

The Atlanta Boardsailing Club's LAKE WIND ADVISORY

I'd Tell You About My
Hatteras Trip But You'd
Only Hate Me
Edition

(It blew all week...)

Volume 10 No. 7

"When You Plane in June, Ya Gotta Feel Lucky Enough to Buy a Lottery Ticket"

July 1999



"Host a Weekend" Scores Wind!

It's windy, it's ...June? What the hey? (l to r) Greg Baxendale, Kelli Baxendale, Gene "Studly" Mathis, Alastair Donaldson, and Fred Dey. Photo: Delynn Elliot

Randy Falkenburg chose a good one. Who would have thought that a weekend in June would be shortboardable? And from the East (Galt's best direction), to boot?

More than 20 ABCers showed up

and enjoyed Randy and Beci's hospitality. We had everything on the water from Windgliders with little Mickey rigs to AVS boards and 9.6s. And, we had lots

Continued on page 3

Our Next Meeting

Next month's meeting will be on Tuesday, July 13th at 7:30 pm. As always, friends, guests, kids and total strangers are welcome.

We continue to set recent records of attendees. Bring your smiling face and join the

latest trend: club meetings!

The Brandy House is located 4365 Roswell Rd. N. right across from and about 500 yds. down south on Roswell from our old location (tel: 404-252-7784). This is about 2 miles inside the Perimeter on Roswell, just past Wieuca Rd. on the left.

Inside:

What Is a Windsurfer?
Downwind with Grace & Style
The Business Press Says We're Hot
Last Month's Website Poll
Events & Race Calendar

Join us! See page 8 for details.

Attention Current Members:

Look at your **address label** for your membership expiration date.

Are you expiring/expired? Go get your check book, get an envelope. Now. Don't procrastinate.

We Need Learn to Sail Volunteers

We need all the warm bodies and beginner appropriate equipment we can dig up for our Learn to Sail program. Even though we will be limiting the number of registrants, the more club members, the merrier. Besides, it's free food.

Please consider coming, whatever your skill level. We can also use kayaks, etc for chase boats and for instructors to follow newbies.

If you are a club member and wish to hone up on your basic skills, please come, too. Besides encouraging the new sailors with your presence, you'll get a chance to get help from Atlanta's best sailors, at a price you can afford: free.

Complete information and a handy, dandy information sheet suitable for framing and posting at your work place, school, place of worship or favorite truck stop is on page 9.

For more information or to preregister, contact Chris Pyron 404-784-0287.

If you would like to help, teach or whatever else might help a newbie, contact G.T. Brown at (678) 945-4343.

Address: www.windsurfatlanta.org



Allatoona Pics

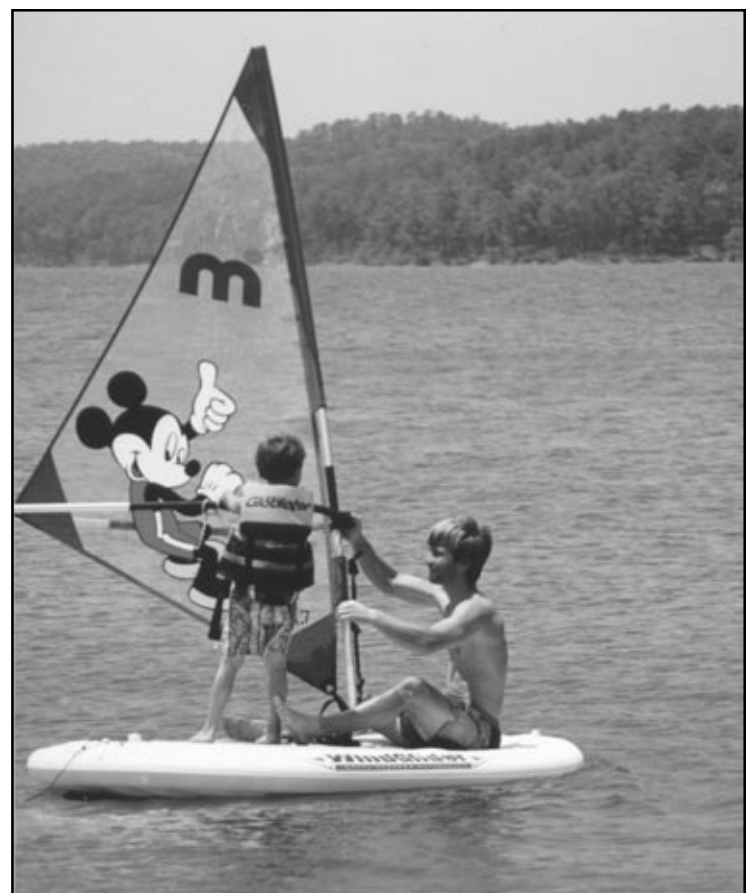


Upper left: Alastair, Eddie Brodeur, Lisa Wise and Gene Mathis enjoy Galt's Ferry and the Allatoona weekend. Far left: Kelli Baxendale on the water. Right: After cornering the market on big sails, Micah Cohen finds one he likes. Upper right: Randy Falkenburg takes time out from hosting and goes off the beach. Lower right: Simon Fragakis screams at his Dad, "More downhaul! I'm waayyy overpowered." And he was. Photos: Kelli Baxendale and DeLynn Elliot (Kelli's Mom)

Allatoona Continued from page 1

o' smiles.

If you'd like to host a own weekend, contact Ed Marks at 404-266-3572 or email him at edmarks@mind-spring.com to pick out a date and location. Randy had a good time and maybe his luck will rub off on the next party we have.



“What Are We?”

Or, Does Going Without a PFD Mean We Are Sitting Ducks?

A Reply from the Coast Guard

In California recently, authorities ticketed a windsurfer for jumping too close to a beach. But was he a watercraft? Was he bound by the same rules as boats or was he a water toy? If he was a watertoy, then likewise, perhaps, are we? And what rights do we have when Testosterone Tony and his 35 ft speed boat bears down on us at Lanier? A debate simmered on the internet, until finally Mike Childs had the wits to email the US Coast Guard and get some real answers to a list of submitted questions. Here are some excerpts:

Q: What is a "sailboard?" The windsurfing community has from time to time found itself regarded by local jurisdictions as "sail vessels" rather than surf boards or sports equipment. We need a definitive definition of sailboards or windsurfers from the USCG (Coast Guard). Are we subject to federal regulations regarding sailing vessels or are we considered sporting equipment i.e. surfboards?

A: The short answer is a sailboard is a vessel. A sailboard is not a surfboard or sports equipment. **You are subject to the Navigation Rules (Rules of the road) as are other vessels. You are not subject to the Coast Guard PFD regulations, but may be subject to PFD requirements imposed by States or other agencies.**

Q: What is a "sailboard?"

A: According to 33 CFR 175.3, Sec. 175.3 Definitions. As used in this part:

Boat means any vessel manufactured or used primarily for noncommercial use; leased, rented, or chartered to another for the latter's noncommercial use; or engaged in the carrying of six or

fewer passengers.

Recreational vessel means any vessel being manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. It does not include a vessel engaged in the carrying of six or fewer passengers.

Sailboard means a sail propelled vessel with no freeboard and equipped with a swivel mounted mast not secured to a hull by guys or stays.

Use means operate, navigate, or employ.

Vessel includes every description of watercraft used or capable of being used as a means of transportation on the water.

Q: What is the difference between a "sailboat" and a "sailboard?"

A: While many sailboard manufacturers advertise their products as "sailboats," there are major differences between the two. A sailboat has a fixed mast that the operator does not need to hold up. The design of a sailboat is such that the operator and any passengers can sit down. A sailboard has a free fall system for the sail and mast. In order to sail a sailboard, the operator must stand up and hold up the mast. If a sailboard carries more than one person, it is designed so that each person operates a separate sail while standing on the board.

Q: What Federal regulations govern the operation of sailboards?

A: Currently there are no Coast Guard equipment carriage requirements or manufacturer requirements applicable to sailboards. However, sailboards are subject to Federal regulations promulgated by other Federal agencies under the authority of other Federal statutes. Examples are regulations issued by the National Park Service and the U.S. Army Corps of Engineers. State and local laws also apply to the operation of sailboards.

Q: Does the operator of a sailboard have to wear or carry a lifesaving device?

A: It depends on the law or regulation in effect at the location where the sailboard is being used. The Coast Guard does not require the carriage of Personal Flotation Devices (PFD's) on sailboards. The National Park Service requires PFD's on some waters within its parks, and a number of States and their political subdivisions also require them. **Sailboard operators must know the local laws or regulations which apply to their operation in the locations where they are used.**

“The short answer... a sailboard is a vessel.”

Q: How do the Rules of the Road apply to the operation of a sailboard?

A: According to the Navigation Rules, International and Inland, "The term, 'vessel,' includes every description of watercraft including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on the water." As a result, **the Coast Guard considers a sailboard a "vessel" as the term is used in the Rules of the Road. Therefore a sailboard is subject to the same rights, privileges and responsibilities as any other vessel.**

Most of the above material appeared in Boating Safety Circular No. 58 pub-

Club Shorts

Long Distance Sail

The oft delayed Long Distance Sail turned into the Long Time Drift as the morning's east wind died with the day's heat. While the breeze was fresh early on, the forecast of a hot day disinclined us from trying to go too far from our Vann's Tavern launch. In warmer weather, east winds tend to be morning affairs as the thermal mixing that occurs as the day wears on tends to dilute the breeze; the lower level east winds face against the upper level prevailing westlies and grind to a halt.

And that's what happened. Even though the game plan was just to tour the north part of Lanier, it became apparent that sticking close to home was the wiser course. Even with this caution, more than a few of us took tows back from Alex and his sailboat.

Thanks to Greg and Kelli Baxendale for bringing more than enough eats and Alex Navarrete for the chase sailboat.

While the tally isn't in, we raised several hundred dollars for Parent to Parent, making the day a success despite the lacking enough wind to tour the lake. Also a big thanks to the folks who came out and had a good time: Randy Falkenburg, Chris Pyron, Pat and Jamie Parks, Gene Mathis, Eddie Brodeur and others.

Hatteras Trip

At the moment there doesn't seem to be sufficient firm interest from club members to justify the club placing a deposit from the club treasury on a house for week in October. Unfortunately, the better houses book early and most folks have a bit of difficulty committing so

far in advance, given scheduling uncertainties. This, of course, doesn't preclude club members from getting together to do something.

It may be just as well. The traditional rental spots in Rodanthe (20 min. N of Avon) seem to be silting up a bit. This isn't a total surprise, as the natural course is that the entire island is slowly marching to the west. A southwest was sailable but a northeast wind easily blew the water out for several hundred yards earlier this summer, much more than in years past. And as the island waxes westward, we played the "Which House is Missing This Time" game on the beachfront, as erosion continues to claim that side.

Also, reports of tremendous conditions this past spring and early summer may suggest that the club may be wiser to wait and schedule a trip in the spring. In the last couple of years, fall conditions have been spotty while spring have been good to epic.

lished June 1984. The exception is the definition of sailboard which appeared in amendments to the PFD equipment carriage regulations which were published August 4, 1993 [58 FR 41607].

Q: Are there any registration requirements?

A: The States are free to require numbering and registration of whichever vessels they choose (as a minimum they are required to number all motorboats). Some States choose to require numbering and registration of all watercraft, including sailboards.

Q: Are there any PFD (or other safety) requirements?

A: While the Coast Guard does not require the carriage of lifesaving devices on sailboards, **the States and other Federal agencies are free to require such equipment at their option.**

According to 33 CFR 175.5, Sec. 175.5 Exemption from preemption. The States are exempted from preemption by Federal regulations when establishing,

continuing in effect, or enforcing State laws and regulations on the wearing or the carriage of personal flotation devices directly related to the following subject areas within the jurisdictional boundaries of the State: (a) Children on board any vessel; (b) Operating a canoe or kayak; (c) Operating a sailboard; and (d) Operating a personal watercraft.

That means the States are free to set whatever PFD carriage requirements they wish for the above individuals or vessels.

Q: Are there any other USCG requirements for windsurfers or sailboards?

A: The Coast Guard considers the terms, "windsurfer" and "sailboard" synonymous. Windsurfer International was the original sailboard manufacturer. The only remaining reference to the term, "sailboard," appears in 33 CFR 175.17(d): Sec. 175.17 Exemptions. (a) A Type V PFD may be carried in lieu of any PFD required under Sec. 175.15, provided: (1) The approval label on the Type V PFD indicates that the device is approved: (i) For the activity in which the vessel is be-

ing used; or (ii) As a substitute for a PFD of the Type required on the vessel in use; (2) The PFD is used in accordance with any requirements on the approval label; and (3) The PFD is used in accordance with requirements in its owner's manual, if the approval label makes reference to such a manual. (b) Canoes and kayaks 16 feet in length and over are exempted from the requirements for carriage of the additional Type IV PFD required under Sec. 175.15(b). (c) Racing shells, rowing sculls, racing canoes and racing kayaks are exempted from the requirements for carriage of any Type PFD required under Sec. 175.15. (d) Sailboards are exempted from the requirements for carriage of any Type PFD required under Sec. 175.15.

What this means is that the Coast Guard has chosen to refrain from regulating sailboards with regard to PFD's. However, this cite does not prevent another Federal agency or State from requiring PFD's for sailboards.

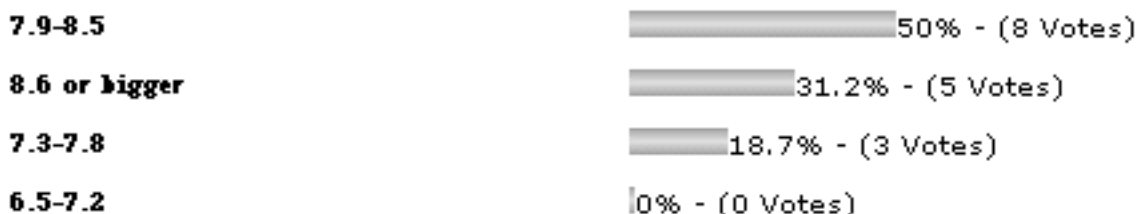
I hope the above information is sufficient. If you have additional questions, please contact me.

Last Month's ABC Monthly Poll

Below are the results to our previous poll. Thanks to the 16 participants who took part in this poll.

- [Click Here](#) to view our current opinion poll and the Bulletin Board Page
- [Back to ABC Home](#)

Previous Poll Topic: **What's the biggest sail size that you need to windsurf in Atlanta?**



Total Votes: 16

Last Month's ABC website monthly poll

Want to vote this month? <http://www.windsurfatlanta.org/bulletin.html>

*reprinted from the Wall Street Journal,
June 24, 1999-*

SPORTING-GOODS SALES remain in the doldrums as no new craze emerges.

At best, overall sales of both sports equipment (excluding vehicles) and footwear this year will approximately reverse last year's 2.2% drops, the National Sporting Goods Association predicts. "We really don't see anything that exciting right now," says Thomas B. Doyle, a vice president of the trade group. Even the boom in in-line skating has cooled. Falling prices don't help: At recent readings, the U.S. consumer price index was off about 5 % for sporting goods from a year earlier, largely because of overcapacity in Asian factories.

Fast-growing sports include snorkeling, **windsurfing** and, for winter, snowboarding. But many old favorites, such as swimming, bicycling, boating and volleyball, are losing participants. Exercise walking remains much more popular than anything more strenuous-or more costly. Sneakers are the only gear most walkers require.

Still , nearly 12 milwn U.S. households have acquired treadmills since 1996, says the American Council on Exercise. Many cost \$2,000 or more.

I must admit, it's kind of funny as just a couple of years ago, the same newspaper said we were dying. But, hey, at least they spelled windsurfing correctly.

A few other interesting notes: The Windglider was the top-selling sailing craft world-wide last year. Jet ski sales are off 30% from just a few years ago. And, a good windsurfing board and rig can be had for less than an expensive treadmill.

Be careful, folks, this sport might get popular again and then we'll spend all our time crying about the good old days when it was easy to find a parking spot and you didn't have to worry about kooks who jibed without looking.

My interest in this subject became much more intense at the recent April regatta. On one particularly broad, almost downwind leg, the wind decided to gust well into the lower 30s. Not a problem unless, like me, you weigh 140 and are trying to hold down a 6.5. The catapults on that leg were probably personal bests in terms of air time and distance. So when recently, on rec.windsurfing, someone enquired on how to sail downwind overpowered, I noticed. And when Bruce Peterson, of Sailworks, replied, I read with rapt attention, if for no other reason, he regularly mops up in the Gorge Blowout, a 20 mile downwinder that on occasion goes from slogging 7.0 conditions to places where people are getting mowed down on 4.5s. And all the while he's holding onto something huge. Our thanks for his permission to use his words. Read and learn, my children:

The first trick to sailing downwind faster, deeper and with more control is to let the outhaul off. The sail **should lie on the boom all the way to the back harness line.** Not only does this make the sail fuller and more draft aft - good for sailing deep downwind - but it increases the twist and the ability of the sail to flex when a gust hits.

The basic downwind technique is go as low as possible while still maintaining good pressure in the sail. A common mistake is to point too low and lose all the sail pressure which forces you to have to turn up to get sail pressure before you can bear away again. Go low, but keep the pressure up in the sail.

If the wind is gusty or shifty this will mean adjusting your angle slightly. Sail deeper in the puffs and up slightly in the lulls. This technique is pretty straightforward until about 25-30 knots (27-34 mph) of breeze, the point at which it becomes difficult to out run the breeze and sail pressure really starts to build to excessive levels.

Now the fun begins. Beyond 25-30 knots (or less if you have a bigger sail) the over sheeting technique must be used to kill the built up sail pressure. First, bear off as deep as you can go. Try and keep your eyes open as this makes board control easier. Before you get cocked and loaded to go over the handlebars, make a conscious effort to bring the clew of the sail into the wind. This is so counter-intuitive to what you would expect to do at this point but it really does work. Oversheeting will break the airflow off the sail and sail pressure will drop suddenly. This is a fine edge to control as you must not let your boards speed drop too much too fast as this will force you to open up the sail and round up - an impossible situation when very over powered that usually leads to a slam.

Stay low and keep your front foot up and pressure on your back foot to keep the nose above the approaching waves. Long harness lines really help

to give you a bit of extra reaction time.

Waterstarting a big sail on a deep downwind course is a separate technique in and of itself. Point the board straight downwind and align your mast tip as

straight into the wind as possible. Climb up on the board from straight over the tail and

prepare for immediately Mach 10. Try to waterstart with the sail stalled - i.e. clew into the wind. Get into the back footstrap first to resist the forward launch. Hold your course straight downwind and trim the sail from the stalled side. Avoid at all costs opening up the sail to the wind or turning your course angle across the wind.

The above techniques have been developed from fifteen years of making sick downwinders on excessive sail area. The Gorge Blowout is set for sometime the week of July 12 to 17. Come join us!

-Bruce Peterson, Sailworks

TECH TALK: SAILING DOWNWIND OVERPOWERED

Monster Sail: Continued from page 12

await news from Stockholm and the Nobel Committee honoring this finding.

The history of the 13.0 revolves around the Southern windsurfer's dream of planing in the warm winter months. Our weather patterns make it almost impossible to enjoy inland lakes shortboarding from May to September. But rumors persisted of a giant sail that superceded existing technology and man's physiological limitations.

Usually derisively dismissed as poppy-cock, typically by sailors that couldn't waterstart anything bigger than a wet napkin, the 13.0 offered the promise of planing in light winds. While large sails have been seen on Lanier: several Open Class racers carry 9.5s and Robert Blazer is reputed to have a 10.7 but only scattered reports of pro racers in

far-off lands suggested anything bigger.

Nonetheless, reports continued to trickle in of the "Big One." Sightings were claimed on West Point, Clark's Hill and almost every lake in between. Sailmakers remained skeptical as none had even heard of the single large order of monofilm necessary to build such a monster. Nor could any batten, mast or boom manufacturer claim any unusual orders- especially ones for hardware to fit such a large sail. Experts conjecture that the boom alone would have to be at least 10 feet long. Interpolations from the Baxendale photo indicate a mast length in excess of 22 feet (see photo).

With this evidence, light wind sailors are taking heart and adjusting their own quivers accordingly. Gone are the days when a 7.5 was considered the big sail of the quiver. Shortboarders, take heart; July is now yours.

This is every editor's nightmare: empty white space. The newsletter was all layed out, spaced, edited, compressed, stretched, chopped; when, as I was about to press the print command...

The horror. Oh, the absolute horror. I discovered it. A half a page. I can't really stretch anything and I don't have anything finished in my "next month" stack. What to do? Can't cut a page, either. The newsletter is easiest to fold if the page count is divisible by 4 and an odd page count means a whole blank page.

What to do, what to do.

It's very late. Very late, indeed. Awww, the heck with it.

I Want to Join/ Renew!

Name _____

Address _____

City _____ State _____ Zip _____

e-mail address _____ Phone _____

Individual Membership..... \$20.00/ 38.00 (1 yr/ 2yr.)

Family Membership\$30.00/ 57.00

Junior (Under 17) Membership.... \$15.00/ 28.50

Total enclosed \$ _____

While your checkbook is open, consider joining **US Windsurfing**, windsurfing's national advocacy group and enjoy group benefits including travel discounts, insurance eligibility, a newsletter and more.. Send your name, address, phone, email to: US Windsurfing, PO Box 978, Hood River, OR 97031 along with a check for \$30.

Being fully knowledgeable of the risks of boardsailing as a sport, I agree voluntarily to assume all risks of participation in the Atlanta Boardsailing Club's activities and hold harmless those sponsoring or aiding in any events from any liability of any nature whatsoever for accident or injury to myself or my property. I agree to be bound by all rules that govern this event and general boating safety. I certify that I can swim.

Signature (or Parent/Guardian) _____

I am/ We are interested in:

- Shortboard Sailing
- Course Racing
- Freestyle
- Sailing Clinics and Demos
- Trips to other Areas
- Parties, Cookouts, etc.
- Helping with Club Functions
- Writing articles for the News letter
- Other _____

Do you have access to a windsurfer (sailboard)?

Yes

No

What Kind? _____

Please complete this form and return with check or money order payable to:

Atlanta Boardsailing Club
P.O. Box 28376
Atlanta, GA 30358

Have a question? Call 404-237-1431 or <http://www.windsurfatlanta.org>

It's Easy!

Saturday July 18th*

Learn to Windsurf !

You've seen it, you might have even tried it. Maybe you thought "That's too hard". It's not so! Almost anybody can learn to windsurf). It just takes a bit of proper instruction, to be up and sailing. This is your chance with our 3 monthly session program.

Your introductory course starts on a dry-land simulator with a certified instructor to show you how to uphaul the sail, steer a course, turn around and sail back. Then you'll pair up with an experienced sailor for some individual instruction on the water. Over the course of the 3 clinic program you will master the basics and be sailing on your own. The cost is only \$30 and includes a one year membership in the Atlanta Boardsailing Club.

All equipment is provided. All you'll need is a bathing suit, some "Aquasocks" (or canvas tennis shoes) and a willingness to get wet & have fun. Bring a picnic, bring a friend and spend the day with The **Atlanta Boardsailing Club** learning to windsurf. We'll provide snacks. We'll start at 11 am on Saturday, July 17th. Subsequent sessions will be on August 21 and September . Space will be limited so please call to let us know to expect you. If you already are a beginner, you, too are invited to sharpen your skills.



To reserve a spot, or for more information
contact _____

or Chris Pyron @ 404-784-0287

Directions to Sunrise Cove Day Use Area:

(Approximate drive time from I-285 is 45 minutes)

- From Atlanta, go north on I-85 to I-985 (Lanier Parkway) to
- Exit 4, Oakwood. Turn left and go 2.5 miles to the end.
- Turn left on McEver Rd. go 1.5 miles
- Turn right at the Oakwood Auto Auction onto Flat Creek Rd. continue 2.3 miles to Sunrise Cove Marina. The Day Use area is to the right just before the Marina entrance.

Club, Regional & National Dates

July 10-17 Gorge Games, OR. Peg Lalor 541-386-2088

July 11-12. Hobcaw YC Regatta, Charleston, SC.

July 19-24 **US Windsurfing National Championships**, San Francisco CA

July 24-25 Carolina YC

Aug 7-8. Sea Island YC.

Aug 14-15 NIMBY Regatta (Not In My BackYard) Panama City, FL Shell Point Sailboard Club. Paul Hansard 850-216-2940 handsard_p@dep.state.fl.us

Aug 14/15 Marthas Vineyard Crossing, Cape Cod, MA lefebvre@ultranet.com

Sep 18/19 Marthas Vineyard Challenge, Cape Cod, MA lefebvre@ultranet.com

Sep 25-26 Southern MD.W.A. IV Sat. and Sun (MAS) (4th annual Navy Invitational Regatta) (MAS), Naval Recreation Center, Solomon's Isl. MD,

Alan Bernau, [800-281-4151, 410-535-6060], (abus111@crosslink.net)

October 9-10 Endless Summer Regatta, Shell Point

Oct 11-16 Hatteras Island Windsurfing Championships, Waves, NC, Barton

Decker, Hatteras Island Sail shop (Course/Waves/Freestyle/Long Distance/Vintage)

October 14-24 **1999 Olympic Trials**. Patrick AFB. Cocoa Beach, Fl. Laura Chambers. 407-783-4964

October 16-17 Seniors/ 21st Annual Fall Classic ABC/LLSC Ga Champ #3

October 30-31 Halloween Open LLSC Ga Champ #4

31 Oct TBC Jordan Lake Double Cross, Ebenezer Pt (long distance) Mark Kernodle [(919) 933-6549]/ (markwk@sas.com)

Nov 13/14 ABC Fall Charity Event

Nov 13-14 WET Hampton Roads Sailboard Classic, Hampton Virginia, Dave Kashy [(757)877-1978]/ (kashy@cebaf.gov, kashyr@juno.com), www.windvisions.com/wet.html

Dec TBA ABC Holiday Party

Thank You

What's a club newsletter without someone ragging on the membership about some issue? Dues, participation, even petty internal politics all are laid at the feet of the members so that they may show the appropriate guilt and shame.

I've made virtually a career out of it- except you really should get paid for something for it to be considered a career.

But in all the fuss over late renewals, and club parties with 3 in attendance, sometimes it's easy to forget some very important club members- ones like most of us.

You renew when you can, sometimes maybe the check takes a back seat to a more pressing expense, but that's alright.

Maybe you've been to a regatta, maybe you haven't, but it's fun to show up at Allatoona/Lanier/wherever and meet some new folks and find that they, too, are club members. You occasionally take a peak at the website, just to see what's up. Maybe you make it to a club party when the inlaws aren't in town. You might check out a new beach or launch because of an article in the newsletter. Maybe you drag a friend along to the Learn to Sail Clinic.

Thanks. I really mean it. Because that's the core of any club. That great big group of people who make up the community. Perhaps you don't windsurf as much as you want to, or perhaps you have no desire to windsurf in January, but you **do** have the desire to be a part of the windsurfing community.

I guess that's what it's really all about.

So, to all of you occasional mem-

bers, the ones who send in dues a little late but better than never, the ones who'll make it to a meeting someday- to you, a big thanks.

No, really, a BIG thanks. Maybe I'll see you out on the water someday; I hope so. And until then, I'll enjoy seeing each name, each month on the mailing list.

Thanks for renewing:

Pam Barron, Atlanta, GA

Howie Lyon, St. Augustine, FL

Jere Wood, Roswell, GA

Reggie Strickland, Flowery Branch, GA

David and Linda Grabenstader, Cartersville, GA

Thanks for joining:

Katherine Lublin, Atlanta, GA

201- Boards & Rigs

Mistral Equipe 11 XR top of the line course racing and/or lightweight beginner to expert longboard. Includes padded Mistral bag and upgraded foot straps plus a most excellent fin for going upwind. All this for only \$625. Complete racing rig: like new 7.5 Aerotech course race; Fiberspar 500cm carbon mast; Fiberspar carbon boom with adj. outhaul. \$450. Complete BIG rig: fair condition 9.5 Aerotech sail; Fiberspar 500cm carbon mast (with very expensive carbon extension to use with even bigger ridiculous 11.0 sail); Fiberspar carbon extra large boom. \$450. call Glenn Tanner at (404) 607-9559.

My Bic **Veloce 298** needs a new sailor. Exc. cond. with fins, straps and pads. \$550 Contact Bob Adams rea@commandcorp.com (770) 360-1230 (770) 751-1916

Sails: 8.0 Waddell Race - (condition: C) \$50 4.5 Rush-wind (B-) \$30. Kirk Schneider 404 252-9000

For Sale:

Sails - Simmer Style 5.0 Wave/ slalom sail & North Sail 5.1 Speed Sail- \$50.00 each. Windsurfing Hawaii Booms \$45.00. Custom slalom board in like new condition -\$250.00. Custom Wave Board \$95.00 DaKine Board Bag \$75.00. Call Al at 404 892 3677 or e-mail at: alberto.fontova@atlantaga.ncr.com

For Sale: Alpha 120 board- **9'9" epoxy board** in very good condition complete with mast base, foot straps, and fin for \$200.00; Rainbow Weedspeed 13" fin for Standard American box-used once for \$75.00 Contact Peter Schmidt at 678-947-4505 or email at p..schmidt@worldnet.att.net

For Sale: Mistral Explosion II '97 288 \$550. Bic Astro Rock 9' 6" \$200. A.R.T. 4.8 \$50 Freedom Maui 4.4 \$25. GENE MATHIS 770-739-4511

Featherlite Dynafiber 500cm mast \$225 Chris Pyron 404-784-0287.

Mistral Ecstasy 8'4" great shape \$300w/fin/straps. **Hyper Tech** 8'8" new deck super fast \$300/fin/straps. 4.4 Gaastra Speed Slalom single removable cam \$50 obo 770-338-1903 **NP V8** 97 6.5 \$325 Call Mark Woodman

Sails: Aerotech 5.2 \$100, U.P. 4.5 \$75, Up 6.6 \$50, Gaastra 5.7 \$125. Call Gareth @ 770 517 0097 Or Email gktc@Aol.Com

Sail: Sailworks Syncro Pro, 6.9.7 battens/6 cams. Cost close to \$700 new (96 or 95 model); used less than 10 times and EC fast, stable, \$399 obo or will trade even for a sail of similar size and quality but fewer cams. **Board:** Old Hi-Fly polypropylene 500 CS excellent beginner board, 200 liters-plus; with mast and rig \$199 Call Mark Smith 706-663-2335

Boards: Clam Sandwich 7-10 Gorge Board 2 yrs old fin/straps/pads \$450. 8-10 Roberts 2yrs. straps/ pads/fins \$600. 8-4 StarBoard waveboard straps/pads/fin \$650 **Sails:** Assortment of Race and wave sails \$150 - 200. 8.5, 7.5, 6.9, 6.2, 5.9, 5.6, (and more)-3.3. Fiberspar booms, masts \$100-200. Call John Danovic 770-775-2170

Sails: '97 North IQ 6.5 \$200. GC Super fast/rangy. William Fragakis 404-237-1431

Sails: 8.0 Sailworks Race ...\$150 5.6 Sailworks Race ...\$100 Shorty Wetsuit (mens M, likenew) \$30 Call G.T. Brown (678) 945-4343

208- Accessories

Thule #300 Gutter mount feet and one set of Thule sailboard mounts. @ \$25.00 or \$40 for both. Call Josh Hope 770-531-1056

311- Local Shops

WINDSENSE:

WindSense: Fin Clearance - Power Box: Curtis Free Ride (New) 36cm - \$85/ Free Ride (Used) 34 & 36cm - \$30 / Mistral slotted Wave (U) - \$25. Trim Box: Curtis SR-1 (N) 32cm - \$50 / Rainbow Rhino (U) 9.5" - \$20. Tuttle Box: Curtis SR-1 (N) 28cm - \$50 / Maui Magic (U) 40cm pointer - \$30. Masts: Fiberspar 430/25/21 Q uick Tip 3200 - \$225 / QT 3200 - 460/25/25 - \$230 / Neil Pryde CK55 490/28/28 - \$295. Booms - Any size Chinook aluminum - \$145. Harnesses: Neil Pryde Slalom - \$60 / N/P Anatomic - \$95. Neoprene - Eclipse shorty (XL) - \$105. Cup 5/3 (M) \$210. F. N/P High-top booties - \$40. Demo Boards (all w ith fin & straps)- Mistral Flow 276 or 284 - \$725. Mistral Screamer 260 - \$750. Naish 8' -7" - \$1125. Sails: Best prices in the states on Neil Pryde and Naish. WindSense logo Tees - \$10. 770-888-1584

Whitecap Windsurfing:

F2 demos
1998 250 (8'2"/75l) \$500
1999 254 (8'4"/82l) \$800
Hifly widestyle boards and rigs in stock \$988
Hawaii pro line snap lock slalom booms (5'4"-7'4") \$99
north seat harnesses (sm and med) \$29 Epic gear seat harness (m/l) \$35 Board stacker bones \$8/pr.
2 pc. epoxy masts \$79
Renee Jenkins 706-868-7792 whitecap@mindspring.com

Windstar (Authorized Dealer for F2 and other major brands)

264 Wave, 96 ltrs. super B & J board. \$800. 282 Ride, 115 ltrs. \$800 Combat 4.0, 4.5, 5.6 Wave NR (\$100 each) New Mistral 253 75 l. Wave \$800. 97 NP VX2 6.3 \$200. NP Oasis XL men's wetsuit virtually new \$100. 2 womens L shortie wetsuits O'neill \$30, Bare \$50. Chinook Wave 4-6 \$50. Call Garrison Smith @ 404-256-0803 or (h) 404-256-1079

911- Editor's Note

Ads must be renewed every three months. Please let me know when you buy/sell something. We want to keep these as fresh as possible.

Ads free to ABC members, found items and beginner boards under \$500 complete.

Need to reach us?

Try the Hotline (770-908-0348), email (editor@windsurfatlanta.org), the Website (<http://www.windsurfatlanta.org>) or snailmail (PO Box 28376, Atlanta, GA 30358)

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The Atlanta Boardsailing Club

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Conclusive Photo Evidence

Mythical Sail Sighted on Lanier

Elusive 13.0 Captured on Film

Lake Lanier's legendary 13.0 sail has apparently been captured on film. Like Camelot, the Yeti and the elusive Scottish loch-fish, the 13.0 has been rumored to exist for years but without proof. Controversial, if for no other reason than most sailmakers claim that no mortal could uphaul such a creature, Lanier's big sail has teased the imaginations of generations of windsurfers wanting to shortboard in the warm months.

Fortunately, a lucky Kelly Baxendale was able to capture an image of the elusive and almost mythic expanse of monofilm. At the recent Long Distance Charity Sail, she snapped a long distance photo of a Alex Navarrete's sailboat. Only after development did close examination reveal the 13.0 in the background.

Photography experts are not all convinced, however. Dr. Kodaku Fuji of the Flowery Branch Institute of Art said,

"This appears to be mere computer trickery... obviously the work of an amateur." While the editors of the *LWA* resent this assertion, however close to the truth it may be, we still consider this an important discovery and a giant step in our understanding of the cosmos. We

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The Atlanta Boardsailing Club
P.O. Box 28376
Atlanta, GA 30358

Learn to Sail
Clinic:
July 17

Photo: DeLynn Elliot

