

SUMMER 1994

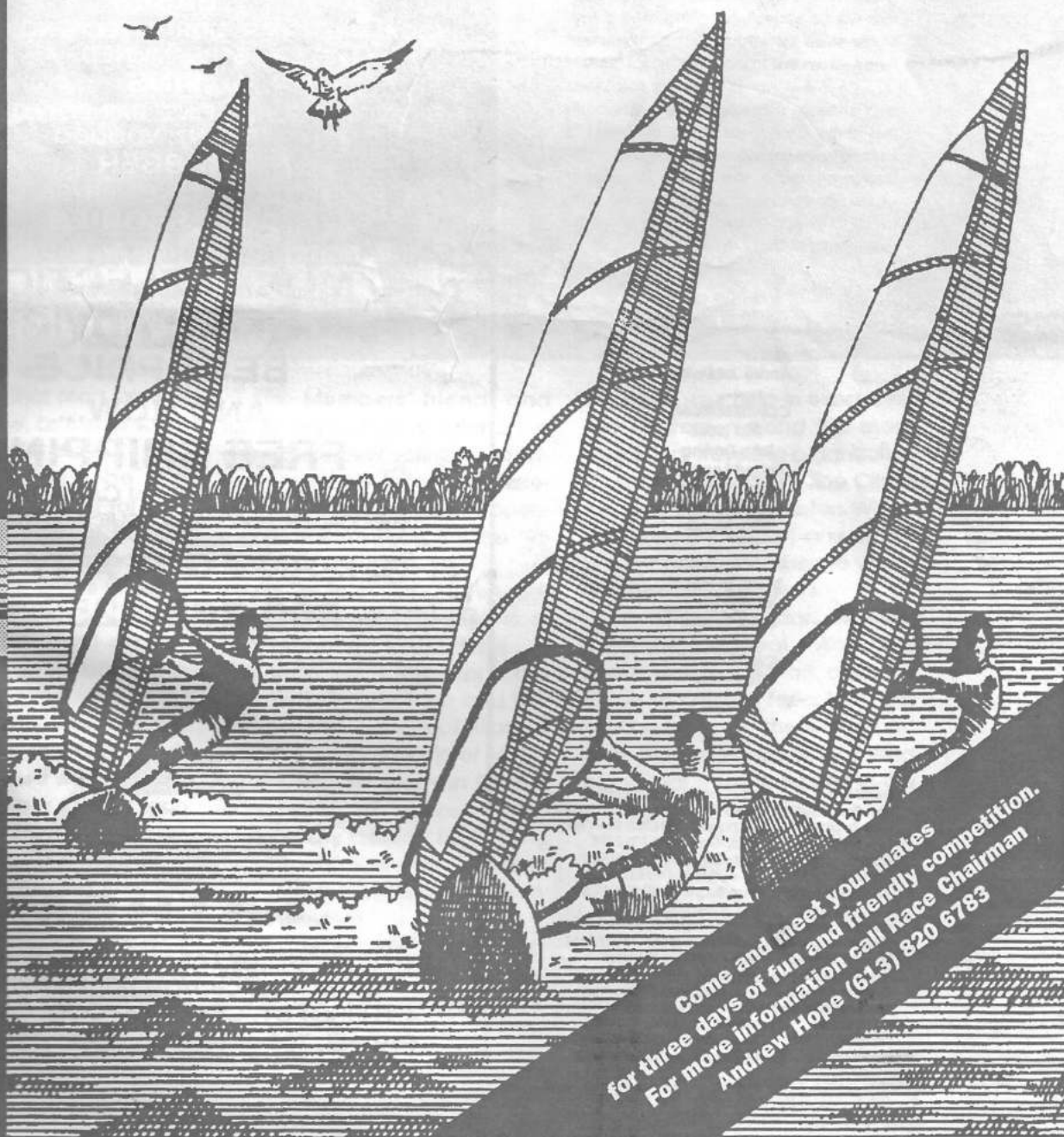
WINTER '93

The Canadian Masters Windsurfing Association Newsletter

# MASTERS/MATTERS

## CANADIAN MASTERS CHAMPIONSHIPS

Come to Britannia Yatch Club,  
Ottawa July 30th to August 1, 1994.  
Prizes, fun, food and friends !!



Come and meet your mates  
for three days of fun and friendly competition.  
For more information call Race Chairman  
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### Highlights

- BRITANIA '94
- LETTERS TO THE EDITOR
- NEWS UPDATES
- DIARY - E. MUNN
- CORPUS - B. LEGAULT
- HATTERAS SPRING '94
- THE NO-NOSE - D. NUNN
- JIBE CITY - J. BISHOP
- BRITISH SEAVETS
- TRAINING CAMP '94



**Canadian Masters  
Windsurfing Association**  
568 Ontario Street Toronto,  
Ontario M4X 1M7  
(416) 323-9661

To foster camaraderie and  
mutual support at regattas,  
to affect changes  
and improve Masters  
Windsurfing everywhere.

The CMWA MasterMatters newsletter is distributed freely to all members twice a year. Participation by readers is encouraged!

Original and previously unpublished material is welcome and will become the property of CMWA for the sole purpose of consideration as contributing material for publication of the Newsletter and therefore will be subject to editing as required. Material will be returned at a convenient time such as not to incur additional costs.

CMWA is not responsible for: Ideas and attitudes expressed in articles submitted to the CMWA; previously published or copied material solicited as original; opinions published in the CMWA Newsletter which are deemed to be in the best interest of CMWA members and the windsurfing community.

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# BRITANNIA HOSTS '94 CHAMPIONSHIPS

BY JOHN DARLING KC 130

*Racing for all levels at Canadian Masters Windsurfing Association Championships 1994. (Official Call for Nominations to the 1995 Board of Directors)*

Calling all CMWA members and Masters sailors (Men over 35, Women over 30) to the National Championships at Ottawa's swank Britannia Yacht Club, the July 30-Aug. 1 long weekend.

Find racing a bit scary, wot? If you are just starting out in the sport, try going around a race course just once. If you're a novice, the National Championships' Silver Fleet is for you! —along with the "old," "expert" crew that roars around the course twice, as fast as some kids, still looking for more!

There'll also be fun Figure-8 Slalom racing for funboards and shortboards (wind permitting). Britannia's spacious lawns and deck chairs under a canopy overlooking the Ottawa River make an ideal setting for spectating, so bring the whole family.

On top of this, lunches are included at the Yacht Club (after racing you'll want to belly up to the fabulous new Dragon Bar); and a Saturday Night dinner & Annual General Meeting with a word (or two, or three) from the President and Election of 1995 Officers (and questions and discussion.) Later we indulge in the Sportsperson of the Year Beer Mug.




Members' friends and family are invited to attend the dinner; however voting is restricted to members. In fact, you hereby are officially notified of opening of nominations for the '95 Board of Directors. If you feel you'd like to contribute to organizing our growing Association, or representing your area or Province (or help write our Newsletter), speak up and join the present coterie of Masters who live within 5 blocks of Maple Leaf Gardens who run CMWA with such a velvet hand (masterfully assisted by farflung members in Moncton, Quebec City, Montreal, Ottawa, Sudbury and Pickering).

Give some serious consideration about how YOU can contribute to the sport you love.

We need your help in expanding the Masters, making it a more social, fun, travelling organization (how about Bonaire's Jibe City in February '95 as a Masters Winter Getaway?) Contact any of the present board members to volunteer (see list on page 1).

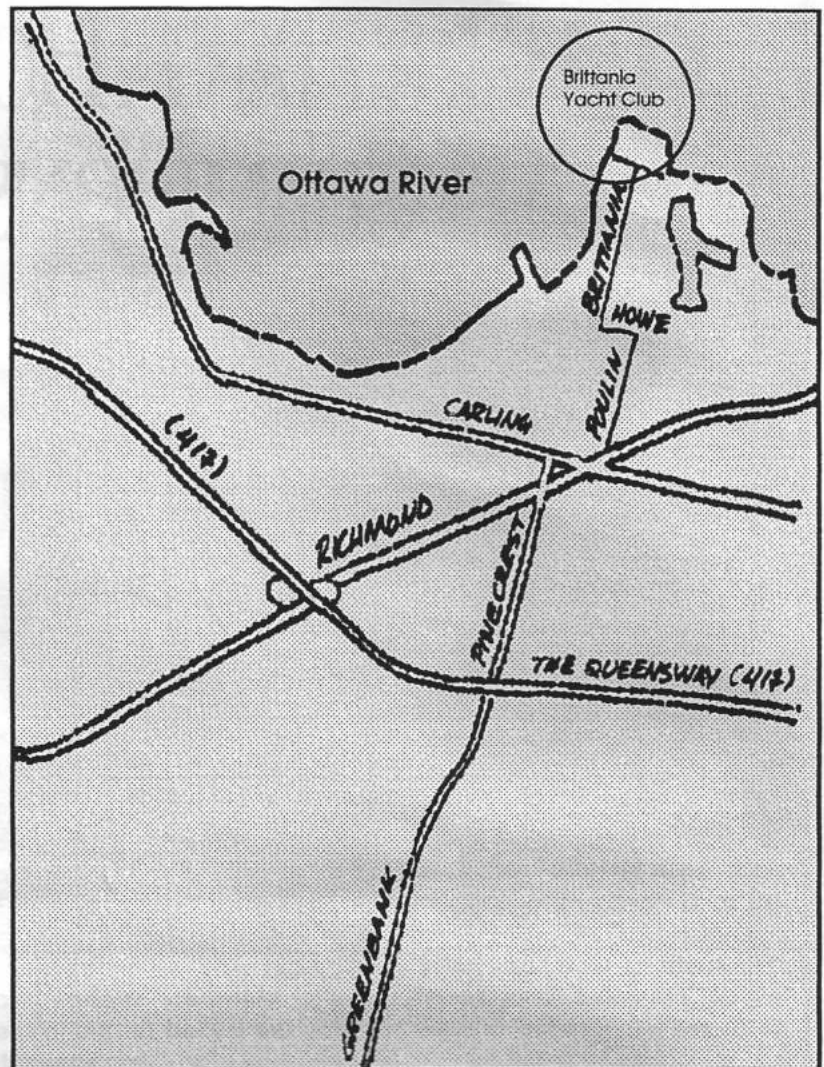
The Canadian Masters invite recreational sailors and shortboarders of all ages to come to Ottawa for a few high wind sessions on the water and to enjoy the summer fest taking place that same weekend in the city and at Britannia Park.

So, come meet your mates in Ottawa, the long weekend July 30-Aug. 1, for three days of fun and friendly competition! Call the officers, or Race Chairman Andrew Hope (613) 820-6783 for details. 

## Directions to Britannia Yacht Club

From Hwy 16: Well before you reach Ottawa look for Greenbank Rd exit on the left side. Turn left onto a country road that does a sharp jog over a small river and passes through the Agriculture Canada Research station. Follow Greenbank till it crosses over The Queensway (417) and changes it's name to Pinecrest. Keep in the right lane on Pinecrest. Turn right on Richmond Rd. and get into the left lane. Stay on Richmond past Carling and take the first left Poulin. Poulin runs downhill to the water and ends by turning left into Howe St. From Howe turn right on the first street Britannia. At the end of Britannia turn left onto Cassels St. Britannia Yacht Club is the first entrance on the right.

Folks coming from Montreal or Pembroke pick up the above directions at the Queensway and turn onto Pinecrest from the Queensway. Keep in the right lane on Pinecrest and join in with the rest of the group. See you all there.



## CMWA ANNUAL GENERAL MEETING • AGENDA 1994

- |  |  |
|--|--|
| 1. Welcome Address:<br>John Darling  | 6. Director's Reports                              |
| 2. Presentation of Awards:<br>President's Award,<br>Sailor of the Year Award | 7. President's Report: John Darling                |
| 3. Voting for Sportperson of the<br>Year: Andre Jubinville                   | 8. Election of '95 Executive Board                 |
| 4. Treasurer's Report: Sandy Gow   | 9. Incoming President's Message                    |
| 5. Current Business  | 10. Sportsperson of the Year Award<br>presentation |
|  | 11. Membership forum and<br>Other Business         |
|  | 12. Adjournment                                    |





## LETTERS

In CMWA as I felt the association did not represent the sport as a whole and was only interested in competition. However, the letter from Dave Johnson in the winter issue addressed my concerns about the future of the sport. I would like to help by supporting the CMWA.

For your information I am a rookie board-sailor who only started to boardsail a few years ago. I am 57 and have been sailing for over 40 years in England and Canada. (I have sailed in every province except Alberta.)

I am active in the boating community as a CYA Sail and Power Instructor, a boating safety advisor with the Canadian Coast Guard Auxiliary, a Director of the Gimli Yacht Club responsible for the yacht club sailing school, safety officer and race committee member.

My wife and I own several boats including an Aloha 8.2 keelboat which we race and cruise on Lake Winnipeg. I also sail a Mistral SST sailboard.

Sailing is doing well in Manitoba. Membership in the Gimli Yacht Club (site of the '94 worlds) has increased steadily over the past 5 years.

Most of the new members are new sailors. Many were introduced to the sport through the CYA Learn to Sail and Learn to Cruise programs.

However in my dealings with the public I find that most people are misinformed about aspects of sailing and see it as an elitist activity not for them. We have to work together to change the public image of sailing including boardsailing, that it is: too expensive, technical, physically demanding, etc.

Sailing should be marketed as the sport of the 90's and the future. It is environmentally friendly: no noise, fumes, pollution, does not harm the wildlife etc. It promotes health and fitness, can be done by people of all ages 5-105, perfect for families. There is a sailing activity to fit most peoples' budgets.

I am Chief Safety Officer for the World Boards at Gimli this summer. I look forward to meeting some of the masters there. You can recognize me as a little bearded limey. My boat's name is "UGLIDUK".

Regards, Ian Baker

### Letter to CMWA

Dear André:

Enclosed is my cheque for membership renewal. Please note that I live in Manitoba not Ontario. I had sent an address correction but assume it was lost in the mail.

I had decided not to renew my membership

### SEAVETS

Dear John,

In 1992 you wrote a nice letter enclosing your Newsletter, and I put it to one side saying to myself, 'I'll reply soon', and in 1993 I again thought, I will write. Well it's 1994 and another of your Newsletters has shamed me into getting down to it.

Your Newsletter is great-so many pictures and sketches, all with your eye-catching captions. I enclose our current one, much more sober! We sent out 9 issues in 1993, but hope to cut it down to 8 for economy this year. During the sailing season our Newsletter has up to 16 pages because we include everyone position in every race, so that even the weakest sailor can get some satisfaction from knowing he was not last in such and such a race! We tend to sail even when there is only a very light wind, which can be tiresome. However here most days are windy and on the coast there is always some wind.

Seavets is very much for the older windsurfer. We have 2 active sailors in their 80's and there are a handful of us 70+ year olds. Membership is at present 275 men and 99 ladies. Seavets is run by a committee of 12 volunteers.

Co-operation? The pond is so large that I cannot imagine running a combined. We do not join in with the continent of Europe but any of your members over here would be most welcome to join in our events as guests (providing they can be covered by insurance and are old enough!) I would like to include an article describing the Canadian windsurfing scene for our Newsletter.

Sorry to be so slow. Have good windsurfing.

Dennis Heywood  
Chairman and Editor

### EDITOR'S NOTE:

Thanks Ian for your letter and your support! While CMWA did start with a bunch of fellows who went to the races, we have been grappling with what kind of activities and efforts we should be making so the Association would be more representative of the sport as whole. We appreciate your thoughtful comments and extend your invitation to Gimli to all members and other Masters. Hopefully, you'll be swamped!



# UPDATE

## Windsurfing Club NEWSLETTERS REVIEWED

Being the publishers of our CMWA "Masters Matters," we feel a bond of solidarity—not to say surprise and delight—to receive another windsurfer club newsletter. What relief we feel to know other boardheads are out there, sweating over computers, laboriously merging difficult heads with recalcitrant articles, spending gobs of precious time on publishing devices which were meant to be great savers of time; always cocking an eye out for that

damn wind which while abolished by predictions, is nevertheless capriciously waving treetops about; knowing that somewhere, someone is out there shredding today.

This terrible fear that we've missed some prime sailing is allayed somewhat by the knowledge that another editor laboured too (triumphantly have dodged sailing opportunities, obviously) on some fine layout and design.

Not so: the latest issue of the SASKATCHEWAN WINDSURFING CLUB's newsletter "WIND ADDICTION" featured "Windsurfing in March" (on the prairies? come

on!) But it's true, 3 brave "for lack of a better word" SWC members "threw common sense and sanity to the wind (pun intended)," sailing 90 minutes of "full-on 5.0." The Editor was probably glad to embrace his nice warm computer.

Ian Stewart's "President's Message" declares: "No volcanoes! No El Nino! We are in for raging winds in 1994!..." etc. This revelation is of great import to us Easterners, since the 1994 Tudor Canadian Windsurfing Championships are scheduled for Elbow, north of Regina, this September (and, in a new twist for you coastal types who thought you had a corner on swells, one of the disciplines is going to be — waves!)

Also warming the cockles of our heart was receiving the KINGSTON BOARDSAILING ASSOCIATION newsletter, The Wind Standard.

This interesting epistle sports ancient wind symbols, and President Jim Foster opens the issue "...here we are on the brink of another fabulous windsurfing season in Kingston. We've picked up a new board (8'2"). We've been down to the boat house to check the gear. We're all set except for one minor problem. There is still two feet of ice and snow on Lake Ontario!"

An enticing article on Club members' trip to Lake Arenal, Costa Rica whets our already aroused appetite for this destination. Sylvia Cloutier writes



## NORTH SHORE REGATTA SUDBURY YACHT CLUB JULY 23 & 24, 1994

Best hospitality in the north whether the wind blows or not. Sudbury Yacht Club is situated on the south west shore of Lake Ramsey next to Science North. Plenty for the non-sailors to do like hiking on the Laurentian trails, visit Science North, Big Nickel Mine or shop at one of the free major shopping centres. Regatta fee \$25-\$35 includes two days of racing, Saturday night dinner and social. Lunches are available on site for a nominal \$5-\$6.

Contact: Stephanie Tod  
(705) 969-2013



about being awoken by donkeys that turned out to be monkeys, outside their rustic but comfortable cabins at Xiloe Ranch. But, it's also 3.4m2 and 4.0m2 weather, wearing shorties, sailing 10 of 13 days. There are many non-sailing diversions too: rain-forest hiking, bird-watching, volcano watching, horseback riding. But wind!! — more 3.4m2 days (a 2.5m2 day for Sylvie, who (for some reason or other) reports she had the biggest grin on her face until very late that night.

This symbolizes the four states of consciousness: awake —dreaming— sleeping without dreams, and the transcendental state, samadhi; (frequently experienced by windsurfers after successful completion of a gybe...)

COURANT D'AIR/WINDY SCOOP is the bilingual newsletter of the Montreal Windsurfing Association, a very large and dynamic organization that held a successful (read windy) Demo Day last fall which featured a

prize of a trip for two to Cabarete (oh yum yum, this nice wave & bump and jump spot was one of the first Caribbean destinations pioneered by Québécois sailors in the 80's.)

It features shots of Brad Duffy's University of Speed seminar; more maps of the thirty (and counting) launch spots the Club has discovered around Montreal Island over the years. Talk about access projects: the Club is in contact with City, Regional and Park authorities everywhere about paving roads, providing lawn rigging, installing portable potties, keeping down dust, etc.

If you plan a trip to the area, drop in on Sharks in Laval, 30 Noeuds in Ville St-Laurent, or look up Bernard Trotter Sports for the shop closest to you — local knowledge is absolutely essential. Contact Dave Cadoret at 453-9142 to find out where the action is, get a Launch Sites Map, or the Scoop in "Courrant d'air"!



## TUDOR WATCH

THE CANADIAN MASTERS  
WINDSURFING ASSOCIATION  
WISHES TO EXPRESS ITS SINCERE  
APPRECIATION TO  
ROLEX WATCH AND THE  
ONTARIO SAILING ASSOCIATION  
FOR THEIR CONTINUED  
SUPPORT IN 1994

ONTARIO  
SAILING  
ASSOCIATION



# Windsurfing Canada & the Saskatchewan Windsurfing Club

announce the  
1994 TUDOR CANADIAN WINDSURFING CHAMPIONSHIPS,  
Sept. 6-10, Elbow, Sask.  
(approx. 2 hours north Regina)

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\* SLALOM \* COURSE SLALOM \* COURSE BOARD \* WAVES \*  
(Typical winds at this time: 4.5m2 and 3.5m2 sail size)

---

Registration: \$50 + \$10 per event -- before August 1st  
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---

Contact: Murray Guy, Race Chairman (306) 244-0896 or  
Steve Jarrett, WC Racing (416) 698-0138, or  
CMWA (416) 928-3086

# DIARY OF A RECREATIONAL SAILOR

by **ELLIE MUNN**

**W**indsurfing came late in life to me, nine years ago, at the ripe old age of 34 (well into the masters category for women). At the time I was a stay-at-home mom with a two year old and a four year old. I had sold my Laser about two years earlier and was dying to get back on the water but alas with no paying job, my prospects were dim. So, I purchased a second hand Bic Dufour with two sails for \$350 and one of those "Windsurfing made easy" books. We had just rented a cottage for a month so this seemed like the perfect opportunity to learn my new sport. Well, after four weeks of trying to copy those little stick figures step by step through the book, I was finally able to stay upright and tack (the multi-step kind) back and forth across the bay. What an ordeal!

Well, that was the beginning. I had fallen in love with windsurfing but unfortunately my lifestyle did not allow me to progress as quickly as I would like. After spending two summers with my Dufour, I realized it's limitations. As luck would have it an amazing once in a lifetime deal presented itself. I purchased a Klepper 340 with two sails not knowing of course that as the money was leaving my account, Klepper was withdrawing from the business of making sailboards. But I can't complain for it has served me well over the



Ellie before training camp



Ellie after training camp

past six years. It even survived a nose dive from the top of my van one windy November day.

My biggest frustration was having to sail alone. I would seek out the windsurfing crowd on a beach only to find that most of them were young men and the only women in the group were the girlfriends who preferred to watch rather than participate in the sport. So I would watch them gracefully carve gybe through waves and there I was desperately trying to beach

start my way through the first roller. But I was not discouraged because there were those magic moments when I could get myself planing and then I knew all those hours of frustration were worth it.

Just when I thought this is as good as it's going to get, one single event changed by windsurfing life forever. Gail Burns, a colleague of mine, told me about a Master's Windsurfing Clinic that her husband was organizing. She said for a mere \$100 I would receive video taped instruction from Steve Jarrett (even I had heard of him), accommodation and meals. Right away I'm interested - away by myself and I don't have to cook. She assured me that I didn't have to be an expert sailor to participate. So I set off with my one board and two sails and directions to the Burgess cottage. I pulled into the driveway and saw before me as far as the eye could see - short boards, long boards, fun boards and sails like I'd never seen before. Now I'm no rocket scientist but there are 15 people attending this clinic which means that everyone must have at least three boards each. I felt like a rusted out Volkswagen beetle that mistakenly pulled into the Mercedes Benz lot. But then a voice called out "Oh, you must be Ellie. Glad you could make it. Come on in and meet the rest of the group". Well, the rest they



## WHERE THE WIND HAS BEEN BLOWING FOR CENTURIES

by Robert Legault  
CAN 1881

The next time someone asks you where there is a good place to sail, which has constant wind and which you can drive to, simply tell them Southern Texas.

Having spent most of the winter there, my wife Lucille and I returned home this spring for a rest. Am I exaggerating

when I say there is constant wind? Judge for yourself. We averaged 25 days a month on the water.

There are three popular "hot spots" and several other more private areas. The first is Corpus Christi, where you can get great chop sailing with a North wind. However by far the preferred spot is Bird Island Basin located in Padre Island National



Park. From here you can sail on the lake or on the Laguna between the island and the mainland. It's 3-4

miles wide 3 feet deep and almost always flat. As well there is almost always someone to sail with. All kinds of

boardheads from the age of 18 to 70 sail and make residence on Padre Island.

There is a wonderful community atmosphere on Padre Island. If you go into Corpus Christi for the day (25 miles away) there's no need to pack up your equipment. It'll be there when you return.

The water on Padre Island heats up and cools

down quickly due to the shallowness. The water is also very salty. You float better and your 100 litre board feels surprisingly buoyant.

The wind varies from light to nuclear when cold front comes through from the north. We used sails from 3.4 m2 to 7.5 m2. However we usually used a 5.5 m2 on a short-board.

A pass for Padre Island

say is history. It's true I am the least experienced of all, but I am treated as an equal.

Last clinic, I actually made it to the start line and Steve made sure that he got me on video even though everyone else had completed the race before I got started. That start line can be very intimidating. This year my goal is to round the gybe mark and if I fail, I'll be waterstarting my way back onto the board. None of this uphailing for me anymore thanks to my new friends. I actually have female role models - Stephanie, Sue and Joyce (my regular roommate). After two years, I still arrive with my good old Klepper and now three sails.

They keep telling me I need new equipment but I'm afraid I'll have to wait until next year because a new computer and braces for my son have put that purchase on hold. But that's okay because we're all here to have fun and isn't that what windsurfing is all about. 🌊



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National Park costs \$10 and with it you can camp indefinitely. There are outhouses on site and facilities for RV's are approximately 2 miles away. When you tire of sailing the cycling offers a great diversion. You can ride the beach, the trails or the roads. Plus if you like fishing, this is the place to be.

Trout and drumfish are plentiful. You can catch them casting from shore or fishing from your board. If you notice a longboard at regattas this summer which has Shlmano and Trilene stickers on it and smells fishy, you'll know where it has come from.

If you drive farther south near Brownsville, you reach South Padre Island, the west's equivalent of Daytona Beach. During Spring Break, the population of South Padre increases from 1,500 to 50,000. Although the town is busy, there is great shallow water sailing. If you can get through the surf you can sail on the

Gulf of Mexico. Though similar to North Padre, the South Island has more nightlife especially during Spring Break.

The Texans here are very friendly. Don't worry. It's not all cowboy boots and line dancing. Corpus Christi is a beautiful city that's easy to get around and inexpensive. The food is great and the shopping is better than in most of the United States. Although Padre Island is far (2,300 miles) it is the perfect place to spend the months of February March and April.

However if you plan on taking a short trip you can fly into Corpus Christi International Airport, rent a car, a hotel room and equipment at one of the two boardshops. There are no planned sailing packages here like at Aruba or Hatteras. However there is a lot of wind, great places to sail and wonderful people to meet. "You'll be sure to try it sometime. Ya hear!"

# SHREDDING SOUNDSIDE

by SUSAN THOMAS CANTRESE

Picture this. It's the third week of April '94. Freezing rain in Aurora north of Toronto. Two inches of fresh snow cover the ground in Sherbrooke, Quebec. The autoroute is restricted to one lane by the storm. Sixteen hours drive south. Here in Hatteras day after sunny day a warm southwest wind builds gradually to radical shortboard conditions. Sixteen masters wearing shorts rig up sail in wetsuits then later in the day rig down and sail in helmets as it gets to 4.0 weather.

## Highlights

The weather: Wind every day. The week starts with 4.5 southwest winds on Saturday that quickly build to 3.0. Radical when you haven't sailed all winter. Sat. to Thurs. warm SW wind every day often gradually building giving everyone including the little girl at the neighbouring cottage on the mini Bic a chance to sail. O.K. so Monday was longboard or high volume shortboard. Every other afternoon till sundown or as long as you body can stand it we're on shortboards. Even Thurs when the wind shifts to NE its still warm and Fri with NE to 35 kts we're in dry suits but the waters very warm. You know its been windy when people start to pack equipment early Fri. afternoon when it's still blowing 3.7. A 5 star week for weather.

Worst wipe out: Andre Jubinville sailing the day we arrive catapults hard into the

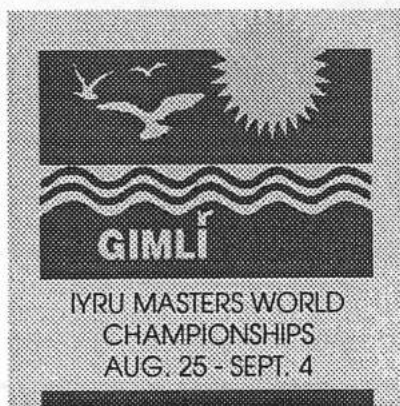


Grant Carter in perfect form!

boom in 3.0 conditions and bruised, cracked or broke a rib that cramps his style all week.

Record number of beach starts in a day: Anne Johnson with advice from various coaches including Dave who apparently insists "Now do it again". The next day Anne gives her arms a rest by cooking a fabulous feast for the whole crew and manages to satisfy the varying dietary requirements among the group.

First planing jibe: Sandy Gow maintains lightning speed all the way through a jibe. Sue's impressed. Her measure of jibe success is: Any time you don't fall.





Best bargains: Lynne Wilson gets the best deals at the Nags Head outlet mall and initiates Dot Becker the next day.

First ride on a sinker shortboard: Ray Jurys on his 9.0 Prior. Ray deserves honourable mention for absorbing largest amount of advice in one morning as several people offer tips.

Most shortboard tacks: John Darling tacks repeatedly around his marks in front of the cottage while Claude Leduc, Grant Carter, Anne Carter,

when a windward shredder suddenly bears off the wind swooping down so sharply that he cuts Lionel off. Lionel sheets out so aggressively that oblivious shredder passes mere inches in front of Lionel's board.

Best video: Anne Carter captured the above near collision in blood chilling detail. It is the best graphic illustration of the right of way rule "Windward boat keeps clear" or "Look before you jibe but don't expect others to do the same." This video clip

Most spectacular wipeout: The NE winds have been blowing the water out of the Avon end of the sound for two days. Skegs are hitting bottom in spots. After a morning of solid 4.5-4.0 shredding and the winds still going up much of the group is packing equipment while being sandblasted. Werner who spent the morning in Kitty Hawk is hooked in fully powered up.

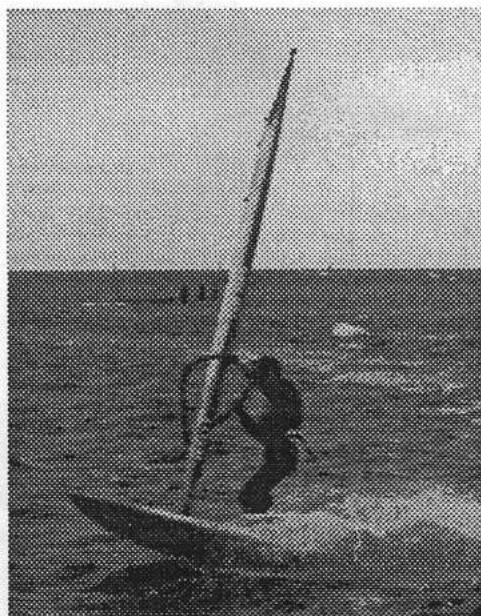
The next moment the boom is ripped out of his hands when the board stops dead because the fin hit bottom and he keeps sailing forward splash landing well away from the board. When he stands up and collects his wits he realizes he's no longer wearing his harness. It's still hooked on the harness line.

The boom now has a triangle shape with a sharp bend right where the harness lines attach. Werner puts his harness back on and sails back in. He's luckier than another guy who broke the webbing on his harness and hit his face on the mast and had to sail back in with no harness and had trouble seeing because the cut over his eye was bleeding.

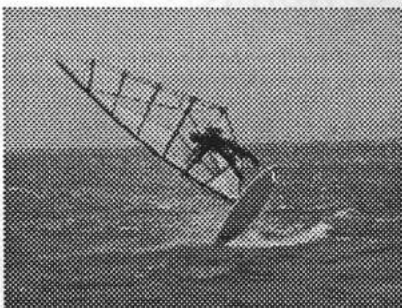
Last one off the water: Tied between John Darling and Doug Wilson. John rigs down to a 3.7 and sails even after he brings in the marks which help to mark the deep water. Doug Wilson is the last one off the water at Steve Jarrett's Windsport Clinic. He just can't get enough of that 3.6.

Luckiest guy with equipment: Lionel Connacher misplaces a borrowed rig when it flies over the wall without him noticing. Hours looking for it in the dark turn up nothing but in the morning the next door neighbour realizes who owns the rig he had picked out of the water the night before.

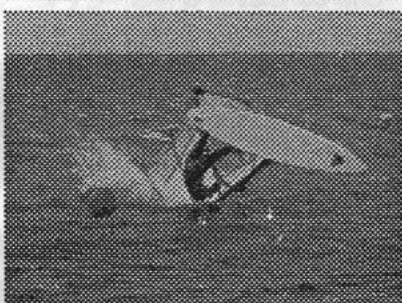
Second luckiest guy with equipment: Grant Carter. Anne Carter and Sue watch from the water as two monofilm rigs do three full end over end cart-



The Pres (John Darling) in chase!



Greg Fenton looping!



Werner Becker, Andre, Sandy Gow, Lionel Conacher and Sue jibe around the same marks. As Werner says "John's on a different training schedule from the rest of us."

Most laydown jibes: Claude Leduc joins us Wed. night and shows hot form Thurs. on the first day of his season. First "official" CMWA spring Hatteras trip reef run (or channel run): Werner, Lionel, John and Andre make the run with 6.5's and 6.0's. Andre's 9'4" Roberts shows its stuff.

Closest call: Friday in 4.5-4.0 conditions Lionel Connacher on a screaming reach toward the mark in front of the cottage narrowly averts certain disaster

ought to be added to Windsurfing Canada's safety video under the bloopers section.

Best runner up video: Andre Jubinville for artistic close ups of his shoe tips, watch strap and upside down views of the sound. His qualification for the job: being sidelined by his rib pain and absolutely no familiarity with Grant's camera.

Most unusual sound effects for a windsurfing video: The North Carolina work crew take all week to start the deck in front of Elf's Roost and finish the last half in one afternoon providing hammering and sawing sounds and black string obstacle courses.

wheels in front of the cottages with Grant and Dave Johnson in hot pursuit. Only a single scratch on one sail. Least lucky guy with equipment:

Dave Johnson who freely admitted he was looking forward to having a brand new rig to replace the one Lionel couldn't find.

#### THANKS

Sandy Gow for the annual fantastic Shrimp Frenzy hors d'oeuvres get together and arranging the rental for Elf's Roost. John Darling for bringing and setting the marks and Grant Carter for fine tuning the settings away from deep water.


Grant and Anne Carter for providing and manning the video camera and giving showings of the days events. Grant earns mega thanks for putting music to the video and mailing copies to the group.

Anne and Dave Johnson for their hospitality Tuesday night. Special mention for Lynne and Dot who did the lion's share of the clean up with Anne and Dave.

Dick Vine and his group from Halifax Dartmouth and local friends. Central Canadians who think 16 hr. is a long drive take note. It's 26-30 hr. from Nova Scotia.

Norm and Brad Burgess who volunteered to stay up on Collington Is. near Kitty Hawk with Ray Sauriol's group when it became clear that the hurricane damage to Windy Station (the cottage beside Elf's Roost that we had reserved) wouldn't be repaired in time and the group would have to stay in a smaller canalfront cottage.

We hope you had a good week and thanks for driving down to visit with us.

Thanks to the rest of the Windy Station group who handled the move to Afterglow the smaller canalfront cottage with such good grace. 

## TECH TIPS

# WHO KNOWS THE NO-NOSE?

by DAVE NUNN

Remember the bulb-tail, or the cut-away sail, or the needle mast? It seems the no-nose is following these trends in exactly the same fashion. First someone conceives a real good idea; then everybody jumps on the bandwagon, taking the idea to the extreme; then finally we settle out halfway between where we came from and the extreme we're getting into.

In the case of the No-nose, we have seen the extremes and are on the way back to the centre. The most extreme shapes had: 1) a lot of rocker in the front half of the board, 2) needle-narrow noses, 3) the wide point 60% back from the bow, and 4) a very curvy outline (i.e., big hips, as the British call it.)

These extreme shapes were wild to look at, but with all the key components (mast track, wide point, footstraps, fin and volume) so close to each other, the boards became super "squirrelly" to sail.


Here is what is coming next, and the source of our info: From page 107, Windsurfing, June '94: "What sailors used at this contest (PBA France, March '94) was proof of a trend away from the full egg-shape,

teardrop-style boards and toward a more subtle, wide-point back board in-between the old and new style. This event produced much narrower and smaller boards with a more parallel outline."

Also, we know of a new Mistral '95 production shape that is being described as "moderate No-nose," with the wide point further back than the EDGE, but with parallel rails and a squash tail.

I just got off the phone with Windsport Magazine, and they are excited about a new giant slalom 10-foot, 2-inch F2 No-nose board called the Xantos. They felt the No-nose concept is allowing the big companies to create transitional boards that feel like shortboards.

That is it folks; this has been your No-nose news from those in the know.

(Ed: Sailor Nunn is the proprietor of a well-known board-head oasis "WINDPROMOTION" out on Queen Street East in Toronto.) 





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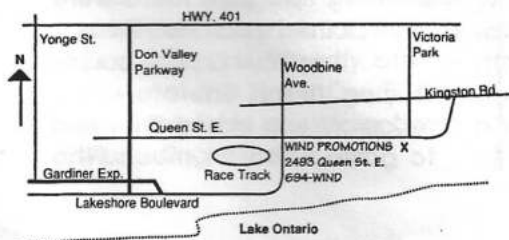
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# JIBE CITY

by JOYCE BISHOP CAN 133

*If you want to work on jibes go to Bonaire. It is located just outside the hurricane belt 50 miles north of Venezuela and 86 miles east of Aruba.*

The shallow 2-4' deep turquoise flat water results in fast sailing. There are constant uninterrupted side onshore winds. The 2 mile long Lac Bay is protected by a reef which is open at the north end resulting in deeper water here in the bay

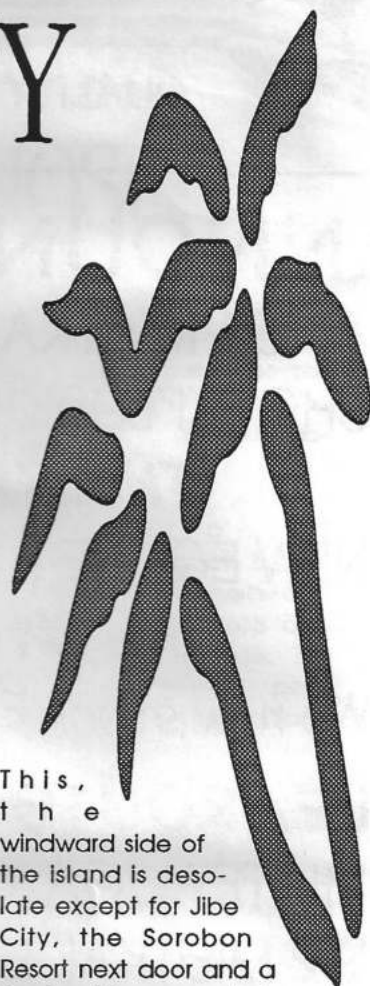
All were in good condition with decent fins. Bring your own equipment for wave sailing as he does not rent this. The sails are Aerotech single external camber with mostly windsurfing Hawaii booms but he had just got in a full shipment of Aerotech that he said were stiffer.

I sailed an Electric Rock (102 l.) for 11 days straight. Mostly sailed a 5.2, few days a 4.5 and 5.6. Wind is higher in the a.m. and at 4 p.m. on the dot! Guys were

usually on 5.4 and 5.8 and occasionally 5.2 and 6.2. Winds are January to August 15-25 kts. October to December 12-20 knots Closed September. Water temperature 80 degrees.

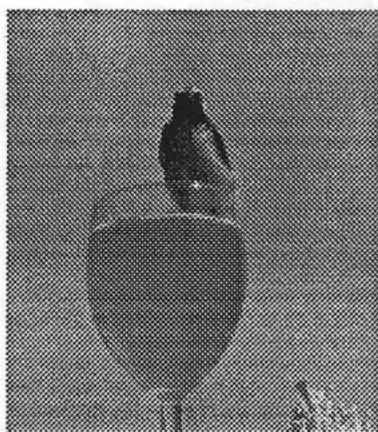
Having sailed very little that season I figured I sailed more miles in 2 days than I did

all season in Ontario gusts. You can sail all day and not use any energy waterstarting. Just step up on the board and speed across the bay and into another high speed jibe. Excellent for learning to sail and waterstart, uncrowded (3-15 sailors on the water) snorkeling and ocean kayaks.



This, the windward side of the island is desolate except for Jibe City, the Sorobon Resort next door and a 5 min. drive away is Lac Bay Resort. We stayed in the Sorobon (\$100 US/night) cottage 1 queen size bed, kitchen, sitting area, bathroom. We booked there because we didn't have to rent a car for 2 weeks. Hans the manager shuttles you to and from the airport for free and offers a \$5 return trip to town every a.m. so you can get groceries, banking etc. After sailing we occasionally got a ride into town and took a taxi back \$20. The Sorobon is quiet, on the ocean, safe and a naturalist resort. Clothing optional. There were other clothed windsurfers there.

Lac Bay had one couple staying there. Therefore the restaurant was closed. They had to go to town for meals. The



Morning visitor comes for breakfast of bread and apple juice!



The author shredding the clear blue-green waters of Jibe City lagoon.

and 2-4' chop. The water gets shallower and flatter again as you sail to the other side. You can exit through this reef opening for wave sailing. Waves are on a port tack, says Ernst.


Ernst is owner of Jibe City and supplies a full range of Bic boards. In stock were a few '94's, many '93's and a few '92's.



Resort plans to have windsurfing rentals this spring and expect windsurfers to stay in their little bay. It would be difficult to get out of the bay on a shortboard and the remains of an unfinished derelict resort breaks up the wind. You still have to rent a car so may as well stay in town or at the Sorobon. I suggest the Divi Flamingo over the Sunset because Divi is in town and you can walk around at night and crawl home from Karel's bar. Hotels are on the leeward side of the island. Sunset has some windsurfing rentals but difficult with boats moored and the wind a long way out on off shore. I didn't like rooms (sealed windows, no balconies). The grounds were nice, large hole where the pool is supposed to be. Ernst knows inexpensive places to stay. Leeward Inn \$55/night, 2 single beds, bathroom, sitting area. Nice owners, serve meals, on main street (may be a bit noisy at night).

The trip was awesome until departure day! Antillean Airlines had canceled the flight which caused me and 8 others to miss our connecting flights to Aruba. I arrived in Toronto a day later. Curacao overnight. If you have to fly ALM book the first flight out in the morning and maybe you will make your connections.

I have sailed Aruba, Dominican, Barbados (not Silver Sands) and Cancun but would go back to Bonaire yearly. Other than little night life and ALM it is a windsurfers paradise! Clean-all the water is distilled. People are friendly and speak Dutch and English. Currency is Dutch and US.

Equipment rental Jibe City \$225US/wk. Cost to store your own board is \$10/wk per sail or board. Therefore 3 sails and 1 board \$40/wk. Jibe City has basic surf shop with hand painted T-shirts, by his artist wife Caroline. The friendly atmosphere at the Hang Out Beach Bar completes an unforgettable windsurfing vacation. 

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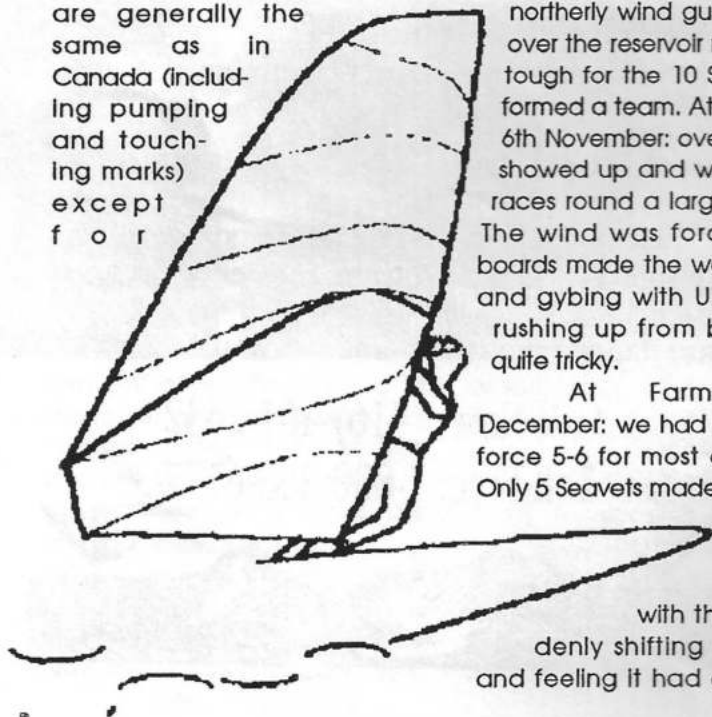
# BLAZING THE TRAIL FOR MASTERS WORLDWIDE

by JOHN DARIJNG CAN 130

*Can you imagine CMWA with 275 men and 99 ladies in its ranks? Picture 2 of them active in their 80's and a handful in their 70's.*

Seavets age groups are: Senior men 40-49, Senior Women 35-49; Veterans 50-59; Supervets 60 and over. Equipment: IYRU International raceboard class (most recent production boards) except that Seavets allow "any board of 3.4 metres minimum length with daggerboard provided it is the only board the competitor owns"; also the Mistral Superlight and SST and Fanatic Fox.

The "Seavets Standard Sailing Instructions 1994" are generally the same as in Canada (including pumping and touching marks) except for



protests which are discouraged. In exceptional circumstances protests may be made verbally to the race officer and shall be supported by at least two witnesses. The race officer's decision shall be final." There is apparently no provision for filing a protest or holding hearings. Although we have very few protests Canadian Masters racing we'd have to think about that idea a bit before adopting it. (Wonder what American Masters views on this are?)

Reading one of their 9 yearly newsletters you read about their racers in Britain's "Icebreaker Series: at Queen Mary, 23rd October. A cold northerly wind gusting force 5 over the reservoir made it very tough for the 10 Seavets who formed a team. At Bewl Water, 6th November: over a hundred showed up and we enjoyed 4 races round a large M course. The wind was force 4. Many boards made the water choppy and gybing with UKBSA sailors rushing up from behind was quite tricky.

At Farmoor, 4th December: we had super winds, force 5-6 for most of the time. Only 5 Seavets made it to this last

meeting. It was very cold with the wind suddenly shifting 30 degrees and feeling it had dropped as

much in temperature. There's your hardy British seniors. A proper dapper lot too, as seen by the photos of their awards dinner, all in jackets and ties and ladies dressed to kill.

In a membership questionnaire, Newsletter #9 reported that 37% had heard about Seavets in Windsurfing Magazines, 30% had been introduced by a friend and 12% had seen Seavets at the Wind and Surf show (the rest miscellaneous).

Attendance at Seavet events: average per member was 3.5, 1 member had been to 16 events, 17 to none, 53% had attended from 1-5 events. Highest percentage was Supervets, then veterans ("predictable I suppose", comments the editor).

Over half are willing to travel up to 2 hours to events, a further 25% up to 3 hours, the report continues, adding "Many said that they would travel much further to good events such as Bala or Northney or for 2 day events. We Canadians note that travel to our national championships is often quite a distance but usually well worth it as much perhaps for the social aspects as the actual racing. Maybe this is part of the competition aspect missing at Canadian regattas which unlike the British scene it seems are dropping off in popularity.

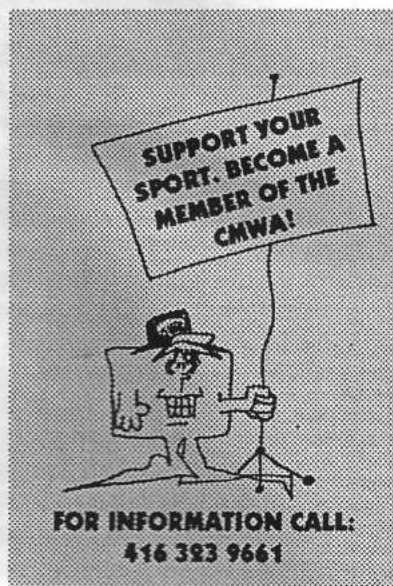


The poll on racing mentioned pumping without there being a specific question on the subject. Four were in favour, four were against and three for 'qualified pumping' i.e. to get onto a plane or round a mark.

Finally one big difference between the Canadian Masters and the Seavets is it's philanthropic aims. Not satisfied with promoting windsurfing "for the not so young as a keep fit activity" they raise considerable funds for research into aging and disabilities of the elderly. In 1993 some 2563 Pounds (that's the better part of 6,000 loonies, mate) were raised by donations and events revenues and donated to studies in osteoporosis, arthritis, mobility skills and combating the effects of anaesthetics, instability and breathlessness in the elderly by creating exercise programs for the home-bound elderly among other things.

Seavets Chairman Dennis Heywood ended his letter by congratulating CMWA on it's Newsletter (another kudo to Andre, the real editor) and saying the pond is so large (a reference we presume to the North Atlantic) that I cannot imagine running a combined event but you would be most welcome to join in our events.

Love to be there! 



## SEAVETS

# SENIOR AND VETERAN WINDSURFERS ASSOCIATION

Seavets was formed following the 1983 Omega Championships at Hayling Island. The following year the club was linked with the Foundation of Age Research, later to be renamed Reasearch into Aging. It was a member of the charities staff the suggested the name of "Seavets". Money is raised for the Charity at all Seavets events and over 4000 ponds was raised in 1992.

### The aims of the Association

To encourage the not so young to take up windsurfing as a keep fit activity. To take approved RYA (Royal Yachting Association) windsurfing certificates and learn to sail safely and responsibly and to represent Seavets at windsurfing and other events.

To organize events specifically for the members of the Association and to encourage organizers of windsurfing events and sponsors to include events and award prizes for the not so young.

To represent the interests of the not so young windsurfers at meetings of relevant or appropriate organizations (e.g., UK Boardsailing Association, RYA, local councils)

To draw attention to the work of "Research into Aging" and to encourage financial contributions to its charitable objectives to further

research into the disabilities of the elderly.

### Membership

Membership is open to ladies who have attained the age of 35 in the current year and to men attaining the age of 40 in the current year. Membership now stands at 350, of whom 22% are Supervets (over 60), the rest being roughly evenly divided between the Veterans (over 50) and Seniors. 27% of the members are ladies. Subscriptions are at present 10 pounds per member, 12 pounds for a couple.

### Events

27 Seavets events were held in 1993 of which 6 were 2 day weekend events. They have ranged from Leeds and Rochdale in the north, to Christchurch and W. Wittering on the south coast, and from Dale, Bala and Aberdovey in Wales to Felixstowe and Mersea in the east.

The last annual dinner was held in November 1992 at which the Guest of Honour was Penny Way, Great Britain's '92 Olympics windsurfing representative and twice World Champion.

### Information from:

Dennis Heywood, Chairman  
34 Nash Grove Lane,  
Wokingham, Berks. RG11 4HD  
Mrs. Ruth Campbell, Hon  
Secretary  
11 Keble Rd., Maidenhead,  
Berks. SL6 6BB

# BIGGEST TRAINING CAMP EVER!

by SUSAN THOMAS CAN 195 S

**Biggest training camp ever: 25 masters with Steve Jarrett and Valerie Kritsch coaching**

Long and short board stance simulations, flare and carved jibe simulations. Simulations with and without harnesses. What's not simulated is the sunshine, great expanses of grassy rigging, huge shade trees, two separate motor boats, lots of marks, two dedicated video cameramen, one pregnant Springer Spaniel with a fetish for tennis balls, two skilled coaches, the 25 easygoing masters or the jokes, wisecracks and good times despite two windless days.

The wisecracks start Friday night while Norm poles the group for a list of skills people want to work on. Hardy's suggestion: A special course on navigation dedicated to Werner, recalling Werner's unscheduled trip to Beaverton 2 years ago. Werner replies "I got more out of that camp than you did," a reference to Hardy falling asleep in the middle of the living room carpet during the video replay 2 years ago because the trains kept him awake all night. Laurie says he's along for a good time and proves it by sleeping in the next morning. Bob Legault suggests his hair doesn't part just right. That sets the tone for the rest of the weekend though what we actually work on are the serious suggestions such as starting, pump-

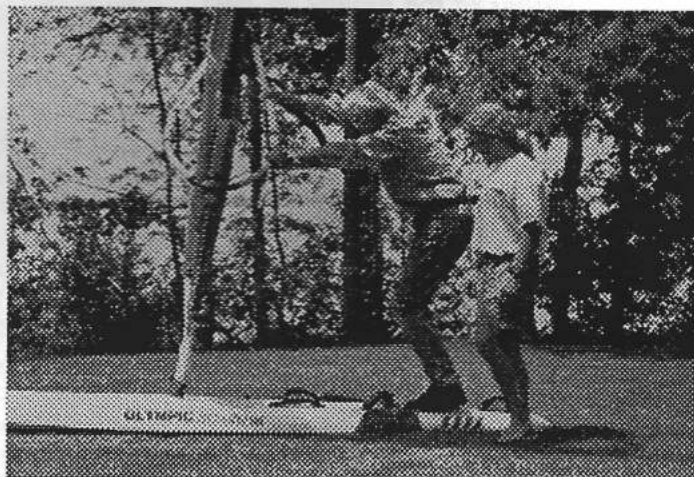
ing, jibing.

Saturday morning provides the only breeze of the weekend and it's a pretty feeble effort giving Brad and Ryan our faithful video volunteers an opportunity to film Steve's no wind "duck jibe" and pumping technique. They also catch one of Doug Wilson's

patented 'forever' flare jibes. Steph doing a start midway along a heavily port tack favored start line.

Ellie speeds up after getting some upwind stance tips. Vlad on a shortboard gets it ghosting along faster. Nancy Cameron surprises herself by hanging in the race after starting last and makes up a bunch of places.

Over lunch with butter tarts Steve and Valerie set up the simulator, then review the video with special emphasis on Steve's pumping technique. The wind dies totally and we finish the afternoon with the simulator working on shortboard stance with a harness. The simulator does a good job. Sometimes Steve has to hang off the shock



Leslie Rebanks getting the finer points of longboard flare jibes from coach Steve Jarrett.

cords leading from the boom to a nearby tree to get heavier wind for the tall guys like Les, Jan and Tony but after the first try and getting used to the twitchiness of the artificial wind it works well. The whole group gets tips on stance improvement: keep as much weight on the rig as possible, the front foot should have almost no weight on it, the hips should be well forward of the feet, hips square to the board, pressuring through the toes. Most of the weight in the harness, shoulders rounded.

Saturday after chicken dinner more tech talk at the whiteboard ranging from the "I" course with a gate at the top and bottom, starting line strategy, upwind strategy to boardhandling tips.



Sunday is warm sunny and windless with good winds forecast for Monday! The simulator is used for demonstrating how to hang your weight off the rig of a longboard in 5-7 kts. (depending on your weight). Feet close together just around the top of the daggerboard weight in the middle of the board or as the wind picks up just a bit to weather, almost no weight on the front foot, hips rotated forward i.e. the front hip rotated outward away from the board and looking over the for-

ward shoulder to where you're headed. Peter Coy gets out the golf clubs.

#### Thanks:

Norm Burgess for the use of his family cottages, for arranging nearby accommodation in neighbours' cottages and for making alternate arrangements when one cottage was vandalized and not available, for organizing the whole camp, the caterers, the coaches. Brad Burgess and his friend Ryan who volunteered their whole weekend to devote to videoing.

Andre Jubinville designer of the completion certificates!(and to Steve who got writer's cramp signing them all)The OSA and Toronto Windsurfing Club for the use of their boats.

Silent Sports for donating draw prizes.Valerie Kritsch our assistant coach.Steve Jarrett our Technical Director who didn't run out of topics after a windless weekend full of 'Tech Talks'.

*Editor's note: Congratulations to Steve and Nancy who have announced their wedding.*



Dryland techniques demos at its best with coach Steve!



Ha yes! Lest we forget the Zodiac so graciously provided by John Jenkins of the OSA. Wish John could have granted the wind also!

ward shoulder to where you're headed. Peter Coy gets out the golf clubs.

Sheldon blows balloon hats for local children. Then on to Val waterstarting the simulator and jibing technique with Val hauling the board around on the grass for jibe after jibe while Steve gives tips. Joyce gives it a go despite her bad back. The group is so keen Steve and Val work through lunch.

After a lunch of burgers, hot dogs, icecream sundaes with homemade raspberry sauce and peaches or "Death by chocolate", at least 17 of them who don't need to be on the road for home are ready for more tech talks on shortboard jibing technique. PS. Steve sticks to peaches for dessert because he's in training. Rumour has it he may be

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## Pacific Easy Slalom

Designed for the beginner or occasional surfer, this sail will deliver good performance at the lowest price available today (we haven't heard of anything better priced).

Featuring one external camber with a tubular batten, plus three other tapered battens, this sail is easy to handle even in overpowering conditions. Light and maneuverable this sail is an ideal wave slalom sail. At a price like this how can you afford not to get that new sail in the size you've been dreaming of.

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This exceptionally well priced sail offers performance that few sails can match. Designed as an easy handling slalom sail, this sail still delivers speed: Featuring two cambers mated to tubular battens, and a loose leach design. These provide stable draft for a wide wind range. Quality materials like kevlar reinforcements, sandwich seam construction, 175 micron monofilm and constructed in Pacific's own European factory. If you're looking for value and performance this is the sail for you.

Model	Size	Luff	Boom	MCS	Price
Slalom Route	4.8	430	170	25 CC	\$369.99
	5.2	440	175	25 CC	\$379.99
	5.6	460	180	25 CC	\$389.99
	6.0	470	190	25 CC	\$399.99
	6.4	475	200	25 CC	\$409.99
	6.8	485	210	25 CC	\$419.99
Easy Slalom Cam	7.2	500	215	25 CC	\$429.99
	4.0	395	155	23 CC	\$269.99
	4.5	405	165	23 CC	\$279.99
	5.0	415	175	25 CC	\$289.99
	5.5	445	180	25 CC	\$299.99
	6.0	450	195	25 CC	\$309.99
	6.5	460	205	25 CC	\$319.99
	7.0	475	215	25 CC	\$329.99

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XTR	MAST	MCS	BOOM	PRICE
XTR 4.0	3.90 M	23/25CC	1.60 M	\$469.99
XTR 4.5	4.20 M	23/25CC	1.65 M	\$479.99
XTR 5.0	4.40 M	23/25CC	1.75 M	\$489.99
XTR 5.5	4.55 M	23/25CC	1.85 M	\$499.99
XTR 6.0	4.65 M	25 CC	1.95 M	\$524.99
XTR 6.5	4.80 M	25/27CC	2.03 M	\$549.99
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