guess.

On the whole, however, the NGM MOS seems able to predict whether there will be some wind with reliability. There was never a day that they got it completely wrong. I conclude that if NGM MOS says there will be some wind, it's a pretty safe bet there will be some wind.

--John Rutledge

Welcome to new TBC members: Glen Nowachek, Michael S. Matson, Cristina Ruden, Robert Ash.