MindJibe is the newsletter of the Triangle Boardsailing Club. It publishes five or six issues a year. EDITOR-IN-CHIEF: John Rutledge SENIOR CONSULTING EDITOR: Mark Kernodle CONTRIBUTORS: Matthew Prior, Michal Prussak, Sara Thalheimer, John Rutledge, Mark Kernodle PHOTOGRAPHERS: Matthew Prior, Adlai Niggebrugge, Ernie McGrew. 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**

MINDJIBE

Newsletter of the Triangle Boardsailing Club Vol. 23, no. 5 October 2005
ISSN 1540-983X

UPCOMING EVENTS

Notice of Race: 2005 Race #3 at Windmill Point

The third and final race in the 2005 TBC race series will be held at Windmill Point on Saturday Oct. 29 or Sunday Oct 30, 2005. The exact date will be decided no later than 8:00pm on Oct. 27 and published on the TBC website, www.triangleboardsailing.com. Skipper's meeting will be held at 11:00am sharp, racing to commence by noon. Windmill Point is a public windsurfing access located at milepost 16 n Hwy 158 in Nags Head. The launch site is between the Windmill and Soundside restaurants. There is plenty of parking. There are a number of modestly priced hotel/motel accommodations in the surrounding areas of Nags Head, Kill Devil Hills, and Manteo. An easy to sail across-the-wind figure eight race course will be deployed, with multiple laps for Open Men/Women and a single lap for Sport and Novice Men/Women. All racing will open class, single fleet. This will be a casual, informal race, and first time racers are welcome!

The race will be governed by the 2005-2008 Racing Rules of Sailing, Windsurfing Competition Rules, with the following local provisions:
1. Starts will be luff/drift starts, or beach starts.
2. Penalties will be taken at the time of the incident, with a single 360 degree turn after the racer has sailed clear of all other racers.
3. Protests will be adjudicated by the Chairman of the Race Committee (Charles Livaudais) and/or the Race Director (Mark Kernodle).
4. Scoring will be low point, normalized by division.

For more information contact Mark Kernodle, markwk@deltaforce.net, (919) 384-9909.

Wily Skipper's Corner. The spouse of a windsurfer I know says she reads *MindJibe* from cover to cover to better understand her husband's addiction. She says it really ought to be called "The Secret Life of Men." I have assured her that we make lots of effort to be diverse and inclusive. But I find her dedication touching. [][][] How could I resist a bottle of New Zealand wine called "Jibe"—even at $14.95 per bottle (about $7 more than I like to pay)? My instincts were right though. Despite the aluring name, it wasn't worth what I had to pay for it. [][][] All the participant sports are suffering from lack of participation and growth—even golf! The tennis club near my house now offers pilates and yoga in addition to tennis.

Summer Party Held August 13
The Summer Party was a raging success. The Live Oaks clubhouse is a great place for a party. Thanks again to Fred Maurer for getting permission for us to use it.

After the election of Club officers, we moved on to the First (Annual?) Auction. The clubhouse has a great room that was also great for the auction. Boards and other items were placed on a dais in the front of the room. Bob Elmore and Fred Maurer quickly warmed to the task of auctioning off a lot of interesting gear.

Thanks to the following Club members who donated items to the auction: Randy Dunn, Liz Workman, Debbie Hage, Erik Staub.

Two of the three boards sold at the auction had been discussed on the chatboard previously and there was a lot of interest in them. The Club's 1987 Equipe went to Bob Elmore. Liz Workman acquired the F2 WC Sputnik 84 liter shortboard for those wild days at the coast. –John R.

The Keeper of the Windtalker writes: " If there is anybody out there who keeps getting the nagging feeling that they really ought to do a little something to help support the local sailing community, here's your chance.

From time to time following a thunderstorm, the Windtalker out at Lake Jordan will have a glitch and require rebooting (i.e., just turning the power off and then back on again right away). The club's designated Windtalker-meister (John Flavin) does this when he's in town, but for those times when he's not, an assistant or two is needed. The job requires no technical ability whatsoever. The entire process involves only calling the park office to have the Ebeneezer Point shelter door unlocked, unlocking the cabinet, and cycling the power.

If you'd be willing to help, contact John at 919 523-7630.

Formula Windsurfing
by Michal Prussak

Formula windsurfing is a fairly new racing class that has quickly become the most popular racing format in windsurfing. The class is designed for planing races with very low wind minimum on a course that is composed of upwind and downwind legs. In order to limit equipment arms races, the class limits competitors to one board and three sails, and so the class is sometimes called Formula 3.1. Unfortunately, that does not mean that racing in this class can be affordable. Even though you need only one board for sailing, the rigs are large – up to 12.5 – and the focus is on lightweight construction, utilizing 100% carbon masts and booms, which makes the rigs quite expensive. The equipment for formula windsurfing is limited to 12.5 sq m sails, 100cm wide boards and 70 cm fins. The boards are not allowed to have centerboards.

The rapid growth in popularity of this class can be explained by the low wind minimum. Races can take place in as little as 7 knots of wind, with the top sailors able to plane in as little as 6 knots. This allows more practice and racing venues, as well a much lower likelihood of a cancelled race or getting skunked. In fact, I have seen slalom races held on formula equipment in light wind conditions! Not

that we have to look far – formula sailors have been very competitive in TBC races on lighter wind days.

The long fins and wide boards allow sailors to plane in light winds and go at very steep angles both up and down wind. The width of the board is particularly important for downwind planing ability, as the length of the fin is for upwind angle ability. Formula sailors all use adjustable outhaul on their rigs to tune the sails on the fly in response to wind and course changes. When going upwind the apparent wind on the sail increases, and the sailors apply additional outhaul. On downwind legs the apparent wind decreases and the outhauls are let completely loose to create the deepest possible profile of the sail for maximum power. That is, unless the race happens on a high wind day, then the sailors keep the sails flat on the downwind leg as well, gritting their teeth while trying to hold down the sails without getting launched. With the three-sail restriction, the smallest formula sails are typically 9.0-10.0 meters!

The race courses contain upwind and downwind legs, either in a straight upwind/downwind layout, or on a trapezoidal course, where the initial upwind leg is the long arm of the trapezoid, with a second leg on a parallel short arm of the trapezoid. The races are designed to last around 20 minutes, controlled by the number of upwind/downwind loops the sailors sail. So the races test not only the sailing skills in the ability of upwind and downwind sailing, but also the tactics of races, not to mention who has the best equipment – lightest boards, most efficient sails, fins, etc. Unfortunately, this makes the races a lot less spectacular for spectators, as the races courses typically put the races rather far away from the shore, and the rounding of the marks in nowhere near as spectacular as in slalom racing.

So, is formula windsurfing for you? If you enjoy racing, or you crave more sailing time and lack of wind is the only thing holding you back, then you should check out formula gear. It can double or triple your sailable days (depending on where you live). In fact, I got into formula windsurfing in San Diego, which has a regular sea breeze around 8-12 mph, and very rare days above 15 mph. Formula gear can be sailed in San Diego almost every day, while any other gear only a handful of times a year (especially if you are limited to weekends).

The situation in the Triangle area is quite different. The coast is close by, and it's rather unsuitable for formula windsurfing, due to shallow water in the sounds, and for sailing in the ocean you have to brave the shore break with very fragile gear. Besides, the winds are often enough strong enough for smaller gear. Lake sailing, on the other hand, can be great on a formula board. With no weeds, deep water, and light and/or gusty winds, formula boards are great for the conditions. The large race sails can get you planing in light winds and plane through lulls, while in the gusts you can hold them down, especially if you head upwind. I've had a number of great sessions while everyone else was complaining about getting skunked.

But how much fun can it be sailing on a board the size and shape of an aircraft carrier, while holding a sail that's double your favorite sail size? It sure is quite different and appears intimidating at first. For sure you can't jump or do duck jibes on formula gear (well, some do, but you wouldn't *want* to). But it planes just like any other board and jibes almost like any other board. I see windsurfing as an activity where you continually try to get better and overcome new challenges, and formula gear sailing is no different. How high upwind can you sail? How deep downwind can you plane? How well can you hold the board planing when sailing through a lull. Can you exit a jibe planing? How fast can you go? A little known secret in formula sailing is how hard it is to sail downwind effectively. In light

wind it's about figuring out the deepest angle at which you can plane – that gives you much better VMG than slogging straight downwind. In high wind it's about not getting blown off the board, since you can't sheet out that big sail, and the nose is close to get buried each time you overtake a swell.

The large sails take a little getting used to, but soon handling them becomes second nature. After a while of sailing on a 10.9 sail, I find my 9.5 sail to be light and nimble. Imagine how I feel when I get down to a 5.0 – it feels like a toy! For most sailors who have sailed an 8 m^2 sail, sailing a 9-10 m sail would be a very easy transition and would give the most benefit in terms of extending sailing days. The sails in 11-12 m range get harder to handle, and offer comparatively little additional planing power except on downwind courses. For recreational sailing a formula board would work well with a sail around 10 m.

So if your time on water suffers due to lack of wind, you can fix it by getting formula gear. We currently have five formula sailors in TBC, and we are gearing up for some local formula races!

Board Orientation for Optimal Fuel Efficiency with Roof Rack Transport

by Mark Kernodle

Given the recent unpleasantness with regards to rising fuel costs, the financial impact of your basic trip to the lake or coast may become an important line item in your annual windsurfing expentitures budget.

Way back in the late 80's I recall an article in Windsurfing magazine in which the author researched the optimal configuration for loading boards on top of a roof rack. As the venerable roof rack is my primary modus operandi, this article made a lasting impression on me and I've been following the recommended orientation ever since.

There are four possible configurations for a board on top of a roof rack:

1. Nose forward, fin down: NFFD
2. Nose forward, fin up: NFFU
3. Tail forward, fin down: TFFD
4. Tail forward, fin up: TFFU

The author's testing methodology was to carry a single long board around on top of his sedan in a given orientation for an entire tank of gas, and record the miles per gallon at the next refueling. For aerodynamic efficiency, NFFD is intuitively the least efficient orientation, and the author's testing results bore that out. The author's conclusion was that the most efficient orientation was TFFD, followed by NFFU, then TFFU.

Being a fuel efficiency geek, and having a new Subaru wagon with a highly accurate fuel computer, I became interested in revisiting these conclusions. So as to not waste fuel, I decided to measure the fuel economy of the only two pratical orientations for my vehicle, TFFD and NFFU. The trip length of my not-so-scientific study was the distance from my house to the Rollingview launch on Falls Lake. Since we live at 525 feet above sea level, and the launch is at or about 350 feet above sea level, the start and end point of my measurements were from

the nearby bridge over the Eno River at Cole Mill Road, which is very close to 350 feet above sea level, thus ameliorating the uphill/downhill issue. The distance measured was almost exactly 16 miles. My average speed was 41 mph, maximum speed was 60 mph. While driving I made an effort to maximize fuel economy.

The wind conditions were good on Sept. 10, so I loaded only a single board on the roof rack. The boards dimensions were 275cm x 67cm, 130 liters of volume, contained within a snug-fitting custom board bag. The fin was not installed. No other items were carried on the roof rack. The orientation was TFFD on the way to the launch, and NFFU on the way home. My results were 32.1 mpg for TFFD, and 30.9 mpg for NFFU.

As good wind conditions persisted on Sept. 11, I repeated the experiment. This time the orientation was NFFU on the way to the launch, and TFFD on the way home. My results were nearly identical, 31 mpg for NFFU and 32.2 mpg for TFFD. Thus I conclude that for my vehicle and board combination, TFFD is around 3.5% more fuel efficient than NFFU.

Many of us carry two or more boards and/or other items on our roof racks, and sometimes there are practical considerations which override efficiency. For example, when placing boards on top of a roof top cargo carrier, the geometry of the carrier usually dictates that NFFU is the only possible configuration. If you leave the fin installed during transport, TFFD may result in a fin that abrades against the windshield. In my experience, it is always best to remove the fin when carry the boards on a roof rack.

Another caveat to consider is the anecdotal evidence that with epoxy sandwich board construction, the deck of the board is stronger than the hull. I've personally witnessed a board with crushed rails from overtightening the retaining straps. The board was an F2 Xantos 295 II, transported in the NFFU configuration.

Evaluation of TFFU is left as an exercise to the reader. Your mileage may vary.

Confessions of a First-Time Windsurfer
by Sara Thalheimer

Windsurfer Sonja Thalheimer

Believe it or not, it's rather difficult for a 5'2" 14-year-old girl to pull up a 4.3 sail, no matter how pretty it may be. While windsurfing on Saginaw Bay with my family, we only had two sails to choose from: the little (1.5m2) Mickey one or the (in my humble opinion) HUGE 4.3 m2 rainbow colored one. Because I actually wanted to go somewhere, I chose the bigger sail. The problem was I spent about half the time trying to pull the sail out of the water, instead of actually sailing. Once the sail was (finally) out of the water and I was hobbling around on the board trying to hold it up, I was ready to go. I'd sail for a few seconds and then the wind would catch in the sail and … oomph! So much for being dry... It got better, though. A little while later I was actually able to hold the sail up without too much grunting and groaning and go forward. Another day, when we tried windsurfing again, I was able to gybe and tack, purposefully run into my cousin and a buoy, and even carry that HUGE sail up the beach (well, with some help…). Even though I didn't spend a ton of time actually windsurfing and going somewhere, it was fun and certainly an experience I'd love to repeat.

The Windsurfing Guru

STUDENT: Guru, I don't think I've ever read how to get off one of these windsurfing boards.
GURU: Simple. You just stop and gravity takes care of the rest.
STUDENT: No, I mean get off as if you knew what you were doing.
GURU: Meditate on this: What is the opposite of a beachstart?
STUDENT: The "beachstop"?
GURU: Excellent! I wish I'd thought of that. You can learn a controlled dismount in less than a gear-year.
STUDENT: Gear-year? What's that?
GURU: That's the time it takes the industry to revamp their merchandise, natch. Roughly equivalent to two New York minutes. But I digress. Back to the dismount. Clearly you don't want to fall off the board close to the shore and look like an utter klutz. And, ideally, you might even like to kick up a little spray as you come to a stop, just to make a macho display. Also, you don't want to run aground and wear down that fin you bought for $150.

So, here's the controlled dismount:
1. as you approach land, estimate how soon you'll need to stop the board;
2. control your approach speed with the sail, pushing out on the boom as a brake;
3. once you have slowed down significantly, put your front foot in the water as you slow down and feel for the bottom;
4. lower the sail, controling with the front hand and keep it low.
5. once you plant your front foot, you are committed to the beachstop, so quickly put the other foot on the ground while maintaining control of the sail.
6. Smile, because you just demonstrated that you are in control.

With a little practice you can make your dismount as suave as that beachstart you've been working on.

Volunteers are needed to help judge starts and finishes for the **2006 race series**. If you can help, please contact Mark Kernodle, markwk@deltaforce.net, (919) 384-9909.

Club Trip Fall 2005: Reef Run by *John Rutledge*

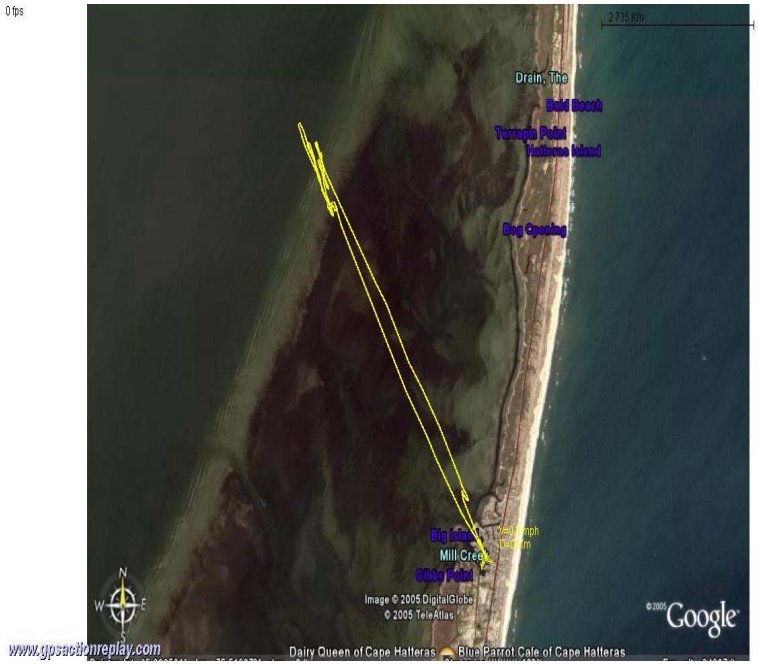
The stars aligned very quickly for a reef run on Wednesday afternoon: suddenly, after much pining, yearning, planning and talking about a trip to The Reef, we realized that the conditions were nearly perfect and it was now or never or forever hold your peace. For four days The Reef, visible with binoculars from the house, had tantalized us. So, taking only a few elementary precautions such as extra line and a whistle, we headed out on a broad reach in SW 13 to 20 mph., not knowing how long it would take us to reach our goal nor what exactly we would find there. Fleetingly I wondered when was the last time that I had checked the screws in my footstraps.

I tried to memorize the sail color of all the others. For all of us, staying together was important—not that any one of us would have been much help in an emergency. Ernie was on the smallest sail, a 5.7, so it was not as easy for him to head upwind as it was for the rest of us. (To Ernie's credit, he had already made a solo run out to The Reef earlier that day!) Consequently, he arrived at a different part of The Reef and later caught up with us. I felt like Columbus sailing to the New World, not knowing what he would find. Anxieties increase significantly as one approaches The Reef and the size of the swells and breakers become more ominous. Actually, The Reef begins gradually: you sail over regularly forming washboard swells that become larger as you get closer to The Reef. Breaking a fin when you are miles from shore would not be fun, so closer to the reef, Adlai (6.5) and I (6.0) sailed at a crawl about six feet apart just in case the water became really shallow. The noise of the churning water was so great that we could not hear each other even close up. Just at the edge of The Reef the water was only waist deep, so we halted to gather our courage before launching into the surf.

It was now or never, so we each faced our doom—I, tossing a prayer to Saint Brendan the Navigator—and headed into the turmoil of swells and waves. We seemed to sail The Reef in a different direction than we had approached it, almost at a 90 degree angle to the angle of approach. This is indeed a very different kind of sailing. It's three dimensional sailing, plowing over aqueous hills and vales larger than anything one encounters in the part of the sound where most of us sail. It was very easy to launch off the swells. Out here one can truly jump and not just chop-hop. It's hard to avoid jumping sometimes.

My great fear was falling and not being able to waterstart and having waves crash over me. But falling was inevitable. When I finally did fall, it wasn't as bad as I had expected. I was able to waterstart with no problem. An uphaul would have been impossible for me, given the more agitated nature of the water surface out there. Adlai already knew how to use a swell to help propel the board through the jibe and I will work on that next time. Jibing and waterstarting would have been easier had there been just a little more wind. Not once did I think of the bull sharks that are said to populate The Reef. Adlai encountered a jellyfish and Clive ran over a fishing line.

Although we stayed only about fifteen minutes total, I did sail back to the calmer edge of the reef once just to catch my breath and renew my courage before trying it again. It is easy to reach the shallow water at the edge of the reef. Soon Adlai and Clive were signaling to head back to shore. I matched their signal to let them know I had understood, and we waited in chest-deep water for Ernie to return from a longer run down The Reef.



We blasted back fully powered, crossing a wonderful spot where the water was glassy smooth and we could really make time. All four of us were buoyed up by a sense of accomplishment and success.

The Reef is really the edge of a channel, probably part of the intra-coastal waterway. It is pretty wide and deep compared to the sound and runs roughly parallel to shore about 3-4 miles out, at least from Avon. Later we calculated that it had taken us only 9 minutes to sail out to The Reef and that we were 3.6 miles from shore. Nine minutes is not a long ride, but all of us felt a bit of muscle burn from staying in one position for so long. Our average speed was 25 mph. Not bad, not bad.

Picture above: Google Earth photograph of Avon and The Reef with an overlay of our path based on Adlai's GPS sailing log. Note how it is a direct shot from Avon on a southwest. The squiggle in the top line (out) shows Adlai stopping to see if Clive is going with us.

Banana River Windsurfing Resort

by Matthew Prior

In early September Sheila and I went to Banana River Windsurfing resort for a week of honeymooning. Banana River Windsurfing resort is located on Florida's east coast about 10 miles south of Cape Canaveral, near Cocoa Beach, and is continental America's only windsurfing resort. The resort itself is on the sound side (well, river side really, but the banana river is 3 miles wide at that point and briny) but you have access to the ocean side via the owner's home, which is directly across the street from the resort. The owners are Beth and Greg Winkler, both of whom are very active in the Olympic windsurfing scene, racing and training. The accommodations range from single rooms with a shared kitchen and bathroom, to a large apartment with four beds, a private kitchen, and a private bathroom.

When Sheila and I arrived after the 45 minute drive from Orlando airport, we were made to feel very welcome and told we were being given the large upstairs apartment instead of the single room we reserved, and we found a large bottle of champagne waiting for us in the refrigerator. Not a bad

start to the honeymoon! The launch at Banana River consists of a carpeted wooden platform floating above the sandy bottom of the river, which, under normal circumstances, is knee deep. They have a large shed filled with sails of all sizes rigged on 100% carbon masts. All the sails Sheila and I used were in excellent condition and from SailWorks or Hot Sails. The beginner boards we used were the Starboard Start and Go, the Mistral Prodigy and an older HiFly Maxx. For higher wind conditions they had a collection of lower volume boards with the emphasis being placed on the Real Winds boards. There are also a few kayaks on the sound side and a few surf boards on the oceans side free for guests to use.

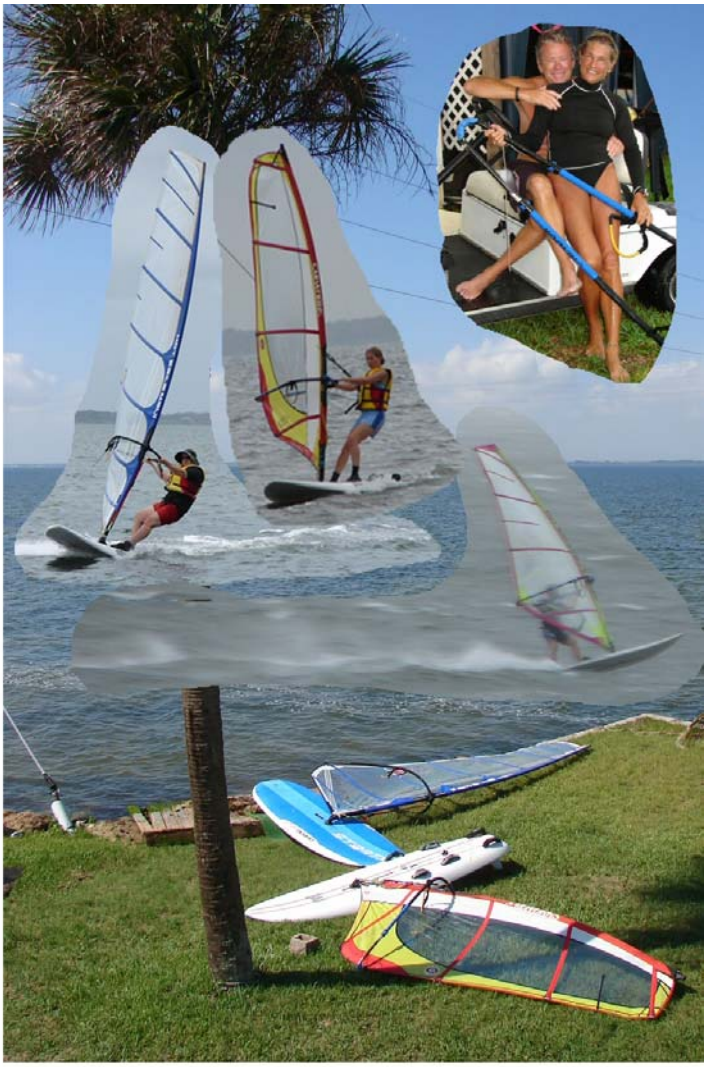
On the morning after our arrival, I headed out on a Prodigy while Sheila got some beach starting lessons one-on-one with Beth. With some helpful tips from Beth I was soon ITFS and powered up in the Prodigy, and Sheila was nailing some beach starts. I found the Prodigy to be an excellent learning platform, far better than the Start, which is a little too much like a raft for my taste. Of course, any board whose mast track separates ¼ mile out could use some improvement.

Yes, that's right, on the second day, I was tearing along, nicely hooked in, and the next moment I was falling off the back of the board, still hooked in. I swam after the board for about a minute until I realized it was getting further away from me despite my frantic swimming. So I decided to go back to the sail and keep that afloat until rescue came, which it did in the form of a very apologetic Beth and Greg in a power boat in a few minutes. I don't think this is a reflection of the quality of the equipment at Banana River, but more an indication the quality of Prodigy mast tracks.

It was about this time I switched to the Go. It was also about that time Hurricane Ophelia (then a class 1 hurricane) decided to sit off the coast of Florida for 3 days about 60 miles from us. This lead to no end of wind but a bit much chop, which was not great for the Go. Our nice knee-deep launch became waist deep due to the storm surge, so we spent a lot of time practicing our deep- water beach starts.

On this vacation, we spent all our days windsurfing and all our nights eating great food. The town of Cocoa Beach has some of the most wonderful restaurants I've been to. We ate Thai, Cuban, German and went out to a good Chinese restaurant with Beth, Greg and their neighbors.
On the day that Ophelia was at her strongest, Sheila and I left the surfing to the pros. At one point, the wind was over 40 mph, and only the resort's other resident, Rob, went out, but only if I promised to take lots of pictures he could send to his friends.

On our last day, we got that final element of all complete windsurfing vacations: we got skunked. Still, I took the Start out for a bit of a float because it's so easy when the sails are already rigged up. We had a truly wonderful time in Banana River. Beth and Greg made us feel very welcome, the town of Cocoa beach is a great place to while-away a few days, and we learned a lot about windsurfing. We can't recommend it highly enough!



The launch at Banana River with inserts clockwise from the top right: Beth and Greg Winkler, Rob out blasting in Ophelia's worst winds, Matthew and Sheila out on the Mistral Prodigies.

TBC Logo competition

The TBC board discussed the idea of a new logo for the Club. To that end we will be accepting designs for a new logo until the 15th of December. We will then place all the logos online, including the current logo, and people can vote on their favourite. The winner will be announced at the winter party. To submit a logo, email your design to Matthew Prior at mwjcp1"at"gmail.com. If you want to submit a design on paper mail it to Matthew Prior, 4320 Eno Cemetery Rd, Cedar Grove, NC and he will scan it in. See the TBC chat board for the start of voting mid-December.

Triangle Boardsailing Club Membership Form

please print clearly!

New Member: ___ Renewal: ___

Name: _____

Street Address: _____

City/State/Zip: _____

Phone Day: _(___)_____ Eve: _(___)_____

Email (optional): _____

Make Check Payable to:
Triangle Boardsailing Club

Mail to:
Triangle Boardsailing Club
P. O. Box 662
Cary, NC 27513

Dues: Single: $15 Family: $20

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.

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

stamp

Triangle Boardsailing Club
P. O. Box 662
Cary
NC 27513

mailing label