



www.windsurfbaba.org

Hatteras in April

by Warren Evans

At the last minute, I decided to go on the April BABA trip. I had hoped to go someplace a little warmer over the winter but all my plans fell through. I started to get really stoked on the Wednesday before the trip when the phrase "Gale Warning might be needed for Saturday" started to show up in the NWS forecast. I stayed in Richmond Friday night so I could get to Avon early for a full day of sailing on Saturday. I just outran the rain clouds to get down to the house by 10:30am on Saturday and found **Fred Hyla** and **Steve Sabia** already rigging.

When I got out of the car, the winds felt kinda light, but Fred was rigging a 5.0. Steve said, "I don't think he'll have nearly enough." We watched as he schlogged out to the island, apparently hit the wind line and from then on look pretty well lit. So, I bagged the 6.0 and rigged my (new to me) 5.0. After one run I stopped back at the island to add some downhaul and saw others doing the same. That would be the theme of the day: a few runs and then back in to flatten the sail or actually rig down.

Fred Hylla



Joe Wingard (l) and Mark Weinman

After 30 minutes, the rains kicked in. Fortunately, there wasn't any lightning but the rain was torrential. Visibility was reduced to 20 yards or so, not that you could open your eyes while screaming along through the stinging rain. After another 45 minutes of what Fred called "one eye sailing", we all took a break to wait out the rain and grab some lunch.

Steve mentioned that it was likely that after the rains stop, either it will be a glassy pond or it'll blow 40. I certainly hoped it wouldn't get glassy. Careful what you wish for.

As the rains started to clear we went out for another session (this time with newly arrived **Mark Weinman**). On the very first run, I took a pretty good tumble. I went to gather my sail for a waterstart and noticed the entire bottom panel had been ripped out. I didn't even realize I had hit the sail. Oh well, I needed to rig down anyway and at least the repair shop is only a short walk down the street.

I rigged a 4.5 and only got two runs in before stopping to max out the downhaul. After another few runs, I came in, and noticed the rig fest in the driveway. Most were rigging something in the low 4 range. Fred went to a 4.2, and I

decided to drop to a 4.0. Once again, I got a run or two before the wind notched up again. Meanwhile, I was getting worked as I repeatedly got overpowered in the gusts. One more time, I stopped on the Island to max out the downhaul on the 4.0, but by then the board was just too big. I held on for two or three more runs and took it in.

Doug Kon and Hershey arrived around 4:00. Fortunately for us, Doug was able to quickly point out how to efficiently park our cars and trailers in order to allow

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Membership Renewal Time

Thanks to everyone who has already renewed their membership for 2005. And to those of you who forgot to mail your check - there's still time!

How do I pay? Here are the steps:

- 1) Get an envelope and place first class stamp on right hand corner
- 2) Address envelope to: Ann Jackson, 124 Bay Park Way, Severna Park, MD 21146
- 3) Get your checkbook out and write a check for \$20 made out to BABA.
- 4) Download a membership form at www.windsurfbaba.org. Click on "join"
- 5) Complete the membership form
- 6) Insert check and membership form in envelope, seal and mail.

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Ultimate Watersports / East of Maui Hifly MADD Board Giveaway

The board giveaway will be held on **August 6 at Ultimate Watersports** beach concession during **BABA's Family Fun Day**. To make this drawing as fair as possible, only one raffle ticket per family membership will be awarded for attendance at each "ticket eligible" event. This way a family of 4 will not have any more chance to win than our single members.

THE FINE PRINT - "Member in Good Standing" means that your 2005/06 dues are paid on or before the event you are attending in order to receive a raffle ticket for the board give-away. Here's an example - if you come to the BABA IV MAS Race on June 12, you must have already renewed your dues for 2005/06 or pay your renewal at the registration table in order to receive a raffle ticket. But hey, make it easy on all of the volunteers who help keep this club together and send your membership renewal to Ann Jackson today.

Here's the schedule for the remaining "ticket eligible" events:

6. BABA IV/MAS Gunpowder - June 12
7. BABA V Mayo Beach Park - June 26
8. BABA VI PIZZA PARTY - Gunpowder - July 16
9. Ultimate Watersports BABA Family Fun Day Gunpowder-August 6

Questions, comments, complaints: contact Marc Rosen,
duckbite@qis.net



BABA Mission Statement

The Baltimore Area Boardsailing Association (BABA) is a network of Northern Chesapeake Bay windsurfers. Our purpose is to promote the sport of windsurfing through seasonal racing, instructional clinics, social events and group travel to windsurfing destinations. The club is an advocate for windsurfer access to clean, safe launch sites. Our events focus on an enjoyable social experience while developing further windsurfing skills.

**For Membership information contact
Ann Jackson at (410)315-8481 or ajax.tmm@verizon.net,
or any member of the BABA Steering Committee.**

Membership and other club information is also available online at
www.windsurfbaba.org

Racing News

Mayo Wind Thursday Night Race Series

by Tom Caswell

The Thursday night race series is on. This is a friendly race series designed to get more sailors on the water and introduce non-racers to racing. Many experienced racers also use this night as a tune up to refine their racing skills.

A notice will go out on the yahoo group [more_downhaul](#) every Thursday. If weather and wind permit we will race, no wind-no race. A simple upwind/downwind course will be set using bouys or Navigational markers. We may also run a slalom course if the wind picks up over 20 knots.

The race site is Mayo Beach Park, If you are not a member of Mayo Wind Club you will have to pay a \$5 entry fee and this is the only time other than BABA races that non members can use the launch site. However you are welcome to join Mayo Wind. See the BABA website for the registration form or call the Park at 410 222 1978. All Windsurfers are welcome to join.

Mayo Permit: <http://www.windsurfbaba.org/pages/launches/mayobeachlaunch.htm>

More_Downhaul: <http://www.windsurfbaba.org/pages/talk/talk.htm>

BABA and MAS Racing

Sunday, June 12, 2005

BABA IV /MAS

Gunpowder State Park

Sunday, June 26, 2005

BABA V Race

Mayo Beach Park, Mayo, MD

Saturday, July 16, 2005

BABA VI and Pizza Party

Gunpowder State Park, Chase, MD

Saturday, September 10, 2005

Hart Miller Island Rounding*

Baltimore County Sailing Center

Rocky Point State Park, Essex, MD

Saturday and Sunday,

September 24 & 25, 2005

BABA VII & VIII / MAS

Mayo Beach Park, Mayo, MD

Sunday, October 2, 2005

BABA IX Season Finale

Gunpowder State Park, Chase, MD

October 15 - 16

Hampton Roads Sailboard Classic/MAS

Hampton, VA

** event not scored as part of BABA or MAS season*

10th Annual Gerry Brown Memorial Race Saturday, April 30 - Rocky Point State Park

by Chuck Schnee

Saturday, April 30th, dawned overcast with light rain. Not promising for BABA's first race day of the season. Eight intrepid sailors showed up for the 10th Annual Gerry Brown Memorial Race, nevertheless, at the Baltimore County Sailing Center where the rain tapered off by midmorning. **Race Director Tom Sargent** set a windward leeward course, with a short reach, in the southeasterly breeze which gradually moved south into the afternoon. Three races were completed before the 1:45 lunch break by which time the short reach had become a downwind leg.

The 10 to 15 knot winds, with their customary up and down variations, were sufficient to give the Formula folks a pretty good ride most of the time. Lunch, compliments of BABA, was delivered by the Mustang Pizza shop and quickly consumed by hungry racers who watched the wind drop off in the protected corner of Hawk Cove as it moved into the southwest.

Race Director Sargent handled committee boat functions while **Dan Van Gelder** handled the beachside duties. The consensus was "an enjoyable afternoon of racing" and a great tune up session for upcoming events. Formula sailors included **Alan Bernau, Tom Caswell, Kurt Nagai, Colin Pitts and Eric Rahnenfuerher** (from Ohio on his way to Hatteras). **Janice Emerling and Fan Pat** made up the women's class of B fleet with **John Bickford** the lone Classic Sailor. Alan, Janice, and John received NEWJ tee shirts for their first place finishes and the customary raffle had enough prizes for all.

Conclusion: Weather does not dampen the enthusiasm of BABA racers.

*Ed. Note: Thanks go to **Chuck** for piloting the bcsc r.i.b. for the race committee, to the Baltimore County Sailing Center for opening their facility and letting us use their equipment, and to the New England Windsurfing Journal for promoting the event.*



Clinic News

BABA Sponsoring Petra Kanz Clinics for 2005

by Janice Emerling,
Clinic Coordinator

Baltimore Area Boardsailing Association (BABA) is pleased to announce the schedule for Petra Kanz intermediate/advanced windsurfing clinics for 2005. This is a great chance for you to hone your windsurfing skills with a professional instructor.

Petra Kanz is a world renowned instructor and free style competitor. Her windsurfing (and life) philosophy is based on technique, focus, finesse, and the value of perseverance. I can personally testify



as to the value of her clinics. I windsurfed badly for many years- took two Petra clinics- and at the ABK clinic in Bonaire this year Andy Brandt, commenting on my sail flip and shortboard tack, said that "Petra had taught me well."

The clinics are held at the Hammerman Area of Gunpowder State Park. The clinics are two full days- Saturday and Sunday. The cost is very reasonable, \$180 for BABA members. If you are not a BABA member, you'll pay a higher fee for the clinic, \$220. All the more reason to join BABA. The only requirement is that you not be an absolute beginner.

Longboard Clinic July 9- 10

To all of our racers looking to win in 2005, and those longboarders who want to improve their skills and look totally cool on

the water, this is your big chance. Here, in the middle of your race schedule/summer sailing season, we are offering a clinic. You'll have had time to get the rust out and have the second half of the season to hone the skills you'll learn at this clinic.



Petra Kanz Windsurfing Clinics 2005 Sponsored by Hot Sails Maui

June 4 - 5

Kitesurfing - Start the Season Right
Extreme Windsurfing, NJ

June 11 - 12

Windsurfing - Start the Season Right
Extreme Windsurfing, NJ

June 18 - 19

Women's Shortboard Clinic
West Dennis Beach, MA

July 9 - 10

Longboard Clinic
Baltimore Area Boardsailing Assoc
Gunpowder, MD

July 19 - 21

Beginner/Intermediate Shortboard
Bonaire

August 13 - 14

Beginning Freestyle
Baltimore Area Boardsailing Assoc
Gunpowder, MD

September 10 - 11

AMC - all levels
Camp Fuller, RI

Freestyle Clinic August 13 - 14

This clinic will help any windsurfer comfortable with basic skills to greatly improve their board and sail handling ability. Possible skills are: clew and fin first beach and water starts and sailing, backwind sailing, helicopter tacks, body sail 360's, and light wind water starts. As Petra teaches, she demonstrates how these skills are part and parcel of everyday windsurfing maneuvers.

All clinics include review of sailing technique in a class setting, on a simulator, and on the water. Small group size ensures one-on-one attention on the simulator and on the water. Participants bring their own equipment to the clinic, which allows for advice on equipment tuning, preferences and purchases. Petra has some equipment for demos such as sails, harnesses, e-z up-hauls and other great stuff. Saturday starts with a brief session when Petra familiarizes herself with the clinic members, abilities and goals. The day alternates class, simulator work, and on the water instruction. Sunday begins with a stretching session, a quick review and then onto new skills.

THIS IS YOUR BIG BREAK!
YOUR CHANCE TO RESERVE YOUR PLACE IN SOME REALLY NEAT CLINICS. Call Janice at 410-457-4001, email me at jemerling@earthlink.net or write me at Janice Emerling, PO Box 5872, Darlington, MD 21034. Make your call now.

All staff is US Sailing and PASA certified
www.petrakanz.com

Racing News

WET Spring Regatta

by Colin Pitts and Fan Pat

The WET spring regatta has a reputation for breezy conditions. To most windsurfers a breezy day is anticipated like that cold beer that comes on a summer evening after mowing the lawn. Being a true novice to formula I was a bit nervous about the wind predictions.

Fan and I arrived Friday afternoon at the Days Inn in Willoughby. People had come from as far north as Montreal and as far south as Florida. The parking area on the bay side of the inn was full of vans, board trailers and cars packed full with windsurfing equipment. The beach was covered by more sails and boards, mostly formula. It was warm and sunny with a waning 8 to 11 knot breeze so the serious formula racers had already completed the days racing. Fan rigged her brand new 5.0 on the Superlite II and cruised off to enjoy Willoughby Bay. With some tips from **Kurt Nagai** I rigged the 11.0 on my formula board and followed her. I tried to convince **Mark Raginsky** into joining me "Hey the wind is picking up; it looks like we could plane" but he wasn't buying in to my amateur weather prediction.

Fan: The wind was light, but perfect for my 5.0 sail. I bought this sail from **Chuck Schnee** in a swap meet last year. It is now my favorite sail (thanks Chuck). After an hour of sailing back and forth parallel to the bridge, my arms were getting tired. So I tried to hook in to the harness. On my first attempt, I was able to stay hooked in without falling for about a minute. My arms felt instant relief. Now I understand what

other windsurfers have been telling me how great a harness is. Later a few more attempts on hooking onto the harness, I fell forward instantly because I forgot to lean back. Leaning back is still not an unconscious movement for me. After tasting a little bit of the sweet from the harness, my goal for this season is to be able to hook in and out as I wish.

Colin: Well, I did plane a good five percent of the time. I sure could not catch Fan, but those total 10 minutes of planing made the whole trip worthwhile. Windsurfers just aren't supposed to plane in 10 knots of wind. It feels like getting something for free, a perpetual motion machine. The wind faded to about 8 and I saw a sail with Kurt Nagai's number on it leaving the beach. As the other board schlogged closer I could clearly see the 6' 3" pilot was not Kurt. It was **Jan Wroblewski**, one of the Montreal contingent of excellent formula sailers. He pumped the sail 4 or 5 times and went skipping along on a full plane out into the middle of the river channel. Wow, these folks are really good. There is so much to learn.

The next morning we awoke to the clanging of halyards in the marina. The westerly breeze and short fetch kept the chop less than a foot, but I could see by the huge dark hands reaching out across the water from the other shore that the 11.0 would stay safe in its bag. I taped together the carcass of my old 9.0. Fan rigged her 3.3. We were both determined to hurry out



Colin Pitts

to the race course and get good seats to watch the pros.

At the start of the first race on Saturday a swarm of boards crossed at the pin end of the line when the start signal sounded. As I schlogged across the line it became clear that I could no longer start like I had on the long board. The experienced racers seemed to hang out near the boat and then reached parallel to the line at 10 seconds to the start. By the time the signal sounded they headed up onto a close reach, planed across the line and were just GONE.

By the time I was planing the front runners were half way to the windward mark. Sailing upwind the gusts were manageable and the board planed through most of the lulls. It was just getting comfortable, but the weather mark held a little surprise. As I rounded I tried to bear off and got just below a beam reach before I was out of the harness hanging on for dear life. Sliding my foot in the chicken strap allowed another 20 degrees of down wind angle. As soon as I let the sail out the slightest bit

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Fan Pat

the board headed up. It took more than twice the time to go down wind as it did upwind. I do not think I made the time limit.

Before the second race the course change flag went up and we got the B course, a twice around. The wind had strengthened significantly. I was a little closer to the rest of the fleet due to a better start but was just hanging on upwind. By the first downwind leg everyone was gone. By the second downwind leg I felt like a beginning skier who took a wrong turn on to the black diamond slope. One final gust near the finish left me trying to up-haul for what felt like 5 minutes. I struggled to get back to the beach.

Fan was still on the water. She completed two of the races in the morning and started one in the afternoon. I really admired her courage.

WET rented two rooms for the race. One was for the committee and registration while the other was for the professional massage therapist. I really thought folks were kidding about that one. The table never got cold though. By the end of the evening the masseuse's forearms must have been jelly.

In the evening a dark roll cloud crossed the river and brought a torrential downpour. This was the edge of the cold front. Fan and I rode with **Bill Andreson and Helen Van Gelder** to the traditional race dinner at the Chinese Buffet.

Sunday was as windy as Saturday, but felt 20 degrees colder. Fan and I were both beat up and tired from Saturday so we did not sail. We admired the skill and determination of those who dared. The course was huge and seemed to take up

all of Willoughby Bay. In one race the first few boards were buzzed by one of the giant Marine Corps Sea Stallion helicopters practicing landings at Sewells Point. The boards were swallowed up in the cloud of spray generated by that roaring 13,000 horsepower hurricane machine. **Alan Bernau**, somewhere in that cloud, said the rig was ripped right out of his hands. That wasn't the only hazard on the course. The leeward mark dragged its anchor and drifted close to the local fishing pier. One of the

followed by **Helen Van Gelder**. In the open class **John Contos** broke the long board out of storage to claim a win. **John Perry** sailed his long board into second place grinning the whole time.

This race was an eye opening experience. It was a great opportunity to meet the national tour sailors and get tips. Beyond that, at this level windsurfing really can be an spectator sport. The close action, frequent lead changes and potential for disaster creates a real Nascar appeal. I am



Kurt Nagai (J45) and Dave Kashy (VA9)

fishermen caught a **Dave Kashy** fish, but the fight was just too much for him. Luckily nobody got hurt. Dave even found the fisherman's rod and returned it.

In the end the Canadian sailors dominated the formula class led by Alain "Alien" Bolduc, Ron Kern and Hadrian Corning. BABA member **Kurt Nagai** got a sixth in the windy conditions just behind the amazing Dominique Vallee of Canada (*ed. note. Vallee qualified for the 2005 Olympics passing the international standards test, but she missed Canada's standards test due to a broken foot and was not allowed to compete in Athens*). **Dave Kashy** was in eighth despite the fishing expedition. **Bill Anderson** got a second sailing his long board in the sport fleet,

looking forward to returning next year and actually completing all the races.

Ed Note: Photos by Glenn Woodell of WET. There are lots more great pictures from the regatta at <http://www.windsurfbaba.org/pages/picturegalleries/index.htm>

Tom Caswell



for the proper transport and storage of gear. After getting us all sorted out and himself unpacked, he rigged a 4.1. By then Steve and Mark had had enough, saying they easily could have sailed a 3.5. Doug was under-terred, but only got out a few hundred yards before getting slammed. He tail walked all the way back in and called it quits.

Others had a much better day. I heard reports that Steve Sabia was dialed and nailing his reverse footed jibes. At least that's what I think they called them. The only kind of jibe I made that day was a wet jibe.

We had beer and pizza while the sun set and later watched the Final Four as the wind shook the house all night. Despite my rusty form on the water and the busted sail, it was a pretty good start to the week.

On Sunday morning, it was hard not to notice that the house was still shaking. A quick look outside and I was a bit surprised to see whitecaps in the driveway. The strong west winds pushed the water up far enough to cause some minor flooding. Looking around some more, we discovered **Bob Catzen's** trailer was up to its axel in water. Also, you could pretty much do a downwinder down the driveway to Wind-surfing Hatteras, but you'd find out they were closed due to high water.

Joe Wingard bravely went out to try it on his 4.0 but quickly discovered it was much stronger than that. So, he busted out his vintage gorge gear. He had a triangle shaped Dacron 3.2 (with ropes as harness lines) on a tiny pre no-nose design board. We made plenty of quips about him robbing the museum, but at least he was out

Joachim Pfeiffer



High water swallowed up Island Creek

there and having a blast. Fred and Mark got out there with 3.7's and after Joe had gotten his fill, he offered me his kit. The older design took a lot of getting used to, but I eventually made it back and forth for a few runs and now I can say I've been out and planing on a 3.2! Eventually, the wind backed off from a solid 35 to a more reasonable 30, which meant it was time to move ahead 15 years in equipment terms to my 4.0. However, I was still thinking I needed a smaller board so I rented a 75L Fanatic Goya from WH when they finally opened at 1:00. Wow, what a difference. Until then, I'm not sure I truly grasped the need for smaller boards as the conditions ramp up. By 3:00, I had to rig up to a 4.5 and by 4:00 I was beat. However, I was so dialed in that kept saying "OK, just one more run" for over an hour. By 5:15, it had backed off enough to require rigging up, so I finally hung it up.

By 5:45, we were about to head out for dinner just as Mark was rigging up a 7.0. A 7.0! How do you have the appetite for 7.0 sailing at the end of a full day of 3.7-4.7 sailing? His answer, "You know, I just didn't get my fix. I need some more." Just as Mark was heading out on his 7.0, **Karl Langenfeld** arrived. I would have been pretty grumpy after driving all day from Florida and arriving just in time to see the last of the storm head out. But, he was amazingly patient in listening to our tales from the last two days.

Monday brought much lighter conditions, but by

then I was willing to break out the 7.0 and by lunch I had even spent some time on my 9.0 and 188L board. So, in 48 hours I'd been powered up and planning on every piece of equipment I owned plus some I didn't (7 sails and 5 boards.) That's just my personal confirmation of the Hatteras commandment "Thou Shalt Bring Everything." After lunch, it was time to try some no wind activities. Karl suggested some "competitive napping." A number of us took up the challenge and headed for the beach for a quiet spot to pretend to read a book. **Joachim Pfeiffer (JP)** claims to have actually gotten some work done. Joe Wingard won the overall sleeping contest logging 11 or 12 hours some nights.

Tuesday looked like it might be filled with more napping and there was some grumbling about the miserable forecast. However, things started to look up as we came upstairs to find Fred making blue-ber-ry pancakes. By 10:00, Bob went out to try went out to try to see if he could get going on his 7.5. To our surprise, he was planing along. I think everyone appreciated our 15mph NE gift, but none more than Bob. That afternoon, **Al Pritchard** arrived and brought us all a second gift: a huge pot of chili for dinner.

Wednesday was more of the same, with the forecast predicting we'd need the big gear again. Fred and Mark headed north to Waves and got a little better wind. At Island Creek, there was enough wind for the big gear but it was only good for a 300-meter stretch in what would normally be the island's wind shadow. JP explained that it might be the heat from the island helping to mix the winds. From 2-3, it dropped off, and everyone packed it up for the day. Everyone except for Bob, that is.

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BABA IN AVON, OCTOBER 8-15, 2005

By Fred Thomas & Bill Anderson

It is now time to make a reservation for your space in the sun, wind and fun for the Fall BABA migration to the Outer Banks!

We are the largest group visiting the Cape, and when we come, its BABA week in Avon. The houses that we rent are the newest in Avon, are very spacious, have hot tubs, great launch site on the Pamlico Sound, just out the back doors, nice grassy rigging areas with ample room for all that equipment, secure indoor equipment storage rooms, and nice gathering areas

The prices are \$190 for a shared room and \$390 for private room. Most private rooms have a private bath. Some of the shared rooms also have a private bath. In order to guarantee your place in the wind, sun and fun that goes with BABA's Avon excursions, please complete the following form and send it, along with your check for the appropriate amount to:

Bill Anderson, 1084 Poplar Tree Drive, Annapolis, MD 21401-4812

E-mail wilmeaux@verizon.net

Reservation Form: October 8 - 15, 2005

Name _____

Email _____

I want to reserve my share of the wind and fun with BABA in Avon October 8 - 15, 2005:

Queen/private room @ ~~\$425~~ \$390, most with private bath _____

Shared room @ ~~\$225~~ \$190 _____

Name of person sharing room (for private room election only): _____

TERMS

Cancellation policy: No change from previous trips: With notification of at least 2 months before a trip, BABA will provide a 100% refund of any monies. After that date, refunds are made as demand merits. The potential change in trip dates and special refund policy is discussed above. In the 10 BABA organized trips to Avon since 2000, everyone who gave adequate notice had their choice of a future trip credit or a refund.

Signature _____

Date _____

PAYMENT:

Make your check out to BABA and send immediately to:
 Bill Anderson, 1084 Poplar Tree Drive, Annapolis, MD 21401
 E-mail: wilmeaux@verizon.net



Petra Kanz
 Windsurfing Clinics
 2005

The Best Board Shape? What a Brain Buster!

by Coby Leyden, dedicated follower of BABA

True confession: I was dreaming about getting a new board. Even though I already have a windsurfing board. Actually, MORE than one. And even though, up until I went to sleep last night, my boards seemed adequate, although a little...dated.

How do I know they're dated? Because whenever I go into a windsurfing shop, they tell me "say, those ARE old shapes, or, "Oh, that's SO year's ago technology." Not to mention what my windsurfing friends say about them....OK, I'll mention it. They don't say anything. They just look away, or we start to talk about sails or fins or our latest jibe attempts. Talk about subtle, passive aggressive behavior. Or maybe they just pity me.

"Enough!" I cry out defiantly to the board Gods. It MUST be that my well-loved boards, although meticulously maintained and initially very costly, now qualify as antiques...possibly even relics. Swap-meet dreck!

But then I woke up.

And I asked myself that consumer-killer question, "Why? What do new boards have that your old boards don't?"

I had no answer. Because, sadly, I have not enough knowledge. Because, frankly, I DON'T understand what's been going on with board shapes over the past few years. It's obvious that the newer boards are shorter, wider, and flatter than before (although most of the graphics are still equally puerile). And that the 270 cm-length board of the past, which used to be considered a higher wind short board, looks nothing like short boards that are in the shops today. But exactly what do shorter, wider, and flatter actually do for you out on the water?

Now, VOLUME is a concept I can understand. It's usually measured in liters, and it refers to the number of liters the board shape would hold. If you can remember back to your high school physics class, Archimedes Principle comes into play here. That smart old Greek was trying to figure out buoyancy, and found that the buoyancy force upward on an object is equal to the weight of the amount of fluid the object displaces. So, for example, a 100 liter board will just float something that weighs the same as 100 liters of water (we're assuming sea-level pressures and regular old H₂O, here). Since a liter of water weighs 1 Kg (2.2 lbs), a 100 liter board will float a person plus his/her equipment if the combined weight is less than 220 lbs.

OK, so the bigger the board is, the more weight it will float, and the more stable it will be. For those who up-haul, stability is a good thing. But be careful. If you get a board that's too big, maneuverability suffers. (It's kinda like trying to turn a Supertanker...those babies start a turn around San Francisco so they can pull in straight at Los Angeles).

My guess is, then, that the advice on how much volume you want in your board has stayed about the same, even though Archimedes died a while ago. You want enough to float you, but not so much that you can't steer easily. And as your skills increase, you'll want a board that's easier and easier to steer (i.e. more responsive to your adjustments in stance).

But after that, when it comes to width and shape, I get confused. It SEEMS to me that a wider board would plane more quickly, because there's more water underneath your weight point to push you up when you get going than on a narrow board. And it SEEMS to me that a shorter board would give you less trouble in higher winds and

chop, where extra length would tend to be picked up by the wind and blown around. (Anyone who's ever taken a big board out in high winds knows the exact meaning of "hard to control.") And it SEEMS, then, that shorter and wider would be the way to go.

But hold on! This reminds me of the old problem of trying to do MORE with LESS. If you keep perfecting THAT one, eventually you'll end up trying to do EVERYTHING with NOTHING.

Wouldn't that extra width also make it harder to steer? Wouldn't that shorter length make it more difficult to keep a steady course? And wouldn't making boards shorter and wider, but thinner, lower the volume to quick-sink levels? And if boards keep getting shorter, wider, and thinner won't someone soon be trying to convince us that the perfect shape is a gigantic round skim-board with a skeg?

Even now, we are told that today's boards can sail a wider range of conditions, and yet we're given 20 models to choose from by each manufacturer! It's just incredible to me that every manufacturer has so many choices for us. It should feel good. But it doesn't. Not to me. I just get confused. And we haven't even started to talk about bottom shapes, and rail curvature.

So I wonder if man's brain shouldn't have evolved more along the lines of the dolphin, so we could understand these things a little better, and not feel like whatever board we choose, the shape will change next year. And we'll be told that our board is a little...dated. Even if the laws of physics haven't changed...that much.

Ed Note: Oh dedicated followers of BABA, on to page 10 for the answers



Width, Volume, and Outline: Understanding what matters about new board shapes and YOUR next new board.

by Gary Stone
Isthmus Sailboards

Having sold windsurfing gear for 21 years, I have watched all sorts of board shapes come and go. For years the first focus for each customer was how much volume they wanted their board to have. While length was always considered, rarely were overall width and tail shape touched on.

So why are Width and Outline now at least as important as volume?

As the outline of a board gets shorter and wider with a fuller shape from the midpoint to the tail, the volume can be decreased about 10% without detracting from the board's ability to plane. (outline refers to the shape of the board looking directly down at it from above)

This is highly variable because as a sailor's weight increases there must be a corresponding increase in outline to get a board to plane at the same wind speed. In addition, volume is also important to assure there is the correct amount of static flotation given the range of sail sizes the rider will be using and how comfortably they want to be able schlog in if the wind dies off.

Confusing...and more than a little! So how do you go about figuring out what outline is right for you? You need to ask yourself a whole series of questions when trying to make a choice about what new board to purchase. I suggest the following questions as a starting point:

1. What range of sail sizes do you want this board to accommodate?
2. Which 3 sail sizes will you use the most often with this new board?
3. What is your next larger and smaller board and what are the key sail sizes for those boards? (this may have you rethinking exactly what range you want your new board to be for)
4. Rate your priorities for the following parameters: ease of planing, top speed, maneuverability, jibing, smoothness in chop, jumping, wave riding, comfort when riding, direct, responsive feel.
5. How much do you want this board to feel like boards you are used to riding?

There is no ultimate choice in a new board. Each choice has its advantages and disadvantages, so the more clarity you have about what you want in a board, the easier it will be to choose a board that will maximize your windsurfing enjoyment.

And so, Coby, dedicated follower of BABA asks "By the way, what do you suggest as a practical matter for choosing, once you have all those questions you posed answered? Seems like "demo-ing" would be the only answer".

And Gary replies "Actually, I think a demo only works if you get exactly the right conditions. What works best (in my admittedly biased opinion) is having a windsurf nut with years and years of experience helping people make gear choices synthesize the answers and share recommendations - like a windsurfing retailer you have trust in."

Classifieds....Classifieds....

For Sale:

Mistral Equipe 1999, superlight construction, excellent condition, kept indoors, carbon centerboard, race straps, u-joint, mast track erector, standard race fin, high-lift Curtis fin, and G10 weed fin. At Sandy Hook, NJ \$500 OBO. Mac 732-708-9144 or macb@easy-uphaul.com.

For Sale:

NeilPryde 12.5 RS3 \$200
NeilPryde 11.0 RS3 \$125
68cm Formula fin \$80
62cm Formula Fin \$125
Tom Caswell
sancz@bellatlantic.net
410 956 4725

For Sale:

Classic BIC E-Rock in perfect shape. Easy-to-jibe shortboard. Good handling in chop. 105 liters, 8'10" New footstraps. \$250.
7.5 Neilpryde World-Cup Sail. Well-used, but works well. \$40
465 single piece epoxy mast. \$10
Coby Leyden 703/241-9129
coby.leyden@jacobs.com

Classified Policy: To place a BABA Classified ad, call 703/538-4388 or e-mail BABAnews@mac.com. Free to members, \$10 charge for non-members - no additional charge for multiple insertions. Ads will run for 1 issue and must be renewed by phone or e-mail. Next deadline is July 1 for the July/Aug issue.



Saturday, June 18

BABA Bike Collection
for Bikes for the World
Pedal Pushers, Severna Park, MD
contact Ann Jackson
ajax.tmm@verizon.net

April Fools Wave Jumping Contest

It was cold (46 degrees) with a damp wind chill and the water temp was also about 46 degrees on April 2. Brrrr. About a dozen hearty souls were on hand for the **Ezzy/Chinook/HiFly Demo**. Only a few ventured into the water. The venue was moved to the Rocky Point boat ramp at the end of the beach road to get more of the WNW wind, but there was still a wind shadow. A 6.0 was needed to water start easily, but at the wind line a 4.5 was the call.



Bill Anderson (r), Cliff Mullins (c) with Marc Rosen, our resident Ezzy/Chinook/HiFly rep.



Thomas Schwenn.



Fran Conway and Gordon Palmer



SHREDDING B.V.I.

by Tom Cobin

When I decided to join my local Annapolis yacht club for a bareboat charter vacation to the British Virgin Islands January 6th to 16th I knew I'd be doing a lot of sailing so I didn't do any advance research on windsurfing opportunities; but as luck would have it, I found my way to probably the best windsurf site in the BVI.

It was about our third day, and we had just gotten through two days of some of the nastiest weather BVI locals had ever seen. It blew a steady 15-20 or more for the entire week we sailed, but those first two days were marked by constant overcast conditions and frequent rain squalls. This day, however, the skies were clearing as we moved our sailboat under power across a short channel from Marina Cay to Trellis Bay on Beef Island, which is joined to the island of Tortola by a small bridge. I should not have been surprised when, stepping out of our Zodiac-stlye dinghy onto the sandy beach, one of the first signs I noticed among the row of shops was that of the Windsurf Cafe.

Excited, I skipped up the two stone steps into a room filled with sails and other gear, racks of wetsuits against the back wall. Matthew, a Brit in his early-20's, had been there all of three weeks and apologized for his limited familiarity with the gear. There were about 30-40 rental boards available -- most in racks, along with about a half-dozen Formula Start boards under palm trees along the beach -- and nearly as many mast-and-sail rigs just waiting for a boom to be clamped on.

During a brief conversation about the local conditions I decided on the largest sail available, a Pryde 7.9, and at first, tried to get onto a large-ish Exocet freeride board. But Matthew could not reconcile the finbox, fin and screws, so I grabbed one of the Formula Free boards. Once I found a shorty and harness that fit, off I went!

It was a real challenge to get through the harbor, with every single mooring buoy occupied by a 30-40 foot sailboat, dingy astern. But it was certainly a good warm-up, getting my "board legs" back after months of inactivity. I started getting good at some fast snap-tacks, ever more board speed and upwind progress with each one.

Pointing as hard as I could, I was able to wait until the last second to determine whether I'd clear the bow line to the mooring and, if necessary, pop a quick tack to avoid either a collision with the boat or a tangled fin.

Once past the harbor entrance point, I was mildly disappointed that the wind was barely enough to get me planing. I could feel myself being set downwind by current. Matthew had urged me to start out by resisting the temptation to jibe, and instead to cross the channel and keep tacking until I determined that I was returning far enough upwind on each tack and I took his advice, since I was barely planing during each channel crossing. I started returning considerably upwind of where I had been the last time, and found that bearing off to gain speed enabled me to plane more of the time. So it was time to start jibing!

The swells were rather gentle and I was able to sail comfortably on a tight reach, unhook and make long, steady carving jibes, with plenty of board under my feet to stay stable for the sail-flip. The reach back, though, was the real juice: I was able to point high enough in the channel that I had plenty of room to fall off towards the green buoy that marked the upwind entrance to the harbor, and repeatedly use it for a jibe mark. Flat water, fully planing jibes, boom-to-boom sail flips, rooster-tail spray shredding off the back of the board! Made every one I tried around that mark! SCHWEEEEET!

A few days later, we were at Leverick Bay on Virgin Gorda; I had heard there was a windsurfing concession at the Bitter End Yacht Club near Saba Rock. It was late in the day when I tried to make arrangements to get there; the trip involved a cab and a ferry with hourly departures. It just wasn't going to happen.

As I walked back to join my group at the beachfront bar, I noticed a young woman slowly approaching the dinghy dock in a small skiff. She looked a little tentative, and as I waited to give her a hand with her bow line, she expressed gratitude and confided that this was the first time she had ever piloted a boat. She was coming to The Spa at Leverick Resort for some pampering and had been given the dinghy at none other than the Bitter End, where she



was staying. I told her my plight, and she said I could feel free to take the dinghy up there as long as I returned in time for her to get back by 5:00. The windsurfing gods were smiling on me!

Psyched for another session, I fired-up the outboard, took the boat around the point of Leverick Bay and turned into the wind, headed for The Bitter End. It was at least a 20-minute ride over hard swells, and when I finally approached the Bitter End, I saw several catamarans and small racing dinghy's. The good news: I also saw quite a few windsurfers; the bad news: they were all schlogging in a huge wind shadow, navigating through a fairly crowded harbor that only became traffic-free and windy a great distance from shore.

The windsurf shop had two classes of gear to rent: trashed antique equipment and a higher-end rack. Even among this second section, there was barely a decent board or two; their sail selection was thin. Adding insult to injury, their rates were about twice what I'd paid at Trellis Bay. Discouraged, I thanked the concession staff, and fired-up the outboard to return the dinghy to the kind young woman who had loaned it to me.

Word got around our sailing group of my windsurfing obsession, and a couple of the guys told me they were interested in trying the sport. So, later in the week, after we sailed our boats to a couple of other islands, returned them to the charter docks and moved into hotel rooms for the rest of the weekend, I started planning a day trip back to Trellis Bay.

Ken, one of the guys who had expressed interest in windsurfing, and his

wife, joined me for a trip back to Beef Island. I rented Ken a Starboard Start and 4.2 sail, which turned out to be even a bit much in the higher, 20-25 knot breeze that day. Having taught for many years, I can say this guy was the best student I ever had. In 45 minutes, he was confidently sailing back & forth across the beach, spending most of the time upright on the board. I decided it was time for my own session.

This time I rigged a brand-new Pryde 6.4, on a floaty shortboard with a fair amount of volume in the tail, hard rails and decent nose scoop. It was, again, a tricky compromise: barely enough board to tack as necessary through

the boats in the harbor, then barely manageable once I got through the moored boats into the channel, which now had the kind of 2-4 foot rolling swells that reminded me of Chick's Beach back in Virginia.

I was confident I'd be more than powered enough to plane and stay upwind, so I elected for a quicker exit from the harbor into the channel through the entrance downwind of the island & reef. I made my first run across the channel, tacked, and headed back -- barely able to control the now-tailwalking board. I was encouraged to see that I was coming back on a line higher than where I'd come from. I was fully powered, and the crew aboard the sailboat I was heading toward watched in rapt attention. I got to within about five board lengths of their boat, unhooked, cracked off and slashed a shredding jibe right at their stern! They all applauded and hooted, cheering me on as I snapped the sail and completed the jibe -- not quite fully planing but steadily in motion.

I hooked-in and ripped back across the channel again, desperately trying to keep the board and its powerful fin in the water. After getting a bit more relaxed and dialed-in, I took a couple of tentative leaps but felt too overpowered to get all that aggressive. I kept coming back right to the same spot at that sailboat, so I kept

jibing. After a few passes, I cracked off on one particularly powered-up turn, and as I flipped the sail, I felt the board shoot out from under me so fast that I had to swim quite a ways to catch up to it. I was getting lazy, leaning back too far instead of aggressively leaning into the turn to keep the board flat and underneath me. It was at that point that I realized how exhausted I was



On the final day, on a must-sail run home after we lost our engine, it was blowing 30-40. Thus the spray over the bow, even with sails half-reefed

after barely an hour, so I called it quits.

It took only a couple of powered-up downwind reaches back through the boats moored in the harbor to get back to the beach, whereupon I saw that my new student had nearly figured out how to tack, on his own! I offered a couple of pointers and he was able to complete several tacks without falling.

Our cab to the hotel was due back soon so as we hauled-in the gear. Ken told me he found windsurfing much easier and more fun than he expected. Ken is now not only encouraged, but possibly addicted. Before departure day, I got his business card with his e-mail address, and told him about BABA. He & his wife live in Pennsylvania, a lot closer to Gunpowder than to Annapolis, where they have been coming to sail on weekends. So don't be surprised to see Ken & Wendy at BABA events in 2005 -- you'll already have a head-start on knowing something about them!



Hatteras in April - cont. from p 7

He'd disassembled his 8.5 (cams & battens) and finally got it back to together and rigged and went out to try it. I'd already had a beer or two but got inspired by his stories of sunset sailing and it looked like he was pretty well powered. So, I went back out for another two hours on the 9.0. I wore my GPS that day and clocked over 40 miles. For dinner, once again we were treated to a gift as **Simeon Boyd** bought Chinese.

Ever since Mondays' nap competitions, we were looking forward to Thursday as the next day for real wind. It took a while to fill in and never did fill in close to shore. Whereas the island enhanced the south winds on Wednesday, the island blocked them on Thursday. This made figuring out what sail to rig difficult. It also meant if you wanted to change rigs after you were out, you'd subject yourself to a long, difficult schlog in and back out. I ended up staying on my 5.7 much longer than I wanted to. That day was the payoff for three days of practicing light wind jibes. I stayed dry on most of them and could almost taste planing all the way through them. That day rivaled Sunday for me. For most of us, it was the last day of sailing. Friday was completely dead and rainy.

Saturday's forecast for OBX was for another crazy Nor Easter, but everyone except maybe Simeon and JP had already gone. I left on Friday but got a great 5.0 session Saturday at my parents' place on the bay in Virginia. That place on a good NE day is my favorite spot. After a week of flat water sailing, it was wonderful to play around on 4-foot swells. Even I could get some pretty good airtime off of those ramps. But as good as it was, it wasn't quite as satisfying as some of the sessions at Island Creek. Now, it could be because of the 20-degree difference in water temperature, but maybe it was because no one else was there to enjoy it with. When I came back in, I tried to explain to our neighbor how great a session it was, but the only reaction I got was the "you're crazy for being out there" look you get during the colder months. That has its own appeal, but it doesn't compare to being able to wordlessly share your appreciation for a great day on the water with just a tired grin.

Shop News....Shop News....Shop News....



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Birthday Parties

Ultimate Watersports Birthday Parties are a one-of-a-kind experience your child will never forget! No prior kayaking or sailing experience is necessary. You can sit back and relax on our sandy beaches and watch your child and his/her friends laugh, splash and learn under the guidance of our fully certified Kayak and Sailing instructors. Our staff will handle every detail from start to finish, including on-the-water games and competitions. We offer a 3 hour Kayaking party and a 3 hour Sailing party for children ages 9 and up. Contact us for more details.



www.eastofmauiboardshop.com

410/573-9463

Summer Swap

Sunday, June 26

8am

Annapolis MD

East of Maui's Summer Swap is scheduled for Sunday June 26th. The swap is in the parking lot of the Annapolis store, and begins at 8am. The SWAP is Free to our customers and the general public. No Dealers, Shops, or their agents permitted to attend. Team or sponsored riders may be permitted to attend with prior approval by East of Maui. Contact the shop before June 21st.

Please try to limit you gear to one or two parking spaces, so that there is room for everyone. If at all possible, please leave your trailers at home, as parking is already limited at the shopping center



2005 BABA CALENDAR

Saturday, June 5

Learn to Windsurf
at Gunpowder State Park, Chase, MD

Saturday, June 11

Chester River Windsurfing Festival
at Jackson Creek, Grasonville, MD
contact Stuart Gray
annapoliswind@aol.com

Sunday, June 12

BABA IV at Gunpowder State Park,
Chase, MD

Saturday, June 18

BABA Bike Collection
for Bikes for the World
Pedal Pushers, Severna Park, MD
contact Ann Jackson
ajax.tmm@verizon.net

Sunday, June 26

BABA V/MAS Race at Mayo Beach
Park, Mayo, MD

July 9 & 10

Petra Kanz Longboard Clinic
Gunpowder State Park, Chase, MD

Saturday, July 16

BABA VI and Pizza Party
Gunpowder State Park, Chase, MD

Saturday, August 6

BABA Family Fun Day
and HiFly Board Drawing
sponsored by Ultimate Watersports
and East of Maui
Gunpowder State Park, Chase, MD

August 13 & 14

Petra Kanz Freestyle Clinic
Gunpowder State Park, Chase, MD

Saturday, September 10

Hart Miller Island Rounding
Baltimore County Sailing Center
Rocky Point State Park, Essex, MD
contact Tom Sargent

Saturday and Sunday,

September 24 & 25

BABA VII & VIII &
Mid Atlantic Series Race
Mayo Beach Park, Mayo, MD

Sunday, October 2

BABA IX Season Finale
at Gunpowder State Park, Chase, MD

October 8 - 15

BABA Fall Hatteras Trip
contact Bill Anderson

October 15 - 16

Hampton Roads Sailboard Classic/
Mid-Atlantic Series Race
Hampton, VA

Need more information?

BABA RACING: contact Tom Sargent: 301/854-6442 or TomUS919@worldnet.att.net

MAS RACING: Mark Raginsky: 410/964-4335 or windz41@yahoo.com

WET Events: go to www.sailwet.com for updates & contact info

BABA Clinics: contact Janice Emerling: 410/457-4001 or jemerling@earthlink.net

Hatteras Trips: Bill Anderson 410/757-8705 or wilmeaux@verizon.net

Other BABA Events: Marc Rosen: 410/374-1230 or duckbite@qis.net

Directions, updates & more information on BABA events - go to www.windsurfbaba.org



www.hatteras.ws



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