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The Atlanta Boardsailing Club's **LAKE WIND ADVISORY**

The Thanks to Chris
Voith for Helping Out
Edition

Volume 11 No. 03

"March wasn't Late. It Just Wasn't"

March-April 2000

Ramblings from the Guy Who Folds and Stamps

Regatta Time

Not for Racers Only

It's spring, it's April, we must have a regatta coming up. Yes, indeed, the 2000 edition of the Inland Windsurfing Championships.

This year, however, we'd like to include more of the Atlanta Boardsailing Club in the event. Regattas aren't for racers only. Its a great weekend to come hang out with a bunch of windsurfers, enjoy good food and, quite often, catch a decent breeze.

Last fall saw increased local participation and we saw a number of new faces. We'd like to continue that trend.

As well, our regattas are important financial contributors to the club. Showing up is an easy to way support your club. Come up, race, sail, dine. It's a great deal and you WILL have a good time. Heck, you might even get the notion to race.

"So..., what happened to the March issue?"

Well, this is the March issue, sort of.. April, too. Heck, it might have turned out to be the May issue, too, if we didn't have a regatta coming up.

The official line is that we are go-

ing to a bi-monthly newsletter for a few months if not longer, for a few reasons:

We are a victim of our own success. When the club was smaller, that meant fewer newsletters had to physically handled. Doesn't sound like a big deal but each newsletter gets folded, twice, addressed, stamped and sealed. Do that 119 more times. That's a good way to burn an afternoon.

We get the newsletter printed at a local Kinkos. Fortunately, they've improved their ability to accept files via the internet. That simple fact saves me about 3 hours each issue. Our files for some reason were reasonably problematic to transfer recently as the Kinkos had relocated and their network was kind of dicey.

More importantly, though, is that it is a lot cheaper to print one 16 page issue than two eight page issues because of "breakpoint" pricing. After a number of pages, our cost drops by 50% on the subsequent pages. Not to mention we then use a 55¢ stamp rather than two 33s.

And with my increasing number of personal obligations, it meant increasingly that my only time to work on the

— **Continued on page 2**

Our Next Meeting

we'll not only be discussing the newsletter editor's 3 greatest jibes of all time but also making plans for the coming year.

The Brandy House is located 4365 Roswell Rd. N. (tel: 404-252-7784). This is about 2 miles inside the Perimeter on Roswell, just past Wieca Rd. on the left.

This Month's meeting will be on Tuesday, April 11 at 7:30 p.m.

As always, friends, guests, kids and total strangers are welcome. If you miss seeing friends or want to make new ones, this is a good time. This month

Director for Learn to Sail Clinic Sought

June - July clinics envisioned

At the March meeting, a consensus was formed on the Learn to Windsurf clinic series the club hosts every summer. Attendees felt that recent years' experience suggested that a 2 sessions held monthly in June and July would probably be the most likely to introduce new windsurfers to the sport and allow them the rest of the summer to improve their skills before the cooler temperatures and higher winds of fall.

Chris Pyron, who did a great job with the series last summer, is willing to assist this year but the club needs someone to organize and orchestrate the event.

This is not a position that requires skill but just a bit of diligence to get a few ads in on time, take calls from prospective students and remind a few club members to help out.

If you would like to return the good feeling you got when you learned to windsurf, call the editor at 404-237-1431 or email him at editor@windsurfatlanta.org to find out more.

Join us! See page 7 for details.

Attention Current Members:

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

Are you expiring/expired?
Stay connected. Renew now.

Address: www.windsurfatlanta.org

Editor Rambles Cont'd from page 1

newsletter was late at night. No fun; the next morning anyways. Well, there you go. I'm off to bed.

Part II

A windsurfing club is a good thing. I've written before about how a club promotes beach access, activities and the sport generally. And those things are still vitally important. If you don't believe me, see below in this article about the pressures on Lake Lanier.

But so much of my enjoyment now is from the people I've met and become close friends with through the club. When you first get the 'jones', it's just enough to go out on a windy day. Then, you thrill to that progressing waterstart, then the dry jibe or whatever. But where do you go from there?

Because of this winter's tendency to seduce then dash our hopes, quite a few times recently I've driven to the lake to find surprisingly empty parking lots. It isn't that windsurfing is "dying" but this season's pattern has brought more than its fair share of skunks and we've become shy about venturing out.

So great, you get the primo space, right? Wrong. Where are my friends? My buds? Who am I going to harass about not having enough downhaul?

Something was missing on those days (and certainly it wasn't the wind; Tim Carter and I scored one day when it looked absolutely dead on shore yet it was almost a steady 14-15 out in the

middle).

I've been fortunate in that my positions in the club have introduced me to quite a few of you. I'd hate to think how much less my life would be without those relationships.

Part III: Race Sails.

Race sails have gotten a bum rap lately in the windsurfing press. "They're heavy, hard to waterstart, hard to jibe, hard to account for on the credit card statement.

Yeah, so? I think we've forgotten what they are: race sails. They are meant to deliver the greatest speed across the widest range of conditions across the greatest variety of angles of attack (very high upwind to very deep downwind).

I've had the good fortune to begin to understand a sail I own. It's not the latest and greatest and because it's one step off the bleeding edge, it was affordable. What I've found is:

- 1) Many folks compare, say, a 7.5 freeride sail to a 7.5 race sail. Kinda like comparing a 3 liter engine family van and a 3 liter engine race car. To put it mildly, different animals. The race sail was not even meant to be gotten wet when the average intermediate is on a 7.5 or even a 5.5 for that matter. Only last year at the Nationals, the big boys were riding 7.5s when the good amateur racers were scrambling for something less than 6 and most recreational sailors were on 4 somethings.

- 2) Most of us just sail back and forth.

Racers don't. They go wayyy upwind and even more, wayyyyyyyyyy downwind. And if you think it's a chore going upwind in a blow, try going way off the wind. If you're like me, you begin to really whimper.

3) Race sails are sold to folks like you and me. We thought we wanted to go "fast". Trouble is that you probably really don't. You want to go a little fast. You may want to go maybe a little faster than your buds. You do not, however, want to go REALLY fast.

Don't believe me, do you? Well, the next time it's blowing a good 4.5 (let's say 20 with gusts to 35 or more), grab a race sail about 2 meters bigger, downhaul the heck out of it, adjust the outhaul accordingly and go out. You will go fast. Trust me. You will pucker parts of your buddy you didn't know existed. You will pucker your elbow, your ear lobe, your little toe. Until you've been in that situation, you may not fully appreciate the expression, 'Scary Fast'. (See Chris's article about the Mid-Winters; he was on a 5.5 when the top guys were on 7 and 8 meter sails.)

And that's the problem with race sails- what they CAN do, we don't want to do.

Please don't take this to mean, "I'm faster than you because I have a race sail.

On the contrary. Rather, I've found my personal top end is way short of my equipment's.

But we still want to believe we are fast. Well faster than the next guy anyways.

Part IV:

My good bud, Tim Carter, and I were talking and he put forth the following proposition (more or less): The next big issue confronting the windsurfing club and community is not beach access; it's not teaching new sailors; it's not whether kite sailing.

It's water quality.

At least in the eastern U.S., gener-

Membership Roll

Welcome to our newest member:
Rae Ann Hilton, Atlanta, GA

Thanks for Renewing!
Bruce Harris, Tucker, GA
Mike and Ann Adair, Merritt Island,
FL
Bert Eskridge, Asheville, NC

Join Us! Membership is still only \$20/yr. for individuals and \$30/yr for families. Join for **2 years** and get a 10% discount on the second year (\$38 and \$57 total). Application/Renewal Form below.

Expired? Check the address label. Don't miss the fun.

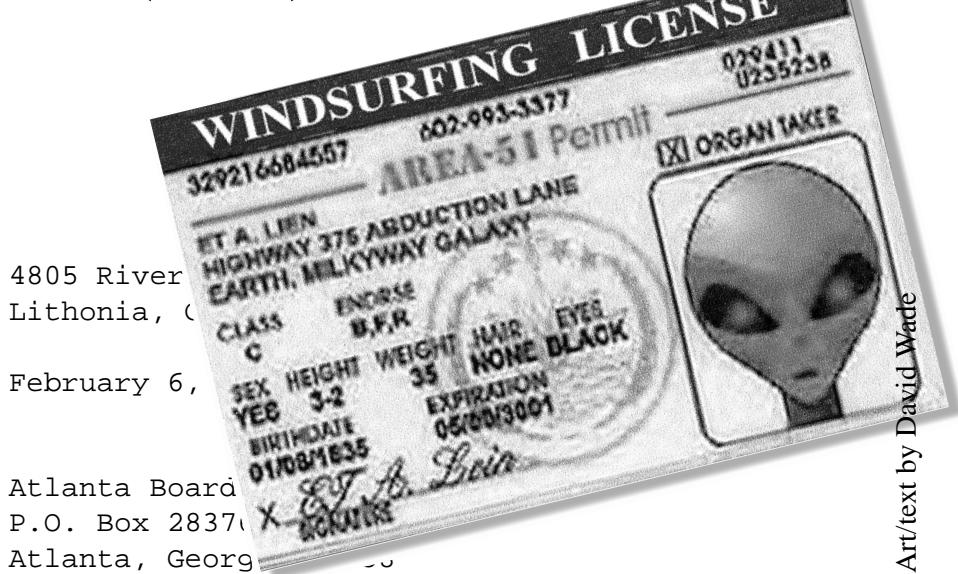
ally we have decent access, aren't burdened by pfds when the situation doesn't require them and new sailors continue to come to the sport. But our lakes are heavily pressured and as last fall's events in Hatteras demonstrated, even a large body of water like the Pamlico Sound is vulnerable to man-made and natural "Incidents" like the contaminants flushed in by hurricanes and other flooding.

In Georgia, Lake Allatoona is almost on life support and Lake Lanier is vulnerable to the same pressures of local growth and water quality degradation.

I recently received note from the Lake Lanier Association that included these bullet points:

- Gwinnett County has applied to dump 40,000,000 gallons of treated sewage into Lake Lanier every day. The dumping will set a precedent for other governments around the lake to dump their treated sewage. This could lead to the future treated sewage dumping of another 300+ million gallons per day into Lake Lanier. *Keep Lake Lanier Alive* (the LLA's campaign) demands that this precedent be defeated.
- Water quality standards were recently approved for Lake Lanier by the EPD. But, the new "standards" are far too lax and will allow for further degradation of water quality and sewage dumping. Comparison with other bodies of water and experience have shown sewage dumping, with its increased contaminants and nutrients, will ruin a lake, its creatures and its habitat.
- To continue the efforts to *Keep Lake Lanier Alive!* legal action may be the only alternative left to caring citizens and the LLA. Engaging the necessary skill to win the battle has been estimated to cost as much as \$600,000.
- The Tri-States effort to apportion water among Georgia, Alabama and Florida continues. Recent Alabama and Florida proposals would frequently reduce Lake Lanier levels by 36 feet anfrom full pool, destroying most Lake recreation and imperiling the Lake's

A (um...) Letter to the Editor



4805 River
Lithonia, GA

February 6,

Atlanta Board
P.O. Box 2837
Atlanta, Georgia

Congratulations Earthling,

You have successfully completed all the requirements necessary to obtain your new Windsurfing License.

Enclosed you will find your Windsurfing License. Beware of any activities contrary to the rules and regulations governing your Windsurfing License. If there is a violation of any rules or regulations regarding your license, your Windsurfing License will be immediately suspended and/or revoked. Fines can range from cleaning up garbage to having to clean the fish for dinner.

Any questions regarding your new license should be addressed to:

WayUba Department of Boating And Safety
Ist Star on the left past Pluto
Earth, Milky Way Galaxy 165482138734684.132358456-
165156-89
1-900-ABD-UCTON
(223-828466)

water reserves in time of drought.

- Growth and development around the Lake have contributed to significant runoff pollution problems.

Get ready for it. Whether it's the pig industry in North Carolina or golf course fertilizer in Georgia, the stuff is ending up in the water. It's not a crisis on Lanier, yet. Allatoona, though, especially in the summer, is another story. And it's not just a Georgia problem. The Gorge,

Hatteras, and San Francisco Bay all are bearing the same pressures. You can ignore it but don't whine the next time you go windsurfing and your sinuses explode the next day. (Or worse, your intestines.)

For more info about the LLA:
www.lakelanier.org
or call 770-831-1819

-Art/text by David Wade

*The Sailboard Fleet of the Lake Lanier Sailing Club
invites you to compete in the*

Inland Windsurfing Championships

Notice of Race

April 15-16, 2000 – Lake Lanier Sailing Club • Flowery Branch, Georgia

Rules— The regatta will be governed by the Racing Rules of Sailing 1997-2000 including Appendix B-Sailboard Racing Rules, as prescribed by the United States Sailing Association, the Rules of the International Mistral Class Organization, the printed Notice of Race and the Sailing Instructions.

Eligibility and Entry— The regatta is open to sailboards. Pre-register by completing the attached entry form and sending it with appropriate fees to the address shown.

Pre-registrations must be received by April 12th. You may late-register at the race site before 10 a.m., April 15th. The late fee is \$10. The following fleets may compete:

Open 7.5 Limited • Open Unlimited • Sport

These fleets may be divided by weight. Nine trophies will be awarded. Certificates will be awarded for places in any classes within a fleet.

Competition Format— Course Racing and/or Long Distance.

Schedule—

Friday

7-9 p.m. Late Registration/
Check-in, Welcome Party

Saturday

8:30-10:00 a.m.
Late Registration/Check-in
10:30 Skipper's Meeting
11:00 Race 1
7:30 p.m. Dinner

Sunday

9:30 a.m. Racing Resumes
(last race will not
start after 1:00 p.m.)

Venue— Lake Lanier is a 39,000 acre freshwater lake. Cold fronts may require special apparel. PFDs are not required for sailboards in Georgia. Sorry, pets are not allowed at LLSC. **Please note: BYOB for alcoholic beverages.**

Accomodations— Camping: Free at the race site (tent/van/RV sites & hot showers).

Old Federal campground adjacent to LLSC. At exit 16 off I-985 (~15 minutes from LLSC): Admiral Benbow Inn 770-531-9929, Country Inn & Suites 800-456-4000, Comfort Inn 770-287-1000. Jameson Inn 770-533-9400. Exit 8 off I-985 (~20 minutes from LLSC): Whitworth Inn Bed & Breakfast 770-967-2386. Houseboat Rental: "Sleeps 10", Fri. 3 p.m. to Mon. 9 a.m. \$700+ gas. call Lake Lanier Islands 770-932-7255.

Entry Fee Includes— Free camping • Friday night Welcome Party • A swell 100% cotton, embroidered polo shirt • Excellent race management • FIVE MEALS including: Continental Breakfast, Lunch & Dinner on Saturday, Breakfast and Lunch on Sunday • "Fabulous Door Prizes" • Trophies awarded three deep in each fleet.

It's so much for so little, can you really afford to stay home?

Directions to Lake Lanier Sailing Club– From Atlanta: North on I-85 then I-985 to Exit #12 • Left on Spout Springs Rd, continue ~1 mile to traffic light • Right on Atlanta Hwy, go 2/10 mile to • First left on Spring St. to end • Right on Gainesville St., Continue across McEver Rd. on to Jim Crow Rd. (this becomes Old Federal Rd.) It's 2.3 miles from McEver Rd. to LLSC entrance on left. LLSC phone 770-967-9323.

For more information contact Chris Voith 404-250-0287 or cphoto@mindspring.com
see also: www.windsurfatlanta.org and www.llsc.com

2000 Inland Windsurfing Championships

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

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

Name _____ Sail Number _____

Address _____

City _____ State _____

Zip _____ Phone _____ email _____

Age _____ Approx Weight _____ Shirt Size _____ Fin Box Type* _____

Cam/RAF* _____ Trailer/Roof Rack* _____ Carbon/Aluminum Boom* _____

No. of Fins You are Registering* _____ No. of Uphauls You are Registering* _____

Standard Deduction/Itemizing* _____ Dependents Claimed* _____

**You must return form by April 1 to register these items. Otherwise, Rule 1040 applies as of 4/15*

Circle one: Open 7.5 Limited • Open Unlimited • Sport

(Fleets may be divided by weight and/or gender.

Fleets, Classes or other divisions may be combined, created or deleted at the discretion of the registrar).

Pre-registration fee..... \$55.00

Late charge after April 12th \$10.00 _____

Atlanta Boardsailing Club membership \$20.00 _____

Meal Deal for Guests (5 meals) \$25.00 _____

Kids meal deal: under 4-\$5.00 or 5-11yr.\$10.00 _____

Subtotal _____

ABC member (or member joining now) Deduct \$5.00 < _____ >

U.S. Sailing member # _____ Deduct \$5.00 < _____ >

(Please note: **This is not your USWA number.**
You must show your **U.S. SAILING** member card
at check-in to receive this discount).

Total enclosed _____

In consideration of being permitted to enter this boardsailing regatta and being fully knowledgeable of the risks of boardsailing as a competitive sport, I agree voluntarily to assume all risks of participation and hold harmless those sponsoring or aiding in the regatta from any liability of any nature whatsoever for accident or injury to myself or my property. I mutually agree with the other contestants to abide by all rules and regulations governing the regatta. I certify that I can swim.

Signature _____ Date _____



INITIATIVE FOR AFFORDABLE HOUSING DEKALB, INC.

December 31, 1999

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

Dear Fellow Windsurfer's,

On behalf of the Board of Directors of Initiative for Affordable Housing/DeKalb, Inc., I would like to thank the Boardsailing Club and acknowledge the \$540 raised for Initiative, by the recent fundraising event.

Thank you to the Club as a whole, for choosing Initiative and for sponsoring the event, and to all those members who participated and gave up their time to come and support Initiative. A special word of thanks to G.T. Brown for organizing the event, and to his company, Mallory & Evans, for generously matching the Club's donation. Also, heartfelt thanks, to Tim Carter and Windsense for their support in helping the event be a success.

Your gift went to help the over 30 homeless families in the Initiative program, as they work to get their lives back in order and provide a stable future for their children. The Initiative Social Workers, meet with each family, every week, to deal realistically with job skills, finances, parenting - whatever it takes to keep them from falling back into the damaging patterns that caused their fall into homelessness.

The impact of the Initiative program on the community is positive and long-lasting. Families can move from the ranks of the homeless, to becoming homeowners - thereby becoming contributing members in the community - both financially and emotionally. Dilapidated housing stock is rehabilitated and occupied, contributing to neighborhood stabilization and improvement.

Thank you again for giving so generously of your time and gifts to help us achieve these goals.

Sincerely,

Lisa Wise
Executive Director

778 DEKALB INDUSTRIAL WAY ★ DECATUR, GEORGIA 30033 ★ OFFICE: 404 299-9979 ★ FAX: 404-299-9979

Club, Regional & National Dates

April 15-16 Inland Windsurfing Championships, ABC/LLSC Ga Champ #1

April 14-16 Central Florida Windfest, Sandy Point, Fl., Sandy Point Progressive Sports Contact: Marty Gottlieb 904-756-7564 or asandypt@aol.com *Harper Realty SE Series*

April 28-May 2 Hatteras Wave Classi Waves, NC

April 28-30, 2000 27th Annual Stephen C. Smith Regatta, Shell Point Beach, Fl., Sandy Point Sailboard Club. Contact: Wright Finney 850-688-7700 or finney@eng.fsu.edu *Harper Realty SE Series*

May 26-29 US Cellular US Open Corpus Christi, TX 361-985-1555 emmktg@aol.com

June/July TBA ABC Teaching Clinics

June TBA ABC On-the-Road Regatta, Charleston, SC Ga Champ #2

June TBA Reggae Regatta, LLSC Ga Champ #?

September 8-10 10th Annual Juana's Good Time Regatta, Navarre Beach, Fl. Panhandle Windsurfer's Contact: Steve Bogan 850-433-5833 or scbwindsurfer@worldnet.att.net *Harper Realty SE Series*

Sept 25-30 US Windsurfing National Champs, Martha's Vineyard 877-386-8708

October TBA ABC Hatteras Trip

October 13-15 22nd Annual Fall Classic Lake Lanier Sailing Club/ Atlanta Boardsailing Club Contact: Chris Voith 404-250-0287 or cvphoto@mindspring.com *Harper Realty SE Series*, Ga Champ #3 *SE Series*

October TBA Halloween Open LLSC Ga Champ #4

November (TBD), Mistral National Championships. St. Petersburg, Fl. Tackle Shack Watersports / Fleet 12. Contact: Tackle Shack 727-546-5080 or tswater@aol.com *Harper Realty SE Series*

Nov TBA ABC Fall Charity Event

Nov TBA Islamorada ProAm

Dec TBA ABC Holiday Party

Hey, Atlanta Boardsailing Club, Sign Me Up!

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) _____

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

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**

THE STORY OF LAKE LANIER

In 1946, Congress authorized the U.S. Army Corps of Engineers to design and build a series of dams and lakes along the Chattahoochee river. The river starts in the north Georgia mountains, flows southward along the Alabama and Georgia state line, then travels into Florida where its name changes to the Appalachicola and it eventually empties into the Gulf of Mexico.

The Corps' plan called for the construction of five dams along the Chattahoochee. Buford Dam was located the farthest upstream in the headwaters area where the river is born. As the Chattahoochee then flows southward, it would be dredged, beginning in Columbus, Georgia, so boats could navigate from there to the ocean. Along the way, a series of locks, dams and lakes would be constructed so that boats could move freely up and down the river.

Planning for Buford Dam and Lake Lanier began in earnest in 1950 when some 58,000 acres of land were acquired for the project. Although mostly rural farmland, it was no

small task dealing with thousands of landowners whose land would be flooded by the lake. For the lake's 540 miles of shoreline, workers cleared 14,000 acres of forests. During this process, buildings along the shoreline were removed and in some cases even gravesites were relocated to areas away from the lake. Buildings, trees, and other structures that would be covered with many feet of water were left standing and now remain underwater. Today, scuba divers can visit a service station complete with gas pumps still place, a church and numerous other structures still intact on the bottom of Lake Lanier. Due to the low level of oxygen in the deepest water, very little decay has occurred. Hundreds of thousands of trees remain standing strong in that deep water ready to claim an anchor, as many a boater can attest.

Construction of Buford Dam and the three smaller adjacent dams, called saddle dikes, began in 1953. They were built of raw earth instead of concrete to keep costs low. The main dam is almost 200 feet high and more than 2,000 feet long. The total length of the saddle dike system is 6,600 feet. On the west side of the main dam the Powerhouse was constructed in a depression excavated from solid rock. Completed in 1956, the Powerhouse contains the machinery necessary to produce electricity and to regulate the flow of water released from the lake back into the Chattahoochee River.

Although construction of Buford Dam and Lake Lanier was essentially completed in 1956, it took 2 more years for the lake to fill up with water.

Although a relatively small power producer, the three generators located in the powerhouse can produce a total of 86 million watts of clean, non-polluting hydroelectric power. That's enough electricity to supply 25,000 homes. It may not sound like much, but the value of hydropower is not just in the number of kilowatts the turbines can produce. The real value of water power is its flexibility. Because of the speed and ease with which they can be activated, hydro-power facilities are used primarily to augment conventional power sources at times of highest demand. The plant at Buford can be turned on and off with just a few minutes notice. This is not possible at coal or nuclear power plants. There have been many times when hydroplants have meant the difference between continued service and rotational blackouts. The powerhouse at Buford Dam is oper-



Buford Dam from 20,000 ft. USGS photo www.terraserver.microsoft.com

ated by remote control from a central control station at Carter's Dam near Chatsworth, GA.

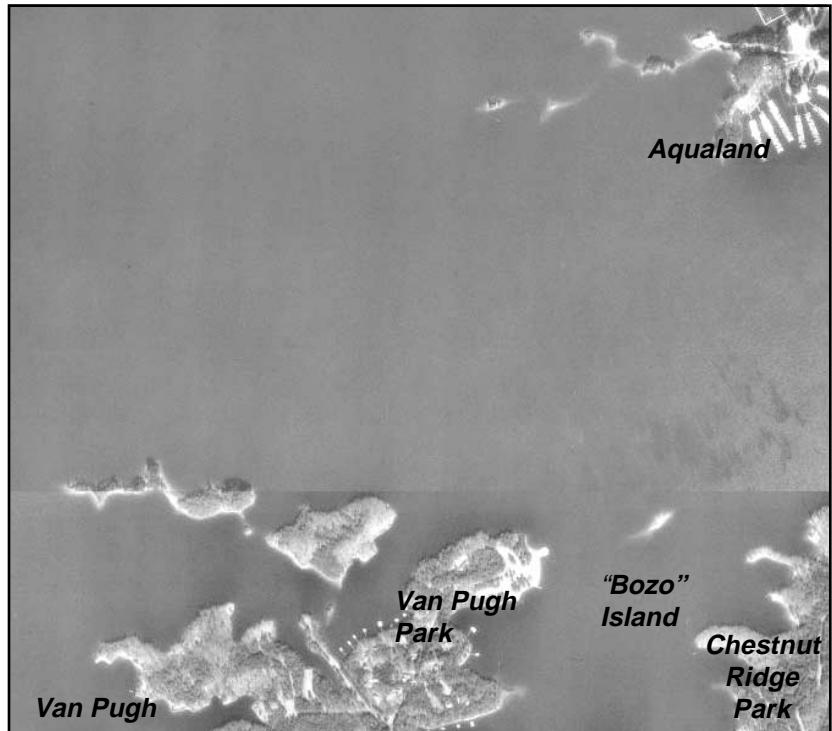
Hydropower also has other major advantages. Independent of expensive and rapidly inflating fossil fuels, hydropower is one of the cheapest means of generating power. It is also clean and renewable since it does not involve combustion and the water supply for generation is constantly being replenished. Hydropower is actually a product of solar energy- it converts the energy from the sun's evaporation of water into useable power.

Buford Dam is also used to regulate water levels in the river as it leaves the lake and continues to flow southward. In addition to providing flood control and preventing millions of dollars in damage annually, the water flow is regulated to keep the Chattahoochee navigable below Columbus.

When the new lake finally reached full pool in 1958 at 1071 ft. above mean sea level, it covered 38,000 acres and had more than 500 miles of shoreline. The deepest point is 140 ft. Lake Lanier is the primary source of drinking water for Atlanta. (So please don't pee in it). The lake level does not stay stable during the year because of the effects of drought, flooding, evaporation and the need to release water. Over the years, the lake has gone down as low as 1052.66 MSL on December 24, 1981, and to as high as 1077.19 MSL on April 14, 1964.

Recreation was not on the Corps of Engineers' list of purposes for the lake originally, but the proximity and growth of Atlanta has made Lanier one of the most visited federally operated lakes in the country- nearly 7 million visitors annually. Approximately 7,500 private boat docks are currently permitted by the Corps on Lake Lanier. Forty parks and nine campgrounds are operated directly by the Corps, in addition to 10 marinas and Lake Lanier Islands leased by them. The remaining areas are leased to city and county governments and private organizations. The Lake Lanier Sailing Club is primarily on land leased from the Corps.

In addition to recreation, wildlife management has been added to the Corps' stated purposes for Lake Lanier. The Southern Bald Eagle and the Peregrine Falcon are two examples of endangered species which take refuge around the lake. Spotted bass, white bass, large mouth bass, striped bass,



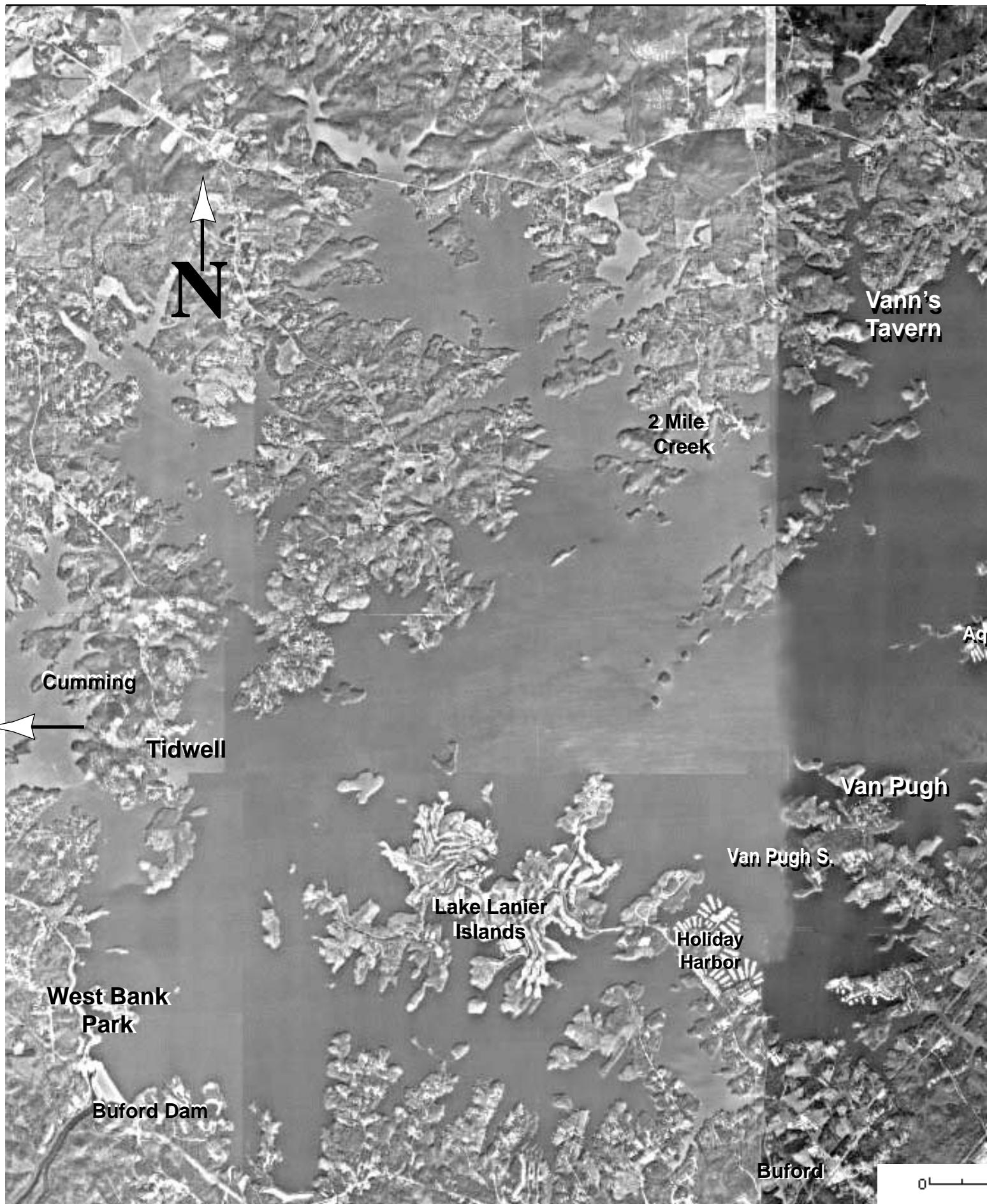
channel catfish, yellow perch, walleye, and bream are found in the lake as well.

The lake was named after 19th century poet Sidney Clopton Lanier. He was a Georgia native who was inspired by the beauty of this area to write the poem, "Song of the Chattahoochee."

Out of the hills of Habersham
Down the valleys of Hall,
I hurry amain to reach the plain,
Run the rapid and leap the fall,
Split at the rock and together again,
Accept my bed, or narrow or wide,
And flee from Folly on every side,
With a lover's pain to attain the plain,
Far from the hills of Habersham,
Far from the Valleys of Hall.

The Next Page: The Bottom Half of Lake Lanier

Lake Lanier south of Brown's Bridge (Hwy 369) is the "sailing" half, if for no other reason than a decent sized keelboat can't get her mast under the steel span. Almost all the windsurfing spots are on the southern half- the fetches are longer, giving the wind and water time and distance to deliver the goods. This composite of USGS aerial photos shows the more popular spots. For a complete guide to Lanier spots, see www.windsurfatlanta.org (our website)





A Quick Lanier Guide

Brown's Bridge (Ga 369) Most windsurfers never venture above here but the Lake continues up another 15 miles up both the Chestatee and Chatahootee Rivers whose confluence is just a mile to the north.

Sunrise Cove A nice sandy beach and exposure to the prevailing westerlies make this a nice alternative spot especially in the summer. Being further from Atlanta, means fewer day trippers clotting up the waters on those warm weekends. A gentle slope underwater makes this a good teaching spot.

Vann's Tavern The newsletter editor's favorite spot. Great on easterlies plus the parking lot is on a hil giving a great view over the lake. A reef a few hundred yards offshore means great ramps when the NE machine is really cranking. Named for the great Cherokee Chief Vann.

Lake Lanier Sailing Club Regatta site with great facilities. Good launch but open to non-club sailors only during events. Consider joining if you like the location, windsurfers are welcome and the cost is reasonable.

2 Mile Creek Nice grassy spot is a sleeper spot for SW winds in the warm weather.

Aqualand Marina You might hitchhike back to Van Pugh from here on a really big day. Where 90% of Van Pugh sailors jibe before heading back.

Van Pugh Lanier's spot for big westerly winds. Too much traffic in the summer and should be avoided unless its particularly windy and a weekday. Not beginner friendly in a big blow, you have a good chance of ending up at Chestnut Ridge Park to the east, about a 2 mile walk back. Think about Sunrise instead.

Van Pugh South Open on warm season weekends. If you get there early, drive all the way out and find the secret beaches at the end of the road. Get there late and fishermen will have their lines strung all over the place.

Holiday Harbor Allegedly the nation's largest floating marina. I think I read that somewhere.

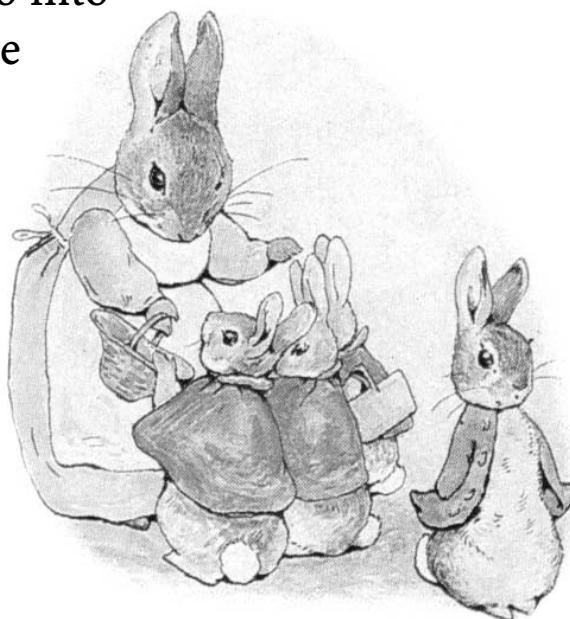
Lake Lanier Islands Proof that most people don't have a clue about what to do on Lanier. Golf, a water park, hotel, conference center and other "amusements."

Buford Dam Drive across it sometime. The road? Buford Dam Road, of course. It's big and goes across a beautiful Gorge. Lanier would have never been built at the end of the 20th century; we are more reluctant to mess with the landscape now- on a large scale anyway. I take that back. It wouldn't get built so that Gwinnett and Forsyth developers could build a zillion more cluster homes and a couple more malls.

West Bank Park For Easterlies when you just can't wait the extra 10 minutes to go further north. Also a departure point when we do long distance sails to the Bridge

Tidwell Another local favorite on easts.

'Now, my dears,' said old Mrs. Rabbit one morning, 'you may go into the fields or down the lane, but down the lane, but don't go into Mr. McGregor's garden: your Father had an accident there:



He was put in a pie by Mrs. McGregor.'

Beatrix Potter, The Tale of Peter Rabbit

Playing in Mr. McGregor's Garden

Like a toddler learning to walk, our windsurfing path is filled with necessary new "adventures" and the accompanying whoopsies-doo. You never will learn to sail overpowered till that day you get stuck on the other side of the lake as the wind fills in- most of us just don't look at a beach full of 5.5 sails and run to the truck to drag out the 6.5.

No, it's not until you are way over there and suddenly you notice there are a LOT of whitecaps do you learn that by a little sail tuning, a lot of mast base pressure and commitment that not only will you make it back but you may be so emboldened as to jibe back out for a few more runs. As soon as you figure out that you aren't going to get creamed, sailing silly fast sure beats going back to the beach and rigging another sail.

And even worse, it's not until you are a mile off the beach when that dodgy looking universal you've been meaning

to replace finally decides to rip apart. Booms rarely break on a nice, sedate day. No, they break when and where you really need them.

So, what is it that separates the 'learning experience' from that frustration that makes it likely you'll dump your gear in the first dumpster you see? Or worse, turn a nice day into a potentially fatal outing?

Attitude goes a long way. So does a bit of understanding of what you are trying to achieve: a lesson, clinic, video or magazine article that describes your objective. Windsurfing can be a devilishly un-intuitive sport.

Perhaps the most important factor is like the old real estate maxim: location, location, location. If you are sailing an onshore wind in a protected spot- go for it- stretch your abilities. Worst that happens is that in a bit, you get washed up back home. If you are sail-

ing a sideshore or offshore wind where the next stop requires a customs clearance, then make DANG sure you can swim back. And remember swimming in foaming swells or breaking waves isn't quite the same as a few laps at the Y.

On the following pages are a few words purloined from other clubs and the net. These are the words of experience. Read, learn and good luck. Make sure that if, like Peter, you decide to be daring, you don't end up cooked.

This thread [windsurfing safety] hits close to home, as I lost a friend to a windsurfing accident here in the Chicago area about 13 years ago. If discussing it could prevent another incident of this type, then I believe it should be discussed. My friend was sailing on Lake Michigan during an off-shore day in October when the water temperature was dropping and the winds were gusty. I would classify

Continued on page 14

TOO CLOSE FOR COMFORT

It was, by everyone's reckoning, shaping up as a potentially epic day. The calendar said January 10th but it felt more like April or October. The forecast called for winds out of the south to southwest, at 25 to 30. Perfect conditions for Buckroe Beach.

David Smith called a few friends to see if they were gonna go. Some said they'd wait for the following day, with its forecast for even higher winds, out of the north. Smith figured, "I'll just go, and see if anyone shows up." No one did.

It was around noon. Dave rigged up his North IQ 5.8 on his F2 254 Wave, and waited -- a few minutes. Still, nobody showed. "I'll just go," he thought to himself. "Someone will be out here eventually." Smith figures he sailed for 90 minutes, maybe two hours, with smooth, manageable waves making for great ramps; pleasant air temperature; the wind nice and steady.

He took a look at the Lighthouse -- a familiar sight and frequent destination, about three miles off-shore -- and thought to himself, "the waves are bigger out there." He decided to head that way. It was a fateful choice. "It's not unusual," Smith says now of heading to the Lighthouse. "I go out there a lot, make a big turn around it. It's kind of adventurous. That day, I turned around, saw a nice little ramp, took a jump, and when I landed, the mastfoot just busted."

"I'm screwed," he thought to himself. "I looked for boats. There was nobody on the water."

"Don't panic," was his first thought,

now starting to talk out loud to himself. Step 1, he knew, was to take apart his rig and tie the equipment to the board. He started de-rigging. Because of the wind direction, out of the southwest, the waves weren't really that big, and weren't crashing over his head. "I kinda got lucky with that. Even in my bad luck, I had some good luck. If I had been at Chick's Beach, the way the waves break out there, it would have been a lot more difficult." The waves, he figures, were probably about four feet high, and not really breaking.

But the tide was going out, and he noticed he was getting swept with it pretty fast. He wanted badly to keep his gear together, but when he started trying to swim back, he ultimately realized, "I'm not making it with all my stuff." "I had to ditch my whole rig, which completely sucked." His harness spreader bar was starting to get uncomfortable -- a real obstacle when trying to lie on your stomach and paddle a board. "I chucked that, too."

Smith's board became his life-saving flotation device. Gone was his broken Fiberspar Reflex 5000 mast, North IQ 5.8, Chinook Boom and Bic mastfoot. Paddling like a surfer, but with the water as cold as it was -- likely somewhere in the 40's by mid-January -- Smith says

his arms got really fatigued. Then, the wind

switch, blowing him back out in concert with the outgoing current if he paused even briefly. "I had to keep pace, otherwise I'd drift down and out again. I'd paddle until my arms were like silly putty, then I started kicking with my feet, which doesn't get you all that far that fast." Then, he'd switch, using a scissor stroke, holding the board alongside, and eventually get back on top to paddle the board.

"Man, that's a long swim," he thinks back on it now. "When I finally touched

ground, I was completely exhausted."

Smith had been spotted out in the water, prompting calls to emergency crews, who were waiting on shore when he got back. Also standing by: a news crew from WAVY-TV 10/WVBT-Fox 43. News reports would later characterize the incident as a "search for thrills," which "almost cost a Peninsula man his life." Not entirely inaccurate.

Fellow wavesailor Robert Netsch, who before moving from the Peninsula to the Outer Banks sailed on occasion with Smith, writes via e-mail: "Why does anyone ever need to be more than 1/2 mile off shore? I don't get it! Glad Dave is okay, but that was a @#\$%ing (expletive deleted) stupid move. You can use that quote."

Dave doesn't deny it; in fact, he wishes Rob would have been there that day to keep him in line. "He's famous for telling people, 'I wouldn't go out there, the wind's gonna die.' He's the voice of reason." Smith says, he can recall getting stuck off Buckroe on a previous occasion, when Netsch WAS there to offer words of wisdom. With thunderstorms threatening, Smith, recalls, "he said, 'don't go far.' I took his advice -- I didn't go out that far -- but when I went to turn, the wind died. It started thunderstorming all around me, with another idiot on a kayak keeping me company. Then the wind switched 180-degrees. I had long swim that day."

Smith also recalls a session with Rob Netsch when "buddy sailing" proved wise. A third sailor in the ocean that day broke his mastfoot on a jump. "Rob towed his rig in for him. That's a big help."

But this time, when it was Smith's turn to break a mastfoot, there was no one anywhere in sight. So, how did Smith escape with his life -- in mid-January, with water temperatures in the 40's, three miles off-shore in 30-knot winds? Physical conditioning was the critical factor. "I'm a tree climber, so that keeps me limber. I work out with weights at least three times a week." But Smith says windsurfing is his only aerobic exercise

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Too Close Cont'd from page 11

-- and, let's not forget, windsurfing's aerobic value is debatable, and varies greatly from sailor to sailor. Since winter doesn't offer many accommodating opportunities in the first place, Smith knows he was not in the best cardiovascular shape. He estimates it took him an hour and a half to swim back to shore. "I knew I only had a certain amount of time in the water. That was my main worry: am I going to get hypothermia?" Swimming was difficult in a restrictive wetsuit -- which, however, clearly protected him from the cold well enough to save his life. He thinks the extra thickness from the rubber may also have provided greater thrust, from added width as his arms stroked through the water.

Smith is determined not to let this episode discourage him. "I'll go out there again that far. I like to get away, it makes it seem more adventurous. Makes me feel like I've accomplished something. There is a sense of solitude, an escape from reality. Most people won't go out there." *But next time*, he says, "*I'll have a buddy with me. I won't sail alone. And this time of year, I've made a new rule: don't go out any further than I'd care to swim back.*" He should now have no doubt how far that is -- he's "been there."

And the next month, this followed:

[The] newsletter article prompted the following from Robert Netsch, to whom Smith referred as, "the voice of reason.

Nice newsletter Tom, just let me get some things straight:

1) ...a 254 wave board with IQ 5.8 race sail !?!

2) ...cold water, off-shore wind session a couple miles out, and sorry there are no ramps out there anyway !?!

3) ...Bic mastfoot. !?! !?! !?!. These pieces of crap should be recalled with the Burger King Pokeymon balls

4) ...alone. Well, I suppose that's okay, how much can we really do for each other anyway. Except, not notice, laugh

or possibly worry. Second thought, there are some exceptions where a buddy helps. I do recall Chris Z saving me the one time I went waaay out. Yes, it was his idea to go waaay out in the first place. Naturally I broke a mast. While just sailing along minding my own business.

Enough on that, now, previous experiences from the "voice of reason:"

1) Sailing w/T-storms -- like right on top of us -- is not such a great idea. Good chance that a direct zap won't happen (*ed. note: That "good chance" didn't help a Panhandle windsurfer who felt a lot more than a tingle last summer.*), but I can guarantee that the wind velocity will change, and a good chance that there will be nothing but a good up or down draft.. which is kind of hard to sail in.. so you get to sit in the water and wait for the event to end. This usually happens a couple hours after dark. Now **THAT** is a good time.

2) Salvo ramp rescue.. Well, Dave (Goodman's) bud Uve did do a radical face plant landing resulting in a totally wrecked extension. (No, it wasn't a Bic, it was North. For what it is worth, I stick to Chinook.) So he deserved some support.. plus I may have been responsible for him venturing out of the sound and into the surf anyway. It could be that I even pressured him, not sure.

Anyway, so I towed the rig in, in overpowered 5.0 conditions, through the surf. That was a drag. What he didn't mention is that I then went out to toe in Uve since his paddling was no better than that of Karl Mueller's the time I saved him (sorry guys!) Maybe I should offer a paddling lesson to WET members? Step one, **turn** your harness around so the hook isn't between you and the board. Step two... Interested? Let me know.

3) If towing in an old man, on a mega rig, who is exhausted and scared, even if it is just the sound, make sure he knows not to use his body as a sea anchor. That slows progress.

4) When sailing in extreme (hate to use THAT word) conditions, don't try to

Playing in Cont'd from p. 10

her ability as intermediate-beginner--she was just learning to use a harness with a long board. There were sailors in the area, but no one who was actually sailing "with her." At some point she must have become very fatigued, because a local rescue boat came up to her and offered assistance, which she declined. Her board was found two days later, her body three days later, after the wind shifted on-shore.

Since then, I suppose I've become more of a safety stickler. What should we learn:

1. Unless you have a "safety net", sail within your ability. On the day she died, some very experienced friends and I sailed at a small inland lake, rather than on Lake Michigan. Any kind of mistake or accident on an off-shore day on a large body of water can be serious or fatal.

2. Sail with a buddy. No one was keeping an eye on my friend. Someone should have been able to help her or call

be too conservative. That's how I get hurt every time, including almost breaking my next 3 weeks ago.

That's it, [signed] Rob(ERT)

Then, there was this follow-up the next day: Thanks to Doug (Cullom) for reminding me of the biggest point that I missed from yesterday's rant & rave. That is, hats off to Dave for going for it* in the first place. Secondly, he certainly built more character than most of us that day, plus he now has a good story to tell round the campfire... Nevertheless, at the risk of being contradictory, the rest of the stuff I spewed yesterday still holds, from my perspective anyway. (* just choose the "it" wisely!)

a rescue craft.

3. If someone offers you assistance, seriously consider accepting it, even if it is a blow to your ego, or results in the loss of your gear. You may be hypothermic and irrational.

Please sail safely!

-Marc Stadler

Take signaling equipment (flares good for initial attention getting, strobes good for continued signaling of position, whistles are great for same when visibility approaches 0 due to fog).

Take emergency rope. It'll help you quick-fix many things to get you back to shore, thus avoiding need for rescue.

Dress for water temp, not air temp (hypothermia makes you stupid and can kill - not what you need when you're trying to problem solve your way out of becoming fish food).

Use big enough boards. In areas where the wind can die on you and the current wouldn't just deposit you in a safe spot, sinkers are a great way to practice natural selection.

Use the buddy system. Use it right (meaning you guys actually look out for each other, as opposed to the old "we were shredding together, but then he went further out and I lost track of him; dunno where he is..." that seems to have happened in your case).

Don't procrastinate on hard decisions, such as ditching your rig or starting an arduous paddling session, or signaling for help. The longer you wait to do these things if you need them, the more likely you are not to have any success with these measures. Plus, if you get yourself in really deep kaka because you didn't act prudently right away, you end up needlessly inconveniencing or even endangering the good people trying to help you (other sailors, boaters, SAR personnel, etc.).

Corollary to the last point: Don't just immediately signal for help if you have a reasonable way of getting yourself out of trouble, even if that way is inconvenient. Your safety is foremost your own responsibility. Search and Rescue Services are **not** something you call for to avoid the inconvenience of a long swim.

Use common sense: Don't

overestimate your ability. Don't underestimate the chance of something going wrong. Maintain and inspect your equipment. Don't get in over your head. Don't take unreasonable risk. (This is not just an issue of choosing to live dangerously - you might endanger someone trying to rescue you). Choose your gear wisely. Andreas Macke-

Unfortunately it is usually the people who haven't considered the risks who end up dead.

My rule is that if you won't drift back, you probably can't paddle back. So, here is the number one rule that I think should be imprinted on the brain of anyone starting windsurfing:

Do not sail in offshore winds/currents without being sure you will be rescued if you break down.

Of course this only applies if you care about staying alive.

-Ed Lenox

the Darwin Award had a good chance of winning, the Captain of the Ship turned the *Peleliu*, gave pursuit, and finally, gained the rider's attention. He returned to the ship and was directed to park his trusty chariot in the well deck.

As it turned out, he was part of a group from Newport Beach that was headed to Catalina Island. During their trek, he and another rider got separated from the pack.

Oh, where was this second rider. Hmm. (*ed. note: Please see other article on this page.*) Well he'd run out of gas and had been left adrift by the guy we picked up. The balance of the evening and early morning hours were spent launching a SAR effort with the Coast Guard to find this wayward gent. He was recovered just after sunrise. When asked how he was feeling he replied "I'm one happy dude."

Sales and Marketing 207: Why New Customers are Important to the Jetski Industry- A Case Study

**Conclusion: Because You Gotta
Keep Replacing the Old Ones
(Also See: Why Joe Camel?)**

from: <http://www.skyhawk.org/darwl99a.htm> THE 1999 CHARLES DARWIN LITE AWARD NOMINATION

The Darwin Award Lite is an annual honor presented to the person or persons who almost do the world genetic gene pool a great service by attempting to exterminate themselves before reproducing in kind --- but fail all mankind because of their extreme and extraordinary stupidity.

JET SKI TO DAVEY JONES TINS* This Is A True Story!

submitted by Stock N00@ccg6.navy.mil
(*This Is No S@#\$)

Where do we get such people. . . This is no sea story! This is a true happening from a recent training exercise off the coast of California.

We're currently aboard the *USS Peleliu* doing 11th MEU's SOCEX in the Pacific off the California coast. Just before sunset Friday, a Jetski pulls along side the *Peleliu* and shouts at a Sailor on deck and asks which way to Catalina Island (Oh by the way, we're **35 nautical miles** from anywhere). He sees the Sailor point in a direction and starts to head off that a way. What he failed to realize was the Sailor was pointing at him and telling his friends to come look at the moron on the Jetski. Fortunately, realizing this "would be contender" for

On the Road to Sydney

Recently, Gary Jobson interviewed Mike Gebhardt for www.nbcolympics.com. "Gebi" is the U.S. entry in the men's windsurfing competition in the Sydney Olympics. He smoked the competition at the Trials down at Merritt Island, Fl. But because of the restricted number of entries available in the Olympics, his actual berth wasn't secure until his placing in the Mistral Worlds qualified him to go Down Under.

Mike Gebhardt, 34, of Ft. Pierce, Fla., has been sailing since he was 8 years old. He was on the U.S. Olympic Sailing Team in 1988, 1992 and 1996, and in 1999 he came in third at the Pan American Games in Winnipeg, Canada, and won the Miami Olympic Classes Regatta.

Jobson: You are returning to the Olympics for the fourth time. Two times you won medals and once you came up short. What have you learned from these campaigns to help you with Sydney 2000?

Gebhardt: I was blessed to win a silver and bronze medal in the 1992 and 1988 Olympics. I worked hard and was motivated, but more importantly, my attitude and expectations were focused on the reality of winning. In 1996 in Savannah (site of the Atlanta Games sailing competitions), I did not spend as much time in my mind's eye seeing myself winning. It was a good lesson.

So I have learned to trust the will of God, to work hard and spend time living in the reality inside of seeing the outcome in my mind.

He with the most certainty wins!

Jobson: Is interest in boardsailing growing in America?

Gebhardt: I think the interest in windsurfing is always growing. Many people see it and want to do it or give it a try, but maybe people have so many other options and things to do with their time that it is hard to make a commitment to doing it a lot.

Jobson: I remember when you were one of the young guys in this fleet. Now you are going to be one of the older competitors. Does age make a difference?

Gebhardt: Age can be seen as a barrier, but I think it is more the collective consciousness of the masses that set limitations to things like aging. Youth has the advantage of focused intensity and more of a drive from a purely ego standpoint. Just as arrogance in athletics is more prevalent at younger ages, as we age or become more mature, we are driven by different forces in our lives. As an example, I am not trying to prove as much anymore, but windsurfing and doing my Olympic campaign are more of an offering to God -- a focused use of the gifts I received.

Jobson: How much help do you expect from the coaching staff?

Gebhardt: As much as I can take advantage of. Our new U.S. windsurfing coach, Pierre Jeangirard, is a welcome addition ... he is excellent at technical advice and a cool, calm and collected individual. I mean, he is one mellow customer who keeps you focused on the goals and not the results you just accomplished. Also, the U.S. Olympic Sailing Team in general has so much talent, and we bounce ideas off of each other. My old coach, Charlie McKee, and his brother, Jonathan, both past Olympic medalists, always keep me abreast of their observations on the different courses on Sydney Harbor. They are a wealth of information. Also Gary Bodie, Skip Whyte and Luthor Carpenter, the other full-time coaches, keep us working on new perspectives on the water. We have a lot of talent to work with.

Jobson: How would you assess your chances of returning to the medal podium in Sydney?

Gebhardt: Life is what you make it, and I look forward to finishing my Olympic medal collection. I need a gold one!

I have a lot of catching up to do with

some of the top competitors, as the other countries have more professional programs to develop their athletes through, but time and training will allow it to become a possibility.

My main focus is my physical training as I work on improving my fitness enough to be able to pump my butt off throughout a whole race, a whole regatta. If you are not fit enough, then you get tired and your speed goes out the door. Also, our Olympic event is over the course of seven days, so it is like an ultramarathon. Endurance and recovery are key.

Stay stoked!

Gebi is asking for support for his Olympic Campaign to defray the high costs of training and traveling to pre-Olympic competitions. If you are interested in helping out and would like to make a tax-deductible contribution, contact him at:

Mike Gebhardt
1107 S. Ocean Dr.
Ft. Pierce, FL 34949
mgebi@yahoo.com

Online info:
www.gebiwindsurfing.com

HIHO INFO

HIHO 2000, The World's Greatest Windsurfing & Sailing Adventure. July 2-9. A windsurf & yacht odyssey through the Caribbean's beautiful islands. An all-inclusive vacation. Rent new Neilpryde sails and BIC boards.

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Or send us your address and we'll mail a brochure.

HARPER REALTY Y2K SOUTHEAST SERIES

Fleet 12, Tampa Bay Windsurfers, is proud to announce the rebirth of the Southeast Windsurfing Series. The series is sponsored by Harper Realty of Lakeland, Florida.

- March 3rd - 5th, Gaastra Midwinters at Kelly Park, Fl. - Calema Windsurfing, Contact Susie at (321) 453-3223.
- April 14th - 16th, Central Florida Windfest at Kelly Park, Fl. - Progressive Sports, Contact Marty Gottlieb at (904) 756-7564.
- April 28th - 30th, Steven C. Smith at Shell Point Beach, Fl. - Shell Point Windsurfing Club, Contact Wright Finney at (850) 668-7700
- September 8th - 10th, Juana's Good Time Regatta at Navarre Beach, Fl. - Panhandle Windsurfers, Contact Steve Bogan at (850) 433-5833
- October 13th - 15th 22nd, Annual Atlanta Fall Classic at Lake Lanier Sailing Club, Ga. - Atlanta Board-sailing Club, Contact Chris Voith at (404) 250-0287
- November 3rd - 5th, Mistral Nationals at St. Petersburg, Fl. - Fleet 12/Tackle Shack Watersports, Contact Tackle Shack Watersports at (727)546-5080

Events will be run by a club or shop in accordance with IYRU rules. Three races are required to constitute an event in the series. A long distance race may be scored as more than one race, i.e. 4 to 8 miles - 2 races and over 8 miles - 3 races. The event will be at least a two days long in order to make it worth while for competitors to travel.

Each series competitor must be registered for the series in order to be scored for the series.

Fleet scoring will be used for the Southeast series events. The series races will be scored by dividing the competitors Fleet score for the event by the number of competitors in their Fleet. For example, if you placed 3rd in your fleet and there were 30 people in your Fleet, your series score would be .1. For each event a competitor misses, an event score of 1.2 points will be used. This scoring system weights larger events more favorably. The competitor will be allowed to discard their worst event. The competitor with the lowest total score at the end of the series will win his or her respective Fleet/Class. The series results will be posted on Tackle Shack Watersports web site at www.funonwater.com.

Classes: Since the regattas and the series are Fleet scored, the regatta-registered class is not required to be the same the series registered class, but must be the same Fleet. The classes for the series will be as follows:

- Open:Limited, Unlimited
- Sport: Men , Women
- IMCO: Men, Women
- Masters (35-54)
- Seniors (55 & up)

Trophies will be awarded three deep in all classes. The winner of each Fleet will win a coupon worth \$500 off the retail price of a Bic Techno from their local dealer. This means you can purchase a Bic Techno for the unbelievable price of \$699 plus tax. Other Class prizes are in the works.

If you have any questions about the series, call Tackle Shack Watersports at (727) 546-5080 or email Jim Mills at james_mills@atk.com.

Midwinters:
Fin Said/

Daggerboard Said Longboard POV*

The Midwinters regatta has always been a fun event and its a good place to see all the new gear that debuts around this time of year. Tinho and Susie Dornellas run Calema Windsurfing, the host for the event. They have a perfect set-up both for their business and for racing. The Banana River has no current or tides, it is shallow so the chop isn't too crazy and it is wide open for miles, giving it good wind. There is plenty of grassy rigging area and the shop is right there if you need anything. It's a good thing they have so much room since 140 people showed up there to race last month. It was great to see a lot of

Continued on page 18

Shortboard POV

The Gaastra Midwinters went off really well this weekend, Saturday's winds were gusting well over 30 knots as a field of 120 sailors took to the water.

The big story was the shootout duel between young hotshot Pryde/AHD rider Fisu Barizza and Windsurfing Magazine technical editor Alf Imperato. Tinho all but declared Fisu the winner at the skipper's meeting before the race by joking that everybody would be behind him anyway so only Fisu needed to know the course. Alf took exception to the comment, and made good on his words.

Fisu won the first heat on a new RX2

Continued on page 18

* Point of View

Shortboard Continued from page 17

(8.8 or 9.4, can't remember) and a new production AHD Diamond Race 78. This was a lot of gear, and as the wind picked up it proved to be too much. By afternoon the wind was blasting harder than I could believe, and to everyone's amazement Alf rigged down to a 7.0. He was using a Roberts Custom AVS 28 shaped over a year ago, with a Techtonics 47 Spitfire fin (that was pretty old as well). Fisu told me he could do "nothing" with his smallest sail, an 8.8 in the afternoon, and Alf took at least 2 bullets and the lead overnight.

In the Techno fleet we saw a new level of competition from Virginia sailor Dave Kashy, new to Techno, but a shortboard racing veteran of many years and considerable skill and experience. After having to restart the first heat and finish mid-pack he was unchallenged the rest of the event. He won all the rest of the heats, often by several minutes, tens of minutes in some cases. In fact, on heats 3 and 4 when Techno raced with open A fleet (Alf and Fisu, etc) he scored an amazing 3rd and 4th overall ON A TECHNO!!! Dave had brand new RX2s, RacePro masts, and Pryde booms, in fact his smallest sail was an 8.4, but he hung on incredibly to take the overall win by a mile.

The rest of us Techno sailors had our usual great racing, hanging on and blowing up. Personally I misread the course and DSQed the first two heats which put me out of the overall points standings for the whole event right off the bat, but I had a great time racing my rival Darby Marriot and fellow rec.windsurfing contributor Skip Dennis (and others).

Only a few sailors did the speed check after the heats on Saturday (most people were in too much pain or exhausted) but I got second place overall on my Techno and a Sailworks XT 6.9, only 2 mph slower than the winning time (sorry gotta hype that Techno speed for you rec. non believers).

Sunday the wind went away, we raced in 0-5 kts. of wind. Alf busted out

a longboard and was pretty much unchallenged, he quit as soon as he had enough points to win overall. Fisu got on a longboard for the second time in his life, and was right in there with longboard specialist Doug Stryker. Overall for the event they finished: Alf 1st place, Fisu, second, Doug, third.

Laura Chambers won the women's overall (I think).

Tinho had the Techno sailors race the longboard course in no wind, which was actually pretty fun. Nobody planed (except Darby, for about 10 seconds but long enough to pass me) but we got upwind OK and really got cerebral with tactics. It was like Sunfish racing--not as fun as planing, but better than sitting on the beach. The women were fast, but not as fast as Kashy who busted out a monster 10.6 sail and once again left the fleet in the dust.

Dave Kashy won Techno masters and Techno overall. Darby Marriot won Techno mens, Skip Dennis was second. I got second Masters (sometimes it pays to be old). Julie Rosenberg won Techno womens (US2) and Drew Cook took the Techno Jrs.

It was really fun and the Midwinters is a growing event. Participation was up 20% from two years ago. Tinho has a great location, and the race was incredibly well organized and smoothly run. The food and parties were great, not to mention the "extracurriculars" in nearby Cocoa Beach. Dasher was there filming and providing general entertainment, copies of the video are available through Calema Windsurfing (host shop) in Merritt Island, FL. Thanks to all of you who were there, see you next time,

William S. Harper e-mail: Wilzone@home.com

(Will Harper, who recently retired as a windsurfing retailer in San Francisco was a (perhaps the) prime mover behind establishing the Techno as a one-design racing fleet in the U.S.)

Longboard Continued from page 17

old friends.

The wind really delivered on Saturday with it peaking around 25 knots by afternoon. It was the first time ever that I sailed a 5.5 sail on an IMCO board. (ed. note: Chris was sailing a 6.5 last spring at the IWC '99 when it was blowing 15-30 and folks were breaking out 4.5s) It might have seemed a little weird, but I had PLENTY of power. At the same time, the big dogs were off the porch and sailing 7.5 and larger sails (having rigged down from 9.5s & 10.5s in the morning when it was blowing a solid 15-20 knots) on their Technos and other wide boards. How they can hold on is amazing and a tribute to the new sail designs.

Sheer-tip sails seem to be the new standard with just about every sailmaker having some version. The Aerotech VMG caught my eye as a clean-looking sail at a pretty good price. There were a lot of Neil Pryde RX2s and Gaastra's new races also. There was a good turnout for the Techno class and a lot of the Open Fleet sailed some type of wide style shortboard. However, the light winds on Sunday caused most of the Open Fleet to switch to longboards. Few if any of the Technos seemed to be able to plane on Sunday even with their jumbo sails... that looked pretty unfun.

There was a speed check radar set up after racing on Saturday so you could test your speed. I think the top speed was right at 30 mph. Dinner on Saturday was a great buffet at one of the beach hotels. Dasher, of Aruba fame, was there entertaining everyone with videos from the day's racing and some amazing kite sailing action.

The next race at Tinho's is April 15-16, but please don't go! -- Come race in your own back yard at Lake Lanier. The final details are coming together now for what I'm sure will be a good time at the Lake Lanier Sailing Club, so y'all come!

-Chris Voith

For Sail

201- Boards & Rigs

8' Bailey Gorge Board Deal \$75, good condition, deck damage between straps and mast-track but good repair made, board is very solid, has pads but no straps or fin. Neil Pryde Combat Wave 2.5, old sail but new condition, mylar \$35. Neil Pryde RAF Sprint 4.6, old and well used, mylar \$25. North Sails Delta 5.0, old and very used \$10. Also, will consider trades for a short boom (to fit 3.0-4.5 sail size) Greg Chinik toll free 877-213-7750 ext. 3622 lv. mssg please

AHD 300 9'4"Course Slalom 140l With 44cm Race Carbon Fin (No Pressure dents, It's Like New) \$850. Pettit 9.0 Custom Slalom With Board Bag & 15.6" Lighting Carbon Fin \$790. Sailworks Race Syncro Pro 6.2m With Sailworks 2 Piece Carbon Mast \$400. Neil Pryde Z1 7.8m With Np Ck-95 Mast \$725. Neil Pryde 1999 World Cup Board Bag Hold 3 Boards (Only Use Once) \$225.00 Otto Gonzalez 678-482-7198

1997 298 **Bic Veloce** 130 liters, fin, straps--barely used great shape, fast and floaty \$500 Greg Baxendale: 770 578 8417

Sails for Sale - IMCO 6.6 Race \$50, Ezzy Transformer 4.0 \$95 (used seldom, good condition), Gaastra Zero X 6.0 \$175 (used one season very good condition). Contact Randy Falkenberg 770-379-0505 or email randacf@aol.com

Want to trade or sell: **Topsail Race** 7.5 4 cam exc. cond. \$200 OBO or trade for smaller sail eg 6.5 Tim Horton 770-664-4792

Lightweight Hotsails Maui Gridlock 5.0 for only \$100 , And a Neil Pryde 4.0 Combat wave for the low price of \$75". Call

Mark Woodman @ 770-338-1903

Shortboard - Mistral- Energy - 103L- FAST!! very good condition, too fast for me. \$200.00 **Complete Rig Aerotech 9.5** with 500cm Fiberspar mast and extra large Fiberspar boom. light weight big rig for those light air days or races. call Glenn Tanner @ (404) 374-2774.

5.5 World Sail 2 cam (used twice) \$200. Protech 9'6"- fin and new straps \$150 Naish Boom \$75 Carbon masts 460and 480 \$150 WH extension and one starbase \$40 **OBO Thule #300 Gutter** mount feet and one set of Thule sailboard mounts. @\$25.00 or \$40 for both. Josh Hope home - 770-531-1056

8'6" **Angulo wave board**, good condition, great handling wave board. \$300. Scott Spreen 770-740-0042

9' 9" Seatrend, 165L, good shape. \$150. Kirk 404 252-9000.

For Sale: Sails - Simmer Style 5.0Wave/slalom sail & North Sail 5.1 Speed Sail- \$50 each. Windsurfing Hawaii Booms \$45. Custom slalom board in like new condition -\$250. Custom Wave Board \$95 DaKine Board Bag \$75 Call Al at 404 892 3677 or e-mail at: alberto.fontova@atlantaga.ncr.com

FOR SALE: 1997 Mistral EXPLOSION 288, 9ft 6in, 120 liter shortboard, \$450. Call Gene 770-739-4511

Berky 288 Freeride Pat Lemehaute Design. Just like '99 model at half the price \$650 w/

pads/straps/bag. **Island Comp** 265 slalom 11lbs and jumpable \$650. Isl. Comp 260 Wave \$650. **Hot Sails Maui:** '99 Stealth 6.5 \$300. '2K Superslike 6.6 \$375. '99 Race 6.5 \$300. '98 Race 7.4 \$275. Wave 5.9, 4.5 @ \$200.

Call John Danovic 770-775-2170

Sails: '96 Aerotech Lightwind IYRU 7.5 \$100. '97 North IQ 6.5 \$150. GC Super fast big range. William Fragakis 404-237-1431

Sails: 8.0 Sailworks Race \$100 5.6 Sailworks Race \$100 Call G.T. Brown (678) 945-4343

98 f2 264 wave (super B J) 96 liters, various chinook booms 50-75. '97 5.6 wave NR \$100. Garrison Smith 404-256-1079

1984 Windsurfer brand "Freestyle" board & rig - board, boom, blade & sail. Barely used, owned by US Olympic Sailing team member. Purple & white sail, number 212054, DuraLite board #WSF 25265 A484. Asking \$150. Contact Tarasa Davis, tarasaLdavis@aol.com or 404-257-9638

No authorized shop will beat WindSense prices on new Mistral, F2, Neil Pryde, Chinook, DaKine and Fiberspar products. Please leave a message at 770-888-1584 or email tr9cart@aol.com

iWHITECAP WINDSURFING Inventory Clean-up Specials: New North Pyro 7.0 '99 sail -- \$400 Streamlined universal parts and extensions -- cost plus 10% Hawaiian Pro-line booms (162-223) -- \$115 HiFly fiber/epoxy 'Slalom Pro' masts -- \$75 NP hoods -- \$18 / Weed fins -- \$20 DaKine Reactive harness lines -- \$28

Used Personal Gear Sale: F2 Xantos 295 '97, very good condition, perfect transition board -- \$580 '97 North Pyro 7.5 blu/wht -- \$200 '99 North Volcano 5.8 -- \$280 '98 North Zeta 4.5, black -- \$280 Chuck Hardin 706-860-0639

411- Instruction
SOUTHWIND SAILBOARD-ING Quality instruction - beginner to advanced intermediate, for individuals and small groups. Chris Pyron - 404-525-7190 or 404-784-0287.

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.

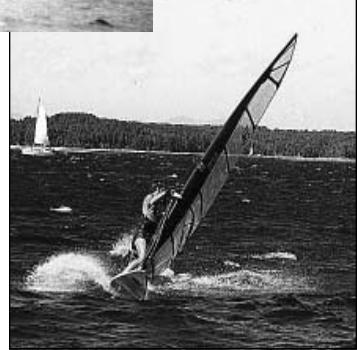
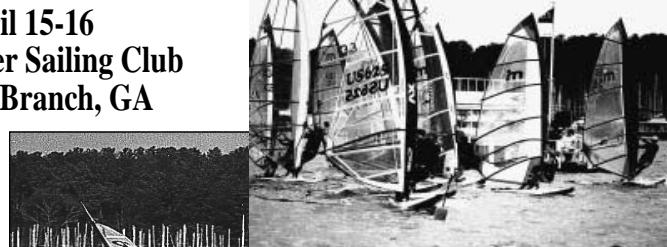
311- Local Shops

WindSense: Sail - New 1999 NR 4.0 - \$300. Demo Boards (all with fin & straps)- Mistral Flow 276 - \$550. Mistral Screamer 260 - \$675. Naish 8'-7" - \$750. Vision 130 - \$1100. Masts - Fiberspar 430/25/21 Quick Tip 3200 - \$205 / QT 3200 - 460/25/25 - \$230. Booms - Any size Chinook aluminum - \$145. Harness Lines - Dakine Adjustable - \$30. Neoprene - Eclipse shorty (XL) - \$105. Cup 5/3 (M) - \$200.. N/P High-top booties - \$ 40.

2000

Inland Windsurfing Championships

April 15-16
Lake Lanier Sailing Club
Flowery Branch, GA



*It's so much for so little, can
you really afford to stay home?*

The Atlanta Boardsailing Club
P.O. Box 28376
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Photo: Chris Voith