

MindJibe

Newsletter of the Triangle Boardsailing Club

March, 2002

TBC Scheduled Events

Windsurfing Video Night

Where: Mark & Cathy Kernodle's **When:** Fri. March 22, starting at 7:00.

(For a **map** to the Kernodle's house, see the TBC web page.) **BRING YOUR VIDEOS!!**

Directions from South and East of RDU: Take I-40 West, then exit onto NC 147 North (Durham Freeway). Proceed for 10 miles on NC 147; get off at exit 16 A (to I-85 North, to 15-501 North). Follow the exit around to the right, it turns into exit 108 D, Hillsborough Road; turn left onto Hillsborough Road, a.k.a. Hwy 70 West. At the second stoplight, turn right onto Cole Mill Road. Go to # below.

Directions from North and East of RDU: Take Hwy 70 West to Durham and merge onto I-85 South. Take the Cole Mill Road exit, and turn right onto Cole Mill Road. Go to # below.

Directions from South of Durham (e.g. Chapel Hill): Take 15-501 North to exit 108 D (Hillsborough Road). Turn left onto Hillsborough Road, a.k.a Hwy 70 West. At the second stoplight, turn right onto Cole Mill Road. Go to # below.

= details: Proceed for three miles. After crossing the Eno River, take the next left onto Old Cole Mill Road.

You will see the Eno River State Park sign immediately before the left turn. Take the first right onto Eno Woods Trail. Take the second right onto Laurel Creek Way. We are the last house on the left, 3605 Laurel Creek Way. If you get lost, call 384-9909. Directions are also posted on the TBC web page.

Workday: The TBC Board is considering a Jordan Lake workday. This could be in June, possibly followed by a club cookout and sail day.

Swap Meet: Dave Marshall's house is the suggested location, with Jonathan Phillips' as a backup site. Looking towards April 6 or 7 as the date for the event.

Spring Race: The TBC race committee is considering a race in April. The Presbyterian campground has been suggested for a race site if it's available. If not, then Fort Fisher The Basin is a possibility.

Start Board: Our request to the USWA for a grant to purchase a Start was not approved. We're now looking at alternate funding possibilities.

vTBC Spring Trip May 11 through 18

As this issue goes to press, the house is full. If you are interested in helping to form a second house, contact Randy Dunn at 467-9876. Dates will be the same as the first house.

We'll be staying in Top Wind in Mirlo Beach, Rodanthe. This is a splended soundfront house that we have stayed in before. Dates: May 11th to May 18th, Saturday to Saturday. To see a picture of the house, go to <http://www.outerbeaches.com/book/house.html?Num=136>

The cost per person will be \$128.44 for the WEEK. If you want to participate, FIRST, please call me (919-489-7863) to make sure rooms/beds are available. (They will go quickly.) Number of participants is set at 10. Next, send a check to the TBC address:

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

You may write one check to cover trip costs and membership renewal, if necessary. (You must be a dues-paid member to participate in the Club Trip.) A berth on the trip is reserved when a check for the full amount is received by the treasurer, first come first served. Once your check is received, you are committed to going—or selling your space(s) to someone else. The trip coordinator will try to put you in the kind of room/bed you would prefer, but we are limited by the configuration of the individual cottages. The TBC Trip Policy is posted on the TBC web page.

In the event that a second house is needed, the TC will work with whoever volunteers to be the TC for the second house.

It's going to be a great week!

John Rutledge, Trip Coordinator

KEENIMPROVERAWARDS, 2001

At the annual Winter Party the TBC Board announced the winners of the Keen Improver Award. The award went jointly to **Carolyn Buckner** and **David Green**. Carolyn made great strides during the last Club trip and David Green has thrown himself wholeheartedly into the sport. The winners received a windsurfing video and a windsurfing calendar respectively.

Phat Boards – What Are They Good For?

Charles Livaudais

The past several years have seen a trend toward increased width in windsurfing boards. In the mid '90s most boards were between 55 to 60cm (22-24 inches) at their widest point; today the tails of many boards are much wider than that. Three years ago a 70cm (28 inch) board was at the radical fringe, whereas boards today routinely exceed 100cm – that's 40 inches wide! But why? What are these boards good for, and do they have any drawbacks? Shoot, I don't really know - I'm just a weekend sailor. But I have sailed more than a few of these wide bodies, and I've owned a 28" wide Seatrend Allstar 70 (the Allstar 70 and 80 are the unofficial "club" boards, since we have a fleet of at least 5 of them) for the past year and a half. And, as an acknowledged gear freak, I've studied this topic extensively. Here's the theory, together with my admittedly biased viewpoint.

The Theory in a Nutshell. Virtually all windsurfers built today are intended to plane. What is planing? It is the sensation of

flying across the water's surface that is achieved when the board rises over and lifts free from its bow wave. The board then skims over the water along a flat area of its bottom surface – we'll call this area the planing surface of the board. The intention of the board's designer is that only the planing surface will be in contact with the water once a board is planing.

The planing surface of a traditional windsurfer is a relatively long and narrow rectangle whose long sides run parallel with the movement of the water. Such a design seems slippery and efficient; after all, aren't most fish long and narrow? But windsurfers don't slip through the water, at least not once they're planing. They glide on top of the water, and gliding requires lift. By shortening and widening the tail area of a windsurfer, we have effectively turned the planing surface 90 degrees. The total contact area may be the same as that of an older board, but the lift-to-drag ratio is considerably improved. Picture an airplane wing

and you'll get the idea: the long, lift-generating portion of the wing is perpendicular to the travel medium while the shorter, drag-inducing portion runs parallel with the medium. (Sorry, but for a more detailed explanation you'll need to catch up with Stergios at Jordan Lake).

Baby Got Back! As the prescient Sir Mix-A-Lot foretold, a wide tail is not necessarily a bad thing. Width increases lift and stability, so you plane earlier and fall less. So far so good! It also allows one to put his/her weight farther away from the center of the board and thereby generate greater leverage against the fin. This greater leverage allows one to use a longer fin, which in turn improves one's ability to plane, glide through lulls, and sail upwind/downwind.

But Won't All This Width Add Drag? Sure it would, if the designer didn't also increase the rocker. (Note: rocker is the curvature of the bottom of the board when viewed from the side.) Increased rocker means less of the length of the board is in contact with the water once you're planing. The surface area is the same (or less) than a conventional board; the area has just been turned sideways, so to speak. More efficient, ya know.

OK, But Surely These Big Fins Add Drag...Don't They? Well, yes and no. If one is sailing so that only the leading edge of the fin cuts through the water, then yes, obviously the longer fin will generate more drag (all else being equal). But guess what, Mr. Speedy - you don't sail that way. You push against the fin, and to some extent you push it and your board sideways. A fin traveling sideways through the water creates a heck of a lot of drag – just try pushing your hand through the water palm first and you'll see what I mean. Heavier sailors, or anyone sailing upwind, downwind and/or underpowered, will push harder and exacerbate the sideways motion of the fin. A bigger fin provides greater lateral resistance against the water, so the sideways motion of both fin and board is greatly reduced. This is less important when screaming along on a reach (speed alone provides sufficient lateral resistance on that point of sail) but is quite important in almost every other instance. A longer fin thus becomes more efficient – yes, even faster – than a shorter one.

So If Wide Boards Are So Fast, How Come I Can Go Just As Fast On My 1988 Bicstral Sputnik? Because you fail to grasp the

complete meaning of fast, Grasshopper. Get over the concept that fast only means top speed on a well-powered reach – that went out with leg warmers. Try keeping up with a wide style upwind, downwind, through lulls, in 10mph of wind...and good luck! Overall speed is the key here, and the efficiency offered by a wide style maximizes overall speed. (A disclaimer here: a better sailor will probably still whup you no matter what (s)he sails.)

Do Wider Boards have Any Drawbacks? Yes. Wide styles are primarily a light-to-medium wind tool. If all you sail is high wind, you don't need the extra lift of a wide board. Wide boards aren't exactly nimble, so they don't much help the wave and bump-and-jump crowds. Similarly, if you haven't expanded your sailing repertoire beyond reaching back and forth, the efficiency of a wide style will do you little good... but you might want to try and break out of that same path across the Lake every now and again.

Wide boards generally don't jibe as well – consider that when jibing, we really are trying to knife through the water. It's simply easier to carve with a narrower board. A lot goes into jibing, so I'm obviously simplifying here – but all else being equal, wide styles take more effort to plane through jibes. Paradoxically, their greater stability makes it easier to learn to jibe without falling, and their planing ability allows one to practice in winds that would leave you slogging on a narrower board.

Speaking of knives, watch those long fins (or use a big weed fin) in shallow water. Sailing at the Basin, Emerald Isle, or Pamlico Sound requires some preliminary scouting at low tide. Beach starting a 50+cm fin likewise requires a bit of finesse for those (like me) who are vertically challenged, although it is easy after a bit of practice.

Increased rocker means that the wide styles are shaped more like a banana, less like a 2x4. Bananas are slower to slog through the water when not planing. The rocker on some of the wide boards (not all) may take a bit of a push to get "over the hump" and planing, unlike the smooth transition to planing that a straighter rocker can provide. (Another disclaimer: certain wide boards, like the Starboard Go, have a bit less rocker and are the easiest, most early-planing boards imaginable.)

Finally, wide boards require bigger fins, sails, masts, booms, roof racks, and wallets! But if time on the water is key – and if you

live in the Triangle, it should be the key – a wide style is where it’s at.

So, How Has This Whole Wide Board Thing Worked For You?

Pretty darned well. I miss jibing my older board, and the 70 really isn’t any faster on those drag-race reaches across the Lake (not any slower, either). But I can go far upwind! I can go far downwind! I plane earlier and longer! In short, I am going faster, more often, in a greater variety of conditions and on a greater variety of courses. That’s way cool. Everything’s a tradeoff, of course, but this has been a good one for me. And the Seatrend 70 is now a 4.5-year-old design – ancient by windsurfing standards. I can only imagine what the newer designs must be like.

But Those Wide Boards Just Don’t Look Like Fun! Guess how many boards the House sold in 1983? Over 100,000. How many did they sell last year? 3,000. That’s right: the House sold more than 30 times as many boards back in the “bad old days” of equipment. We’ve planed ourselves into a high wind corner with all this gear that requires 12 mph or more of wind. The situation would be absurd if it didn’t paint so bleak a future for our sport. I suspect beginners will love the new wider equipment; it’s just going to be us old-timers who resist the change. My advice is to sail one for yourself. Sail it upwind, sail it downwind, sail on a reach, sail in light wind; really push the board to do what it is designed to do. Then jump on your old board and see if you can duplicate the same sort of overall performance. You may find a new definition of fun.

THE WINDSURFING GURU: The Guru Talks to Himself

INNER VOICE: Aren’t you sometimes sorry you gave up your job? Don’t you miss being employed and being a truly productive member of society? Don’t you really wish you were doing something that would help people?

GURU: I guess some of the stuff I used to do for pay was useful. At least it didn’t harm anyone. No one that I know of at least. Hey, is it picking up out there?!

INNER VOICE: Admit it, you get tired of windsurfing every day, day in day out, don’t you?

GURU: I breath every day and I don’t get tired of that. I eat every day, don’t I? I wouldn’t get tired of.... Nope, better keep this a G-rated interior monologue.

INNER VOICE: You know you have too many boards. Your love of boards is excessive and wasteful.

GURU: Don’t be ridiculous. The philosophers are all in agreement on this: Having too many boards is not even theoretically possible. Maybe what I need is a **new** board.

GURU: This old 6.5 sail is beginning to feel kinda heavy.

INNER VOICE: My, my! Haven’t we gotten picky.

GURU: Of course. How could it be otherwise? If you can sail every day, you get picky. It’s only human. It’s part of our adaptability.

INNER VOICE: You certainly have a lot of chutzpah, setting yourself up as a “guru” of windsurfing when you really don’t know squat. If you were honest, you’d admit that you’re a fraud on the public!

GURU: Hey, I passed the USBA guru test. I’m board certified **and** accredited. Now get off my case!

FLARES AND JIBES: There’s a website for **windsurfing women** at www.windgirls.com. The page includes a magazine with lots of articles and photo galleries. ~~←~~The Atlanta Boardsailing Club has **suspended publication** of its newsletter. ~~←~~The Jordan Lake rangers have

started enforcing the **no-kiteboarding regulations**. Kiting is permissible in unimproved launch areas such as Farrington Point, but not in improved park areas such as Jordan and Seaforth. ⇔Nothing new in windsurfing equipment? Check out the new booms from The Gun Sails. They have built-in soft cubes in the head piece that serve as bumpers and are supposed to keep the boom from damaging your board.

SCOUTING OUT NEW LAUNCH SITES: Scoping out Florida

by Mark Kernodle

With the reincarnation of Midway Airlines we took advantage of the \$98 round trip fares to Tampa to go and visit emeritus TBC members Bob and Leanne Bargamin at their new home of St. Petersburg, Florida. Bob had been regaling me with tales of tropical sailing sites and cheap rentals. While the wind never materialized, we had a good time cruising around Tampa Bay on their 50' power yacht, the *Gizmo*. The waters were a chilly 68 F, but the 78 F air temps made swimming in the Gulf bearable. Bob sent this photo of a place he discovered, he claims it's the best kept secret launch location in Florida: Fred Howard Park in Tarpon Springs. Last week Bob took the plunge and acquired a 2002 Mistral Prodigy with a 9.0 NP V8, so he can now sail right out his back door as he and Leanne live 20 feet from Tampa Bay on Coquina Key. Am looking forward to another trip down to Florida later this spring when the water temps hit 80F in April. If anyone is interested in caravanning down there together give me a call.

Jonathan Phillips puts a new twist on year-round windsurfing in the Triangle!

(photographs by Jenni Phillips)