

WIND **uk** SURFING

Issue 9 December 2018

SENDING IT

with Adam Sims

RIPPING AT 8

Tom Pringuer

BOUKE BECKER

board design #1

WILSON'S

windsurfing world

CROSSLEY

at speed

IRELAND'S

Storm Ali

PROTOGRAPHY

in focus

BOB INGRAM

Q&A

+

TESTED:

WINDSURFER LT ONE DESIGN

SLINGSHOT LEVITATOR 150

(AND MORE)

TECHNIQUE:

SIMON BORNHOFT WINDWISE &
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LIGHT WIND'S BORIN' INNIT?

Having had years of full power windsurfing rammed home recently I've started to look at sub-20 knot days as a bit of an idyll – especially with the sun out. Those who follow me, or read this magazine regularly, will be aware of my foiling antics. But it doesn't stop there. I've been dabbling with light air floating for some time. I suppose you can attribute this to countless overseas seasons as a windsurfing instructor. Invariably it doesn't blow all the time (anywhere) and with extended periods of free time, in between lessons, there needs to be an outlet.



Photo: James Jagger

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@tezwoz

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@tez_plavenieks_sup_wind

I can now access this missing link and experience what windsurfing was once like – and could be again – albeit without any of those annoying equipment issues that sailors struggled with.

Enter light wind freestyle, whirl and twirl sail flick flack or general cruising off the plane whilst teaching guests. Fast forward and this has pretty much continued at home and during windsurfing holidays I've been lucky to experience. Again, it doesn't blow every day but there's an itch to scratch.

With Cobra International's announcement earlier in the year it was bringing about the renaissance of the Windsurfer One Design class (check the interview we did with Bruce Wylie: <http://www.windsurfingukmag.co.uk/cobra-internationals-bruce-wylie-on-the-new-windsurfer-lt-concept/>) – albeit in updated form – my interest was pricked. As I write the modernised version of the gear has landed and I'm like a little kid again. How is it that something designed for light airs, mostly non-planing, is getting my juices flowing?

I was still in nappies during windsurfing's fledgling years but I look back on images and the odd grainy video and what people were up to and see it was all smiles, fun and no pressure. With windsurfing as it stands we tend to get caught up in the full power aspect and miss that simply getting amongst it can be joyful bliss. Cruising in minimal knots may get pooh poohed publicly but you can bet your bottom dollar that given the chance (see windsurfing holidays) most sailors will still head for a float if they have access to applicable kit.

Having been part of stand up paddling since its inception (in modern form) and now an early adopter of windfoiling I felt I was still missing a piece of the puzzle. With the Windsurfer LT

Critics will no doubt cite the gear's cost as a limiting factor, whilst size impacting transport and storage will put the kybosh on owning similar equipment for many. I wouldn't argue against any of this as everyone's entitled to their own opinion. For me, however, it's simply about time on the water and mixing up what I do given any forecast: 'tools for the job' – a mantra I live by. So whilst the updated Windsurfer LT might not be for you I'm going to enjoy stepping aboard and if you are interested then head to the test report in this issue to find out what it's all about.

2019

Although we're not quite there yet the end of 2018 is nigh. Before long it'll be time for that rotund chap in red suit to drop down your chimney and then fireworks ring in New Year. For windsurfers that signals the start of those truly cold months in the UK when going afloat gets harder.

There are always a handful of days, however, when thermometer readings rise to double digits and a good blow's in effect. If we're really lucky then we may get a mild and breezy one. Whatever materialises Windsurfing UK will be here, albeit in website form, to bring you further windsurf stoke during the interim. Stay tuned to WSUK's digital channels for further windy content and then look out for NY 2019's print mag dropping around Feb.

Thanks for your support this year, enjoy this issue, enjoy what windsurfing you do score and we'll see you on the other side.

HOVER GLIDE MODULAR SYSTEM

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WIND FOIL PACKAGE



"I love wind foiling in both high and low wind, but I wasn't too confident it would be any fun in the waves. The water was pretty shallow and my normal 91cm mast had me cringing every time I took a wave to the inside, so I switched to the shorter 71 cm mast - never hit the bottom. The Warp Speed 65cm wing had me outrunning the waves so I switched to the bigger Infinity 76 and everything was just right!" The Hover Glide Modular system allowed me to totally customize my ride and had me grinning from ear to ear on my first day in the waves."

- WYATT MILLER



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NEW KIT REVIEWS

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 AND EVERYONE ELSE WHO HELPED IN PUTTING
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SWA 2018 review



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80. **PROFILE**
Jim Crossley



86. **PROFILE**
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IS IT YOU OR IS IT YOUR GEAR SET UP?

WORDS: WITH THIS MONTH'S WINDWISE

SIMON BORNHOFT

WIZARDRY, SIMON BORNHOFT LOOKS AT

PICS: HOW TO TELL IF IT'S YOUR KIT OR YOU

WINDWISE/PHOTOOCEAN

**THAT'S LIMITING YOUR PROGRESSION,
ABILITY OR ENJOYMENT ON THE WATER.**

Okay, so there you are out on the water and things just don't quite seem right. It's very easy and common to blame ourselves, Windguru or the kit. But how do we know when it's the us or the kit that's put the hand brake firmly on. Often the mind-set of less experienced windsurfers is, "I'm not good enough to tell the difference if it's me, the sail or the board." But the lower your level the more important it is to make sure you're on the right kit, as more experienced sailors can compensate. Ultimately we all want to be on kit that is helping rather than hindering. So, with the help from a few clients, here's how to tell if it's you or your kit?



Q. Is your sail too big?

Many people like to sail 'well powered up' but actually end up with half or even a full metre over and above others of similar stature on similar kit. Sailing 'slightly overpowered' is great for 'easy early planing' or thundering along. However, for improving your wind range, sailing smaller kit, saving energy and most importantly increasing your chances of controllable tacks, gybes and certainly moves, it's always better to be 'correctly powered'.



You're over powered if...

1. You can stand up, sheet in and get going without even the slightest pump of the rig.
2. Your backhand is always placed well past the rear harness line (see harness line guide shortly).
3. When sheeting in, the rig pulls from high above the clew and the sail seems to twist and buck you about.
4. There's constant back leg-foot pressure, excessive front knee flex and twisting hips forwards to compensate.
5. You're constantly heading upwind.
6. You're having massive control problems bearing away into turns.
7. The windward rail and nose lift constantly.
8. Others of similar weight and board volumes/widths are on smaller sails.

If one or many of the above apply, you're probably sailing too over powered.

10 COACHING WINDWISE TECHNIQUE



How to control being over powered

If you do find yourself suddenly way over powered up, with not enough time to change sail for the last few runs of the day, it's time to accentuate your 'Sunken 7' stance and check in on those Windwise touch points.



Windwise 'Sunken 7' touch points: accentuate!

Rear hand: Rear hand should be weightless and within 'thumb' touching distance of the rear line (see our harness line guide to ensure the lines are doing the work **not** your rear arm).

Harness: Force the lower back deep into your harness, hips down and outboard **a lot!**

Heels: With the front leg extended and rear leg flexed, dig the heels and curl the toes **up** (especially on the front foot) to lock that board flat.

Extra WiseWords to gain control when over powered

Try lowering your boom, adding more down and outhaul and reduce fin size. Try a narrower, higher rockered and softer railed board!



High v 'Sunken 7'

Far left photo: too high

Here's Gordon Craig, potentially about to lose or feeling out of control. Too upright and toes too flat. I'm in his ear, encouraging a lower position.

Left photo: max control

Gordon's now locking it down, sinking that '7' low, curling the toes and no longer 'feeling over powered'.



Heavy v light

Two sailors of different stature can mean different stances in the same wind. The 'little one' is feeling over-powered, hence a 'Sunken 7' and the 'bigger' less powered is a straighter 7.



Are you over powered gybing?



Gybing over powered

This is a very common feeling and very often many are sailing too over powered – so change down! However, it might be that you're just not sheeting that clew in going into the turn!

How to cope

Stay lower for longer after unhooking on downwind set up. **Don't** rush to come over and carve, concentrate on turning downwind, sheeting the clew in and back to 'try' and make that key touch point, where the foot of the sail clips your inside leg.



Jonny Clothier way 'over powered' – clew downwind.



Here's Jonny making it smoother, now it's sheeted in.



Bruce Cotsell way 'over powered' due to flexed mast arm.



Bruce sheeting in by extending mast arm and sheeting in with clew arm.



Amaury Lamy controls the power by sheeting the rig in to touch his rear 'carving' leg.

Is your sail too small?

Especially at the harness, blasting and footstrap stage many sail too under-powered and spend large amounts of time off the plane 'trying to balance' rather than having a decent power source to hang or harness off properly. So here's the tell-tale signs when it might be time to change up and for those sailing smaller boards, time to work on your early planing technique!

Your sail is too small if...

1. You're always very slow to plane compared to similar stature sailors on similar boards and fin sizes.
2. You're constantly dropping off the plane going for the harness, footstraps or when hitting lulls.
3. You struggle to get upwind compared to others on similar board and fin sizes.

How to sail when under powered

Straight 7 'Light Touch'

If you're on similar board, sail and fin size to others and you're not getting going or staying upwind – **you** need to work on your WindWise 'Straight 7'!

Hand: Rear hand within touching distance of rear harness line to assist a few pumps. But otherwise barely grip that boom!

Harness: Tighten your torso and straighten your body to form an incredibly rigid '7'.

Toes: With the front leg extended and rear leg flexed, push through the forward facing toes to force that board flat.

Straight 7 accelerator

Touch point: Want a 'WiseWord' to help maintain that 7 shaped stance, when the body needs to lean massively forwards through lulls or going upwind? Roll over the front foot in the strap to prevent over flexing the front knee – works a treat!

WiseWords to improve early planing

Extend that mast arm to oppose the rig and use a finger light grip, barely hold the boom.

Marginally raise your boom, reduce down and outhaul and increase fin size.

Choose a flatter rockered, wider, less curvy higher volume board.





Gybing hand brake?

It's very common to lose speed and sink the tail in gybes. This is often due to sheet outing by flexing rather than extending the mast arm, hence Blanka Piotrowska finding the board stops and tail sinks.



Gybing accelerator 1 and 2

If you feel under-powered going into or through a gybe, do everything possible to extended that mast arm. In doing so, Blanka pushes the mast forward and away, bringing her head closer to the clew arm, creating that vital 'Warrior' stance for rig control, speed and a smooth foot change!

Is your boom height right?

You want a comfortable boom position with it high enough so that the harness lines pull down to help increase mast foot pressure and trim the board flat. (Mast foot pressure is applied through sheeting in, so make sure those lines are in the right place too!)

- If your boom is too high it can lead to loss of control, spin out and limit gybing.
- If your boom is too low it will reduce early planing and fast gybe exits.

On boards below 160L boards with footstraps, set your boom height by laying the rig back against the tail. The reason you do this is that it gives a simple reference every time you go into the water, plus, more importantly, you can learn to easily fine tune to suit different mast track positions, conditions and changes in board sizes or shapes. Only on large beginner boards or WindSUPs, without footstraps, should you set it against your body (often shoulder height). However, on boards with footstraps, avoid measuring it against your body!

Reliable boom height tuning rules

When you move up or down in size/width of board or footstrap configuration, you will need to fine-tune your boom height to suit.

- When moving onto a particularly wide freeride board that has outboard strap settings, raise the boom slightly to compensate for a more **out**-board body position.
- When moving onto a narrower board and or with inboard straps (freestyle-freewave-wave boards) you'll find you need to **lower** the boom slightly to compensate for a more **in**-board body position closer to the mast base.

So for instance on my Dyno 105 with inboard strap settings I have the boom just off the tail. On my Fox 120, which is wider with outboard footstrap settings, I have my boom 1-2 inches higher to compensate for the more outboard footstraps and sailing position.

Why you need to adjust your boom height if you move your track

So, say my boom is 5cm off the back of my board and I move the mast track forward for early planing, the boom height would effectively drop. So to compensate, I'd put the boom up so that it's back at 5cm off the tail again. Conversely, if I move the mast track back, maybe I'm on a smaller sail or the nose is catching, the relative boom height rises, so I drop the boom to keep it at the 5cm off the back of the board.

If you're conditioned to measure your boom height against your body by standing the rig up, you'd be easily tricked into thinking your boom height is the same. But if you change either your mast track position, board width/size, footstrap configuration it will change the boom height relative to your sailing position. So learn to always reference to the tail and fine tune as per the guide.

Boom setting for boards with straps

As a general rule, for most adults over 5'7" the underside of the boom should be past the tail on a freeride board.



Boom 1 sailor height 5'0"-5'7"

Have the boom between 5-8cm inside the tail to 3-5cm off the back of the board.



Boom 2 sailor height 5'7'-6'0"

Have the boom between 'just off' to 5-10cm off the back of the board.



Boom 3 sailor height 6'-6'5"

Have the boom between 5-15cm off the back of the board.



Boom range

We will all have our own idiosyncrasies, but if learn to reference to the tail, because when you change mast base position, board size or foot strap configurations you can adjust more accurately.



Harness Lines

Are your harness lines in the wrong place?

Harness lines don't just save your arms, they're there to sheet the rig in, back and down when blasting along. So get them right! You should **never** sheet in with your arms, it's the body moving outboard and low that sheets the rig in!

Your harness lines could well be too forward if...

1. You're always heading into wind.
2. You're slow to plane or feel sheeted out all the time.
3. You find it hard to head upwind and you're always flexing your front knee.
4. You've just raised your boom height or let off down or outhaul.
5. You spin out a lot.

Your harness lines could be too far back if...

6. The mast arm is constantly pulling.
7. You spin out a lot.
8. You've just lowered your boom height or added down or outhaul.

The Velcro fixings (see top photo) should be no wider than a hand width apart, or narrower if you like a twitchy, very sensitive 'freestyle' feel. You can argue all day as to personal line length and don't believe the '30 inch' on the packet! They vary massively from brand to brand. Also, don't listen to a pro sailor, coach or your mates saying you need 30-32-34 inch lines! You want them set for the length of **your** arm, not someone else's.

Place the very tip of your elbow in the line and tension it...

Waist harness (as per this shot): The line should be elbow to the 'pads', blisters or 'knuckles' part of your hand.

Seat harness: The line should be approximately elbow to 'thumb pad' part of palm.

How to set your lines perfectly on the water...

On any given day on the same board and the same sail, you could move your lines up and down on the boom by an inch or two. For example, under-powered or heavily downhauled on your 6m sail the lines would be further forward than if you were over powered or under downhauled on the same 6m.

So yes, use our preset land 'lifting guide', but learn to adjust **on the water** using our Windwise **rear hand-rear harness line touch point guide**.

Run through this routine every time you go on the water.

1. **Find a place out of the wind** to hold and lift the boom with very light touch/grip.
2. Adjust to find the balance point so that the boom is horizontal when you lift it.
3. Fix your harness lines just either side of that point and get out there – don't faff!
4. **This a guide! Everyone needs to fine-tune on the water!**





The Windwise 'touch point' harness line guide

How to set your lines perfectly on the water...

Sail along leaning outboard in the harness as much as the wind will allow. If you're planing, ideally get into the straps, lock it down and blast.

Slide your rear-hand to touch the rear harness line. If the clew lifts, you feel unstable, the apex of the harness line is angled towards the tail or you have to move the backhand quickly back down the again as you feel out of control, then your harness lines are too far forward. So move both lines towards to clew 1cm at a time until you can sail with your rear hand close enough to touch the rear harness line.

If the board heads upwind, there's excessive pull on the front arm or the apex of the line is angled forwards, then move both lines forward to fine tune.



Fine tune by asking yourself one question!

Can you sail and touch and rear harness line with your rear thumb?

If not, your rear hand is either too far back or the lines are too far forward...

- Lighter winds, slower speeds or less sail power = lines forward.
- Stronger winds, faster speeds or more sail power = lines back.

In both situations remember your 'rear hand rear harness line' touch point!

To adjust 'on the fly', head up wind, pull in on the mast arm and then swivel the fixings to adjust.





How to tell if your board is not helping you!

You want to make sure you're on the right size and style of board for you! Progress isn't about moving down to the smallest board! You need to be on the right size and 'style' of board to suit your stature, level and the conditions. It doesn't matter if you're male or female, light or of superior stature, you don't want to be up to your knees off the plane or being pinged around on a giant cork.

Too big?

Here's the common scenarios where board size, style and or shape could be the root of problems on the water.

Your board is too large, wide, fast, hard railed or too flat rockered if...

1. The board flips over all the time when beach or waterstarting in strong winds.
2. The nose continually leaps out of the water blasting or turning.

3. Feels like the board is taking you where 'it' wants to go.
4. The windward rail lifts and you feel your ankles are straining a lot of the time when blasting.
5. You constantly want to sail upwind, despite having a relatively small fin.
6. It's terrifying to bear away at speed over chop.
7. Sailors of similar weight, level and sail size are in far greater control than you in high winds.

Answer: time to drop a few litres, narrower the board's waistline and go for more forgiving rails and rocker line.

If you do find yourself on a board that feels too big, it's just like being with a sail that's too large. So here's Jonny Clothier emphasising that 'Sunken 7 Drop & Dig' stance. Sink in the harness harder, flex that back leg, dig the heels and curl the toes up on the front foot when in the straps. Also, if it is your only board, use outboard straps and try putting in a slightly smaller fin (10-20%), to reduce lift and regain control.

* If all that fails, time to try a smaller board!





Too small?

Your board is too small, narrow or soft railed if...

1. Compared to similar level sailors on equal size sails you're always much slower to plane.
2. You have problems staying upwind, despite being powered up with a sensible sized fin.
3. The board feels very sluggish, sticky and slows down very quickly.
4. The board either heads into wind a lot or sails nose high.
5. The board sinks below ankle depth when you're not planing (exception to this would be speed or very experienced wave sailors on small wave boards).
6. The board fits neatly under your arm you might well have bitten off more than you can stand on!

Answer: pile on a few litres of volume, spread the board's waistline and go for a flatter rocker and sharper rails.

Sailing small boards, even in very high winds, actually requires good early planing skills, otherwise you'll be too over powered. Getting those feet inboard, forward and adopting a

'Straight 7' stance by lifting, locking and tightening your torso will help get that submarine planing. If you are in the straps and feel like you're coming off the plane use the cheats way to keep planing by looking and leaning the body and rig forward massively to keep it going.

Quick fin guide

We will go into this in more detail in coming months, but in very simple terms.

Your fin is too small if...

Your finding it hard to get planing, the board spins out a lot or it's a real struggle to keep upwind.

Answer: try a larger fin(s).

Your fin is too big if...

The nose or whole board bounces, lifts, rails and constantly heads upwind and your ankles and rear thigh aches (Note that outboard straps will help control a large fin).

Answer: try a smaller fin!

We hope this feature will get you thinking about you and your kit for the coming season. As ever if you have any technique requests, questions or suggestion please send to info@windwise.net

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COACH OF THE YEAR 2017
WINDSURFING HALL OF FAME

20 PROFILE BOB INGRAM



HEAD HONCH

UKWA BOB INGRAM

INTERVIEW: WSUK

PICS: ANDY STALLMAN

BOB INGRAM HAS HELD DOWN THE POSITION OF UKWA HEAD HONCHO SINCE 2009. A FAN OF ALL ASPECTS OF WINDSURFING – NOT LEAST RACEBOARD AND FORMULA – BOB'S STILL AS HUNGRY AS EVER AND SUPER KEEN TO GET AFLOAT, DELIVER THE GOODS IN TERMS OF EVENTS AND GENERALLY SPREAD THE GOOD WORD OF WINDSURFING. Here's what he said when we caught up.

Tell us when you first got into windsurfing and what attracted you to the sport.

In my youth I had been fanatical about all sports but in particular I was a pretty good rugby player and that was where I saw my sporting future. In the summer of 1975 I had rather a serious motorbike accident and after three operations and many long months in plaster I was resigned to a life without sport. This went on for a few years until a holiday on The Gower when whilst sat on a beach bored out of my mind I saw something going on out on the water. There was a guy was blasting back and forth and every time he did so his Irish setter would bound towards the waves. Could I do this? Well, just maybe, so I went out and purchased a Sailboard Masterclass 335 and of course two Irish Setters.

How different were things back then?

Anyone today would not recognize the kit. The sail was triangular and you wrapped it around the mast to take it home. Mine was pretty modern. It had a flat plastic batten you took in and out, nobody had anything bigger than a 6.5. When the wind did blow you should not be surprised if your mast foot popped out at any time. On the positive side they were pretty indestructible and if you had one on your roof rack you did look pretty cool.

I joined a local club at Sandwell Valley not much bigger than a puddle and thought I was a real expert. Unfortunately this was far from the truth for when I later joined Chasewater Sailing Club I realized I knew absolutely nothing. Chasewater in those days had a very healthy membership of extremely talented windsurfers and club racing was extremely competitive. I was rubbish in comparison but one thing that came through was the friendliness of everyone involved and how happy they were to pass knowledge on. In those days the Club Team Championship was the big event and it took me a few years to break into the third team, although we did later go on to win the title which was a fantastic experience.

And what about competition – when did you discover this and get involved?

My first event was in 1985 and I have never missed a UKWA course race or slalom event since so I guess you could say I got well and truly bitten by the bug. My first event was the Inland Nationals at Grafham Water and I remember it well. Scared and totally unprepared for the whole experience I was certainly in the last five in a fleet of at least 250 boards.

What appealed?

I guess the appeal in those days was that windsurfing was seen as an extreme sport and much like rugby it took place in the great outdoors. I really enjoyed the social side, and to be honest the competition. There are not many sports where you can rock up and compete against the best in the world, Olympic and world champions.

Still compete?

I think I am as obsessed now as I was back in the 80s. Ok, I have to accept that my best years are probably behind me but on a good day there is still life in the old dog.

You're a fan of the longboard. Is this still the case? What does it offer that other kit doesn't?

Yes I love longboards! I see myself as raceboard sailor. The raceboard I currently own is a Starboard Phantom and it is useable in pretty much any conditions. I love the light wind battles in two or three knots when it becomes nothing more than a pumping and tactical race. Whilst the youngsters are stronger and fitter than us older guys experience really pays off when the wind is light and difficult to find.

When the wind picks up get the track back and lock yourself into the foot straps and blast about with 3m of board in front of you, it's a great joy. Whilst I love the longboard I only race them inland and all my racing on the sea is done in the formula windsurf class. For pure adrenalin this is the most fun you can have on a race course.

I also really enjoy slalom racing. It is a completely different beast with races taking three or four minutes as opposed to 30 to 40.



Again, sailing a Starboard Formula board powered with a good quality fin and a sail too big for any sensible racing is pure pleasure. Perhaps a bit scary at times but never dull. Unfortunately numbers have dropped from the high of 80+ 10 years ago and maybe it will have to be longboards only in the future however I am learning to foil which may open up a completely new experience on the race course. Currently the UKWA is racing formula and foils together so the step across may not be such a big deal.

I also really enjoy slalom racing. It is a completely different beast with races taking three or four minutes as opposed to 30 to 40. The fundamentals are, however, the same. Get a good start, stay in clean air, don't make any mistakes and particularly in slalom stay out of trouble. One thing you do learn as you get older is that confrontation just gets in the way on a race course. It does not matter how much you are in the right, it's just going to take up valuable time so avoid if you can.

Where do you normally sail longboards?

Only on lakes as there are so many other opportunities. I don't mean that in a derogatory way. There are some very



good sailors out there who never go anywhere near a lake. They could learn so much tactically if they did. It's no good just banging the corners of a race course. You need to understand wind shifts, angles and tactics. Lakes are the perfect place to learn these skills.

Longboards and raceboards are still popular, even though there's limited media coverage. Why do you think this is the case?

I think in reality if you have had any training or experience of Techno or RS:X etc. you can be competitive on a raceboard. Unlike formula you will always get racing on a longboard whatever the weather gods throw at us. It is true for a long period of time the raceboard was perceived to be the poor relation or just not sexy but the development of the batwing boards has got people talking about raceboards again and the junior and youth element shows strong growth. The middle aged and older sailors can still compete so I think raceboard is healthy in the UK and on the up.

Do you see much new blood coming into longboard/raceboard?

Without being rude to the pathway classes it is clear they do not suit everyone. This does not mean these less suited are any less talented, you only need to see the likes of Louis Morris, Lewis Barnes and the Kent sisters to name but a few to see outstanding performances. The best thing about this is that they attract other young sailors into the fleet and the likes of Ali Masters and his contemporaries are no longer embarrassed to be included and can often be found taking part in UK raceboard events. With the Olympic uncertainty I can only see the class growing.

Tell us about your role with the UKWA.

I have been chairman of the UKWA since about 2009. Before this I was events director for a couple of years. I see my roll to publish a viable calendar of events across the five disciplines we deliver: course racing, slalom, speed, wave and freestyle. It is important to work with other organizations – primarily the RYA as well as international set ups – to promote the sport and understand the goals and bigger picture. Windsurfing is run by volunteers on a shoestring budget so the most important thing I can do is head up our committee and support everyone involved.

On the ground effectively the UKWA has franchised out wave sailing to the BWA and speed. These are such specialist areas they need external expertise, ideally we would do the same with freestyle which has always been difficult to deliver. However there is to be a British Championships in 2018 for the first time in about three which is great news. I personally run all of the course racing and slalom events in the UK with a dedicated team which involves about 20 weekends per year.

How did this come about?

Really it all happened in a bit of a blur. I was approached at an event at Rutland Water when some of the existing committee thought it might be time for a change of direction. I remember putting an arm around the previous chairman who incidentally was a good mate. We had a long chat about the future and before I knew it there was a meeting and I had been elected as the new chair. Whilst I had been asked to have a quiet word I had no idea where it was going and what the outcome would be. It was a bit of a surprise to say the least I only went to race and came away head of the show.

How long have you been at the helm and what do you see as the biggest challenges?

Since about 2009. The biggest challenge is probably keeping the whole thing viable. It is more and more expensive to put on events, the maintenance of the associated equipment is expensive and windsurfers can just turn up at any beach and go for a sail without paying entry fees. Therefore we have to convince people of the value of competition if we expect them to be paying for it. Events need to have added value, you need to enjoy the whole experience and this is where the UKWA family comes into its own. It's just like being part of a big club it's just that the UKWA is nomadic by nature.

Is it tricky dealing with frayed tempers and egos at events? How do you do it?

I have spent my life working in the service industry so conflict resolution is no big deal and egos are not going to intimidate me at all. The racing rules of sailing are here for a reason, they provide a set of rules which must be observed or everything on a race course will fall apart. So I guess I am fairly strict in this area.

Protests are a bit of a pain, especially at the end of an event when everyone wants to go home. But the rules make it fair for everyone and we can all enjoy the experience safely. This is not to say that there have been a few incidents over the years most you can laugh about over a pint or two later in the evening and for sure I am not exempt myself having once chased a dinghy all the way to castle cove sailing club for taking me out at the windward mark!

Talk to us about foil racing. Is this the future do you think?

It's hard to tell as everything is still developing. If I had to put money on it then for sure I would say yes. But we have been here before. Formula was going to be the future. It had a couple of good years and slowly declined. As a light wind option it is certainly adding to slalom events and I think the new foils go upwind so well they are already proving to be more than competitive at course racing events. The Olympic decision is going to make a big difference to racing at youth and adult levels but do we really want to see the death of Techno? Personally I hope not. The UKWA are all over this and are focused on being leaders of any revolution opposed to being followers.





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What's been your most memorable moment?

I have had many great days and not all of them have been when I have won. It is a cliché but it really is about the taking part. If as a consequence of taking part you win a race or win an event then that really is fantastic but regardless of the results what I really look forward to is the next event. Whilst this appetite remains memories are just that, it's all about what comes next.

My proudest moments are that we have done this as a family. My wife Sue does all the hard work at the events. All the boring admin stuff that nobody else wants to do but without it none of the event would ever go ahead. My daughter Tessa is a National Race Officer – one of the few ladies who have reached this level of achievement. Tessa has been the principal race officer at the majority of UK windsurfing events held in recent years and to see her running events is very rewarding.

I knew she had arrived the first time she called me OCS and despite stopping her pocket money for at least a month it did not stop her doing it several times again. My son Jamie went through the pathway classes and did the whole RS:X thing up until 2012. It is a remarkable experience which has seen many highs and lows and I think you end up with far more questions than answers but today we can just go for a sail like a couple of mates and of course they can tell me exactly what I am doing wrong. Competing at that level is quite harsh and not always pretty so if you catch me in the right mood I can tell you a few stories not suited to the written word!

Last year we did pick up an award from the RYA and we had a fantastic day out in London with a ceremony and lunch hosted by Princess Anne. I am a bit of a cynic when it comes to these things but I can say Sue and I really enjoyed the experience and the kind and generous comments we received.



Do you get much water time at each event?

Yes! Thanks to my wife I never miss a course race event. Once we get everything set up the team works like clockwork. Slalom is a bit different. It's far more complicated to run. With lots of heats there is more scope for things to go wrong so I normally get to do about 50% of the races. I always think with a course race if something happens on the start line you have 30-40 minutes to get over it. Slalom is different as it's high octane. If someone messes with you on the start three minutes later at the finish you still want to, shall we say have a 'conversation'. This is much more challenging to manage although we do seem to have them all pretty well trained at the moment.

Any specific plans moving forwards as far as you and the UKWA goes?

If people want me to do this then I will give it my best shot. We have a great team and whilst the team stays together I



Competing at that level is quite harsh and not always pretty so if you catch me in the right mood I can tell you a few stories not suited to the written word!

I am happy to be part of it. I am, however, very conscious that it is the youngsters which have the good ideas. With the best will in the world next year I will be 60. That's certainly not old in today's terms but as you get older and you have been in a position for some time you end up just 'doing the job'. New blood is needed and for this reason we have just set up a youth committee. The hope is that they can bring fresh ideas to the table which we the established committee can action on their behalf. I would be happy to stand aside whenever a replacement steps forward and give them my full support – change is generally a good thing.

What about with your personal sailing?

It would be fair to say I am pretty obsessed. I love to race in any format. I would like to spend more time free sailing and learning new skills. I am hoping to retire in the near future and move from Birmingham to the coast. We have not yet

given ourselves the luxury of choosing a destination but I hope this will let me spend even more time on the water. I also have the use of a more than comfortable motorhome so winter trips to warmer climates are also on the agenda.

Any final thoughts on windsurfing in general?

The big question is for sure what will be the future direction of the sport. You can't get away from the impact the Olympics has. This shapes the whole pathway of our sport whether we like it or not. So the decisions yet to be made will in many ways affect our sport fundamentally. I hope the decision will be made sooner rather than postponing for more consultation but I will not be holding my breath.

We sometimes as an organization need to remember that there are many ways to enjoy our sport and so long as you are doing it, that's probably all that matters. New technology is a real boost, being able to watch the PWA live from around the world helps promote windsurfing and I am sure there will be lots more innovation in the future.



Thanks and praise?

I have to firstly thank my family. We have been on this journey together but there is always the opportunity to be selfish when the wind blows and the sun shines. So apologies as well. Thanks also must go to all of the volunteers who support the UKWA who have become our windsurfing family and all the sailors and their families who travel round the country and attend UKWA events in all the various disciplines without which the UKWA would not exist

The big question is for sure what will be the future direction of the sport. You can't get away from the impact the Olympics has



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RIGGING AND TUNING FUNDAMENTALS

PART 1

WORDS: SIMON WINKLEY

PHOTOS: ALEX IRWIN – SPORTOGRAPHY.TV AND JOHN HUMPHRIES

THIS YEAR I COACHED A LOVELY LADY ON ONE OF MY OVERSEAS CLINICS. DURING THE INITIAL DISCUSSION ABOUT WHAT SHE COULD EXPECT FROM THE COURSE I MENTIONED THAT THE VERY FIRST THING WE WOULD LOOK AT WOULD BE THE BASICS OF KIT TUNING – SO THAT WE WOULD BE ABLE TO GET THE MOST FROM EVERY SESSION. She seemed a little disappointed and said thanks but she would miss that bit out. *“I never touch the kit,”* she said, *“I only sail on holiday where everything is already set up.”* I had to take action. Ruthlessly switching into used-car-salesman-mode I just about managed to convince her to attend the tuning session and, thankfully, by the middle of the week, she was really into it. So much so that after sorting her own kit she could be seen snooping around other people’s kit to check that their setups were ok. Success! And if she can get into it anyone can.

Disclaimer...if you are looking for information about varied setups to suit waves, freestyle, extremes of wind, downwind slalom, upwind formula racing etc. then that's not what is happening here. If, however, you are up for getting started with the general basics of freeride board and rig setup for planing (with rotational sails) – even though you have previously not really been too bothered about it – then you are cordially invited to read on...

I am going to look at:

- Downhaul
- Outhaul
- Boom height
- Mast foot position

Part 2 of this article will cover:

- Harness lines
- Footstraps
- Fins

Who is in charge, you or the kit?

Back in September, during the wonderful wind of Storm Ali, I rigged a new 4.7. I pulled on a standard amount of downhaul yet I had the feeling that I perhaps should have opened the extension up 1-click more (to get even more downhaul on) as the wind was increasing. I ignored my instinct in case the wind dropped back yet, from the moment I hooked in and sped away from the shore, I realised just how windy it really was. There was simply too much power at the top and the leech was not opening up enough – which was pulling me into an upright body position – which was making me sheet out – which was making the board bounce. Everything about it felt bad and all the bad stuff could be traced back to the source: not enough downhaul. After just one reach I landed on another shore and struggled in the buffeting winds to remove the rig and re-tune my kit without it blowing away. Back out on the water the sail felt perfect and I relaxed into a great session where the balanced kit worked exactly as it should do.

Has this ever been you: being pulled onto your toes with your bum sticking out for ballast, a bouncing board, tense body, teeth gritted Wallace-and-Grommit-style and worried that your skill set has fallen apart at the seams? Well, there's actually a reasonable chance that those kind of experiences were down to incorrect setup of kit and not lack of talent. So keep calm and carry on tuning...

Below: Storm Ali: well-tuned kit can facilitate awesome sessions

A place to start

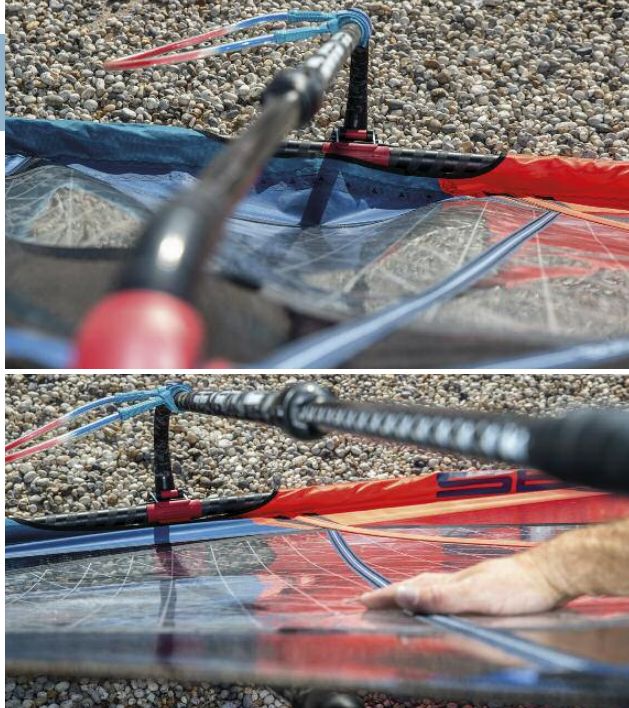
Using the printed settings on the sail or sail bag is a good place to start but the settings shown for mast extensions and boom lengths may need adjusting slightly especially if you are using a melting pot of different ages and brands of masts, sails, booms and extensions. Once you have found the perfect setting for your extension and boom on a particular sail why not write this in permanent marker on the side of your plastic box that holds all your mastfeet, extensions, tools etc. in your vehicle. This will help you to rig like a ninja and enjoy more time on the water.

The guide below is, of course, designed to help you to rig well. However, if you want to see what a badly rigged sail looks like then by all means go ahead and try it. I often work with students who are not too sure what a well-rigged or badly-rigged sail looks like. So I gather them around a rig and let a load of downhaul off and pull on way too much outhaul. They can then see first-hand how the main power source of the sail (radiating from the boom cutout) is saggy and ineffective, the battens are too far forward of the mast to rotate and the leech is so flat and tight that the exhaust is effectively choked. Once they have imagined the nightmare of windsurfing using this sail I can work from there by correctly tuning the sail bit by bit to get everything perfect. Seeing both ends of the scale can be an effective learning tool.



Above: Outhauling should be done carefully. If you feel the need to put a foot on the boom-end when outhauling then you either need more downhaul or maybe your mast is incompatible/too stiff





The upper setup uses hardly any downhaul and way too much outhaul. The lower setup, in contrast, is tuned correctly



Above: Taping mast sections tightly can prevent separation inside the luff tube during rigging

Downhaul

Set the extension as per the info on the sail. If, for example, it states a luff length of 448cm then it will typically need the extension to be set at 18cm, using a 430cm mast. If you are using an adjustable head sail with no extension (just a non-extendable mast base) then, say your luff is 415, you would typically use a 430 mast with the strap set at 15cm. Insert the mast half-way up the sleeve and work the sail down the mast from there. Avoid ramming the mast into the luff tube as care needs to be taken when inserting a straight mast into the sweeping curve of a luff tube. Consider taping the mast sections together using electrical tape in case of separation. Some modern masts are so well-engineered that the two sections can be pushed apart by trapped air and if this happens out of sight inside the luff tube then the mast could break when downhaul is applied. I am assuming that you have

chosen a compatible mast for your sail as mast types are not being covered here.

Thread the downhaul. 2.0 metres of 4mm Dyneema core rope are needed (I use the awesome, windsurf-specific Marlow Formuline 3.8mm which is 12 strand Dyneema SK78 with no outer sheath). To avoid chafing and friction under tension, learn how to rig it in such a way that the lines stay uncrossed. Use a pulley hook on sails with a tack cringle (although most modern sails have a tack pulley fitted). Pull it on until the leech goes floppy down to the 3rd or 4th batten. The other thing you are looking for when downhauling is for the end of the batten above the boom to be drawn into a position where it is sitting about half way across diameter of the mast (downhauling a little more if very windy). Tidy the downhaul away by tying it off or, if you have one, coiling it into the mesh pocket on the inside of the bottom of the luff tube. Having a load of rope sloshing all over the board when you're sailing is an unwanted distraction.

Below: Always thread your downhaul in such a way that minimizes any friction or twisting





Marking your mast track is the first step to standardising your tuning and understanding the relationship between mastfoot, boom height and outhaul

Boom length

Adjust the boom as per the printed guide settings on the sail (or just estimate it for now) and connect it to the mast roughly at your correct height (boom clamp rope length 0.5m), thread the outhaul (length 1.0m) and tension it just a little to take up the slack. We are not finished yet with boom height or outhaul!

Mast foot, boom height and outhaul

Position your mast foot on the board at 130, 135 or 140 and connect your rig. These numbers are measurements in centimetres from the tail of the board and, by working with a known measurement from the tail we are able to begin to standardise our setup. Some specialist, longer and/or older boards may not suit these settings but, as a rule of thumb for a modern freeride board, they work pretty well.

- 130: boards of 110 litres or less
- 135: boards of 110-170 litres
- 140: boards of 170 litres or more (especially those with a daggerboard)

Where do most people actually put their mastfoot? 'In the middle of the mast track' of course. Well this might work out ok but different ages and types of board from different manufacturers all have slight differences in the length and position of the mast track. So putting it in the middle on every board you use may actually mean that you are unknowingly putting it in a random position each time you go windsurfing on different kit. Some modern boards have measurements printed next to the mast tracks – but some don't – and some are a bit out! So be a geek and get your tape measure out. If it's your own board then put a small line or dot on your board at the standard measurement and position it so that you can still see it when the mastfoot is in the track. If it's a hire board (and you don't fancy asking them to ink-up all their boards) then measure – just once – the one you will be using the most and make a mental note of where on the mast track the mark comes to. It could be, for example, 'just a little forward of the middle of the mast track' or 'about 4cm from the back of the mast track' which should be pretty easy to remember.

So let's say you have put the mastfoot on the 135 mark of your 130-litre board. Now you can connect your rig, put your board on a mat, pad or board bag and carefully stand on it next to the mast (no fin yet). Then adjust the boom height to where you prefer it. This should be from just under shoulder height on average (going a bit lower in very strong winds for control and a bit higher in very light winds for power).

Keeping board and rig connected, step off and lay the rig over the tail of the board to discover where the boom is positioned relative to it (as shown in the photo above right).

Your boom may, for example, 'line up with the tail of the board' or be 'a few centimetres off the tail' or '1 centimetre inboard from the tail'. Wherever it is will become your standard setting and you will use this to get started with



Above: Once an initial setup of kit is done you just need to position your mastfoot on the mark then set the boom off the tail of the board to get the perfect boom height every time

tuning. What I mean is that, from now on in normal conditions, you can set your perfect boom height – not by ever measuring it again to your shoulder but – by simply setting your mastfoot on the mark, laying the boom over the tail and adjusting the boom to your standard setting. This could save you time and prevent you running into the sort of trouble you can encounter when setting off from the beach to discover that the boom height is not right.

The next step is to remove the rig from the board and set your outhaul. Just outhaul a little bit (or a little more if very windy) and do the finger push test. This may need a slight boom length adjustment but do not touch your boom height as this is already set. To do the finger test stand at the back end of the boom with the mast on the ground and the clew tucked into your armpit. Extend a straight arm onto the sail and push down with two fingers. You should just be able to

press the sail onto the boom. On windier days with slightly more outhaul on (1-2cm) you might need 3 fingers to push the sail onto the boom in the same way.

Revenge of the outhaul

The classic occurrence in a hire centre is this. Tall lady grabs rig from regular height guy who is just coming in, says thanks, knocks the boom height up from middle to top of cutout, goes sailing. Well the bad news is that she's going to have a very loose sail which will significantly affect control and stability. Why? Well, let's assume that the guy had his outhaul set perfectly when his boom was in the middle of the cutout (to suit his regular stature). When the lady, being taller, knocks the boom up and re-clamps it she effectively lets off loads of outhaul tension. This is because the front end of the boom sliding up the mast pulls the back end of the boom slightly towards the mast.

Below: Pressing with two fingers from this position is a good way to set your outhaul tension





Above: Casually adjusting your boom height can throw your outhaul setting out, so any boom height change must be matched by adjusting the outhaul

A way of visualizing this is to imagine a plank leaning against a wall. If you take the plank and push it higher up the wall then the lower end of the plank will move towards the wall therefore the distance between the wall and the lower end of the plank is reduced. Knocking the boom upwards from the middle of the cutout reduces the boom length in the same way which effectively pulls the anchor point for the clew of the sail closer to the mast, which reduces the outhaul tension.

This works in reverse as well: if the regular sized guy (now rested) takes the same rig from the tall lady when she comes in (assuming that she attended to her earlier problem by extending the boom and setting the outhaul correctly) and then knocks the boom back down to the middle of the cutout then he will effectively force the back end of the boom out (like sliding the plank back down the wall). Now he will have so much outhaul tension that even the five finger press might be impossible and this brutally over-outhauled sail will feel as flat and lifeless as Wile E. Coyote on a canyon floor under an Acme anvil... and if your sail is flat like that it will feel horribly twitchy. If you tune your rig in the order above you will never have this problem but, if you do have to raise or lower the boom for any reason after setting the outhaul, you must re-check the outhaul to see if it needs adjusting.

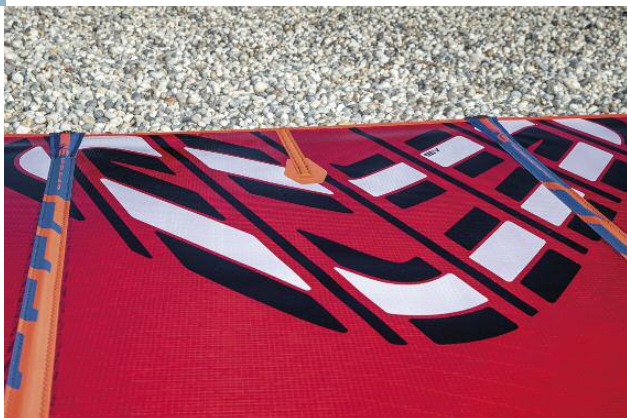
Mastfoot position adjustments

Now that we have our mastfoot on the mark we made on the mast track, we need to consider what circumstances might

require us to move it forwards or backwards from this standard position. Well it's a good idea to move the mastfoot forward a centimetre or two when struggling to get going because you are a bit heavier or are guilty of stomping around a bit on the back of the board when learning to get into the footstraps (especially the back one). If you do move it forward then re-connect your rig and lean it over the tail and you will see that the boom is now further forward than your standard setting off the tail. So, to tune everything back to normal, you will now need to put the boom up so it remains on your standard, memorised setting from the tail. And because you have moved the boom up you will need to reset your outhaul.

Moving the mastfoot back can bring the board to life if it feels sluggish at planing speed, especially when you are well powered-up (as too much of the forward part of the board was being forced into the water creating drag). And if you move it back a little then that will require you to lower the boom a little to align it to your standard setting off the tail. And, once again, because you have moved the boom you will need to reset your outhaul.

So, if you move your mastfoot you then need to adjust your boom height and then reset your outhaul. These simple adjustments are easy, take only a few seconds and tune your rig right back to where it needs to be. Failing to make them can de-tune your setup which may impair your technique and, therefore, your ability to succeed and/or progress.



Above: It's all in the detail. Spot the difference between these two photos. One has a loose and reactive leech thanks to correct downhaul whereas the other has a tight and choked leech thanks to too little downhaul

Summary: 10 easy steps to a perfect board and rig setup

After attending to the bits and pieces above, from now on all you have to do is:

1. Adjust extension, sleeve mast into sail, put extension into mast, set downhaul and tidy downhaul away
2. Set boom length and connect to mast roughly at correct height, thread outhaul and tension just a little
3. Position mast foot on board at 130, 135 or 140 (according to board size) and click rig onto mast foot
4. Set final boom height off tail of board to your known position
5. Remove rig from mastfoot
6. Outhaul correctly and do the two or three finger push test. This may need a slight boom length adjustment
7. 'Weigh' boom to position harness lines and set harness line length (covered in next article)
8. Adjust footstrap position and size (covered in next article)
9. Put correctly-sized fin into board (covered in next article)
10. Re-connect rig and board, launch and ride with confidence and focus! There will be no more wobbling away from the beach whilst knocking the boom up a bit only to wonder why your outhaul just went loose. Remember to make small tweaks after the first few runs if you missed out any of the above settings or something does not feel right

So that's all for now. Have fun setting your board and rig up and remember to play around with the settings a bit. By doing this you will learn to feel the key differences that changes can make and this cannot fail to nudge your windsurfing forwards little by little. Come back next time for part two, which will look at the basics of harness line, fin and footstrap set up/tuning.



Simon Winkley is a RYA Advanced Windsurfing Instructor and a RYA Windsurfing Trainer running instructor courses across the UK and overseas

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SENDING IT

ADAM SIMS

PROFILE

INTERVIEW: WSUK

PICS: FLORIAN PEICHLER, MARTIN REITER, JESS BONDE, SAM SILLS & ALINA SHALIN

MANY WILL KNOW ADAM SIMS AS THE GLOBETROTTING FREESTYLER WITH A PENCHANT FOR WAVES AND MAKING/PRESENTING VIDS FOR THE EUROPEAN FREESTYLE PRO TOUR (AMONG OTHERS). Adam recently suffered a horrendous spinal injury which he's been slowly crawling back from. Now fully powered up again and back on the water we caught up with Simsy to find out more.

Firstly, tell us about what happened and how you sustained your injury?

Well the first time I noticed anything was after a big session at the end of a season in Cape Town. I'd been there for nearly five months and in the last few days there was a huge forecast, we are talking 50 knots and 6m waves. To cut a long story short, Ben Proffitt actually captured the moment I came in clutching my shoulder after a very high backloop crash. I figured it was just a shoulder pain but later, after some agonizing hours flying home and then driving through Europe, I finally got a CT scan on it and it turned out it was actually my neck. My disc between C6 and C7 was well out of place, it completely closed off the route to my left arm for the nerves, which explained the crazy shoulder pain and the progressive loss of feeling in my left hand. I was told that if it moved a millimetre more I may not be walking again and I could begin to lose organ function.

Was there a feeling of impending doom and thoughts of not being able to sail ever again in those initial moments following?

When it happened, no not at all, I thought it was just a shoulder issue. When I had the shoulder scan I was still completely clueless to it. When I had the neck scan, that's when it hit me. I had it at the Bayern Munich Football Club. The doctor there said it was not good news and told me the short of it. Then a specialist, a family friend of my girlfriend's family, Dr Tanner, saw it and explained it a lot more. We went through all the options but somehow I never thought I would not sail again, for me that's almost out the question, I know I'll always find a way; wherever, whenever, however. I think the only time I was afraid about what was to come was the moment before they put me to sleep before the operation. I was suddenly super nervous, some 3-4 minutes later I was flying high on some psychedelic trip, thanks to the disclosure of my nerves to the nurses.





How do you deal with all those negative thoughts going through your head and stay positive?

I'd say I was nearly totally naive to the whole episode. Just those last moments of going in to the hospital were the hardest. I was actually quite unwell with a cold and slight temperature, not the best before surgery as it adds all sorts of complications, I was suddenly under a lot of pressure from insurance companies. To be quite honest the insurance companies were assholes! Rather than say fine this is why you pay for insurance get the surgery done immediately, they wanted me to travel back to the UK and get on the NHS waiting list, even after two specialists and the trauma surgeon for Formula 1 had advised I avoid all unnecessary movement.

In the end positivity is a part of what drives me. I really learnt in the past not to sit on negative thoughts, not to be negatively influenced, be who you want to be and the levels of stress and worry go down and the levels of enjoyment go up. Stress less, enjoy more. Simple, right?

Talk us through the treatment you received and what you had to do as far as rehab goes.

So they removed the spinal disc by cutting open the neck from the front. They put in a couple gadgets to keep the cut open, to push my throat and vocal chords to one side and to avoid the artery that feeds the brain. They then put in a small piece of plastic called the cage, about a thumbnail size to replace the disc, from there they injected a fluid to make the bone grow together and then sealed it all up.

As far as rehab goes, I was aware there was nothing lost in terms of muscle/ligament function, but obviously took care. I did literally walk out the hospital the next day and took the train home to my girlfriend's place. Then I was already working on van renovations the next day. Nothing strenuous. As far as traditional rehab, a six-week programme was what got me back to action. Some neck exercises to stabilise the small muscles around the spine.

When did you realise there was light at the end of the tunnel and you'd be windsurfing again?

I kind of never thought I wouldn't windsurf, that's the thing. The trouble was keeping me off the water soon after. I was filming the EFPT event in Austria two weeks after the operation, then again in Tarifa three weeks later. Tarifa was sick, conditions were on, everyone was on form and I was super amped to get back on the water. I waited but the forecast was epic just a few days later.

How was that first session back on the water?

You can't imagine, that forecast got better and better as the day approached and I had to go. It was a couple weeks earlier than planned but the waves were all time, down the line, side offshore. I stuck to turns and aerials, no tricks, no special moves, clean pure wave riding. It was just sick!

How long do you think you'll be able to keep punishing yourself?

Punishing or pushing, haha! So long as I enjoy it, I will keep going. I feel like I'm better than ever in terms of my level. I actually felt really strong at the Canary stages of competition this



year. Just one small mistake can be costly. I was unfortunate enough to have some equipment failure in Fuerte which really affected me, as much mentally as it did physically. But I saw that I can have strong heats and I keep this in mind. So as far as competition goes, I'm still motivated, I enjoy it and I really enjoy the European Tour a lot as well. I'm super passionate about windsurfing and I'm sure I'll be cruising around well into old age.

As a freestyler you put your body through the ringer often – especially with newer school aerial power moves. What precautions do you put in place to stay injury free?

Maybe that's the problem. I never really did, I kinda just went for every new move as soon as it came up. I tried new moves of my own. I began to wear an impact vest a lot, even on lakes (like when the chop was big) because I had had enough of the hard slams on my back all the time, getting the mast or boom to the ribs. I would also wear longer wetsuits because the sail would cut into the shins on a lot of moves, or you'd hit it with the mast. It's just crazy how hard you can hit the water. The problem is there is nothing there to prevent the countless whiplashes. Talk to any pro freestyler, they've had more than their fair share of whiplash crashes.

We saw a comment from you a while ago again about the lack of support riders get considering this punishment. What can the industry do to help sailors pushing the limits of the sport?

Well provide exactly this: have a professional who is travelling with the tour, who is free to visit and offers medical support

and advice. Someone who can get to know the athletes and can see trends in their injuries and make sure they are keeping up with physio schedules, eating right, you know, keep an eye on everyone. Sometimes we will visit the doctor and they would tell us to take it easy, other times they will tell us all is good, then we know we can really push.

Have you found you're backing off slightly in terms of how big you go?

Not exactly, no. Since the operation I landed my first double forward loops. I tried them first some six years ago and ended up in A&E with concussion and post-traumatic stress for 18 months after. That didn't go to plan. I've landed my first triple air rotations as well now, the sort of triple air flaka/pasko thing. I did that actually the summer before the surgery in Tenerife, a couple of the PWA wave guys saw it and then this summer I did a lot more in Fuerte. Risco is the place for this move, it's insane!

To answer the question, I think I still push hard, just less often. As in I don't go out every session and think #sendit!

What advice would you give anyone looking to step up in freestyle, or pro windsurfing in general for that matter?

Go for it, it opens the door to some seriously epic opportunities. I somehow find myself 24/7 travelling now. I mean my aim was not to always be travelling but I wouldn't turn down an opportunity. Now I find myself struggling to clock a few days here and there at home. I actually meet my family more outside of the UK than in it. It's just unreal, so long as you are happy to work hard during the times you aren't on the water then anyone can make that happen. My main bit of advice is that being a pro windsurfer is not all

about being no.1 in the world. I'm totally not discrediting those who have achieved that, it's inspiring and an amazing accomplishment, but there are so many other routes into a professional watersports life.

Where does freestyle sit do you think in 2018? Has it gone too far into the realms of progression?

Freestyle is still progressing, it kind of stagnates every few years as people play catch up and then suddenly someone unlocks the door to another level of moves that no one thought was possible before. For sure it's radical at the extreme end, so is wave sailing, but you don't have to go that way if you don't want. I think freestyle is all about you and your style, choose what you want to learn, create your own moves and combos. It's the one thing I don't like about competition these days, it's dictating a more ballet style routine of freestyle. That's what I fight hard against, so that we don't lose style to robotic routines.

Is it hard to become proficient at modern freestyle? Where do aspiring sailors begin?

Anywhere! Literally anywhere. Back in the days I was freestyling any day of the week, if it was windy then on the water, if not then on the land, even on the dance floor at university. We were freestyling through the airport terminals. If you see freestyle and it's what floats your boat then let the excitement and overdriving passion take control. Of course there are things that can help you along the way. Continentseven has a great catalogue of moves, the Tricktionary bibles will teach you everything you need to know. There are some great coaches out there who offer clinics, or speak to a pro, many of them are happy to give tips. I even meet a few guys along the way throughout the year, they go on holiday in the same places I am training and then we organise a few hours private coaching. It leaves them with a lot to go home and practice and then the next time we are already working on the next step up.

We hear you've recently set up camp in Cape Town having purchased a house out there? Is this the start of a wave orientated period of your career?

Ha, the rumours are true. Yes, I do love wave sailing. I find myself in the waves more than freestyle now but nothing beats a good power freestyle session. I get excited combining what I know in freestyle into the waves when it allows, and

when it doesn't then it's probably down the line heaven. A bit like where I am now, in Mauritius. I used to compete on the BWA back in the UK. I have my eyes set on one or two IWT events next year and I just now sent a wildcard for the PWA wave comp in Sylt. So let's watch this space.

Tell us about the work you're doing for the EFPT and what that entails.

Well, I'm filming and producing highlight reels for the European Freestyle Pro Tour. We've even just begun livestream production as well with a 4 man team. That's 2 cameras and a drone. I'm left in the booth to do the camera switching and commentate. It's a bit much but whilst budgets are small on it then that's how it works. We often get other competitors in to say a few words, it's nice, everyone is behind it and want to see more of it. So whilst the live side doesn't really make anything right now, it's hopefully an investment into getting windsurfing into the public eye more.

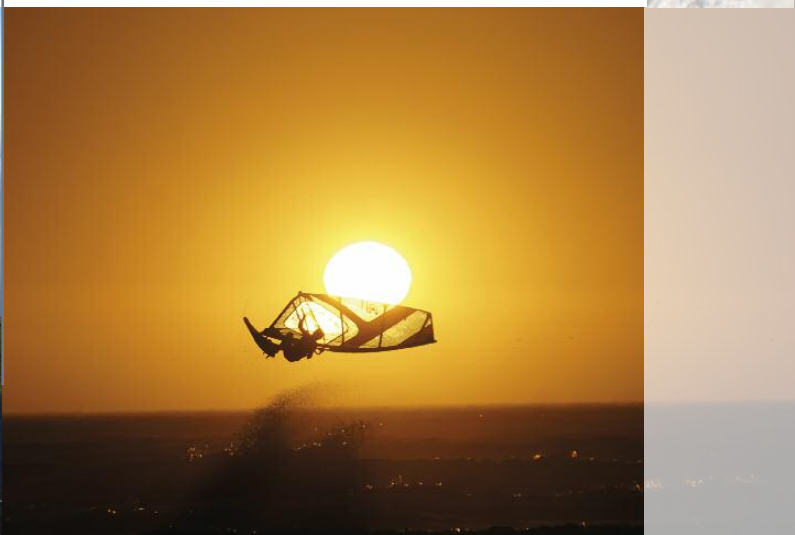
I really enjoy this work and it has opened the door to many other jobs already. Let's see what the future holds there.

In the future do you see yourself doing more media related work?

Certainly my production career side has taken off now. I'd say I'm as much a Creative Director as I am a Professional Windsurfer. The two go hand in hand for me at the moment. And have lead me to produce 'A Shot In The Dark' which has had significant outside of industry interest and will be launched publicly end of November. It's a documentary about this very injury and coming back from that. Amongst some other cinematic shoots we did. It's very much a documentary style however and opens the door to the next project.

Any other projects you can tell us about?

Well the next one is already planned and happening. I took part in a trip to the Lofoten Islands nearly two years ago, the outcome was a super cool movie you can find on iTunes now - Chasing The Elements. It was an epic trip but the group was large and covered a wide range of sports, I feel a lot of what I wanted to show was lost, despite how awesome this whole time was. I've organised my own trip to the Arctic Circle now, we will be travelling with a custom built winch to access some super unique places that I previously scouted and combining freestyle with our tow-in skills to fill out the days between the





swells. Of course waves are very much on the agenda. Our outcome will be a short feature film called 'As Far As We Can', about the journey and to inspire people away from their screens and laptops, to travel, to explore, to adventure.

What are your plans for the rest of 2018 as far as windsurfing goes?

I'll be heading to Costa Brava in a couple days, then back here to Mauritius after this, then to Sylt for the final PWA, on to Holland for the final of the EFPT, then the trip north for one month in total. Then some UK time, at least a couple of weeks before heading out to Cape Town.

Any final thoughts on windsurfing in general?

Best sport in the world. Get over the learning hurdle and you'll never regret a moment of it.

Thanks and praise?

Thanks for the interview and to my sponsors for their continual support; Sailloft have been super great. Patrik Diethelm (Patrik boards) has kept me riding the best sleds and Dakine keep me hooked in. A special thanks to Dr Philipp Tanner for fixing me up so I can continue to live the dream.

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WINDSURFING HOLIDAY GUIDE 2019

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CANARY ISLANDS

You can windsurf year round in the Canary Islands with best wind in the summer months. Gran Canaria is ideal for beginners and kids, Tenerife offers advanced slalom conditions and Lanzarote is ideal for mixed abilities and conditions. Fuerteventura has one of the best flat water lagoons ideal for beginners and is host to PWA Windsurf world cup in August with 4* Hotels on the spot.

MEDITERRANEAN

If you're looking to book your next summer holiday, now is the time to get the best availability and early booking offers. Sportif recommend Rosas for families and Tarifa for advanced windsurfers in Spain, have 12 Greek Islands and now Portugal with surfing, SUP, bike and yoga. From April to end of September, you can choose from self-catering studios, all inclusive, luxury boutique and 5* deluxe hotels on the beach, a short flight away.

RED SEA

The Red Sea offers great value with 1 week from £599 All inclusive including direct flights to amazing flat, warm water conditions. Sportif recommend established favourites such as Hurghada, Marsa Alam, Safaga and Soma Bay with hotel resorts, shallow sailing and on site centres. El Gouna offers easy to access local bars and restaurant set around a marina. Plus there's golf, kitesurfing, SUP, scuba diving and cultural excursions.

AFRICA + INDIAN OCEAN

For winter sailing from November to April, Sal and Boa Vista in the Cape Verdes and Langebaan in South Africa offer spots with flat water and waves. In the summer, Essaouira in Morocco is ideal for learn to wave sail and Dakhla offers flat water lagoon and luxury eco camps; both offer surfing and SUP coaching. For the widest range of conditions in one spot choose Le Morne in Mauritius or less crowded, Anse Le Raie with best wind conditions from May to November.

CARIBBEAN + S AMERICA

Two of Sportif favourite spots in the Caribbean are Tobago and Bonaire. Each has a very different character with Tobago a relaxed island with pristine rainforest and Bonaire flat, with Dutch heritage. Both offer superb flat water, turquoise lagoon sailing from November to July. Brazil is Sportif's top pick for wave sailing with 15-25 knots morning wind and over 35+ of almost guaranteed wind from September to December in Jericoacoara. See the Sportif website for videos, pictures and clinic dates.



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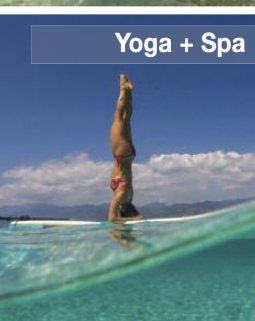
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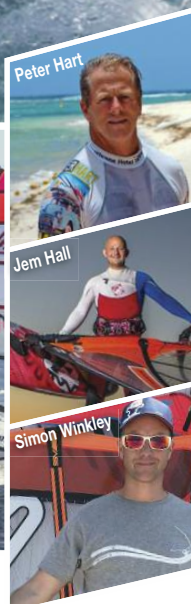


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NUKE ALL IRELAND RAMPS UP

WORDS: BEN PAGE

PICS: ALEX PAGE AND JOHN MICHELIN

MAGHEROARTY WAS THE PLACE THAT FIRST CONVINCED ME THAT WINDSURFING SHOULD BE MORE THAN JUST A SUMMERTIME HOBBY. I WAS 19 AND JUST ABOUT TO START UNIVERSITY. MY DAD WAS GOING ON A PETER HART COURSE AND I TAGGED ALONG FOR THE RIDE. Back then I was a fair weather, flat water sailor and the place completely opened my eyes. The incredible week finally culminated with me sitting on the beach in awestruck wonder as Finn Mullen sailed the Magheroarty reef in mast high, down the line perfection. We drove straight from the ferry port to university and I moved into my new home with Irish salt still encrusted on my eyebrows. Ever since, I've been looking for an excuse to go back.

Fast forward six years and, much to my parents' relief, I've finally finished university and got an actual adult job. Sadly, gone are the days when I could skive off every time it was windy. But with that has come some money to allow me to be a bit more creative with the days where I don't have to work. So one month in, spurred on by the arrival of my first proper paycheck, my mind started to wander.

As it turned out Dad was booked on the very same Peter Hart course, this time with my younger brother Alex. It seemed like it was meant to be. I had a suitable window with annual leave and took it just as the Atlantic started to show signs of stirring after a long summer slumber. And so I rocked up at Magheroarty, almost six years to the day since that first trip.

It was raining. Obviously.

Fortunately the next day wasn't raining. We had a nice warm up session in some relaxed cross on conditions before retiring to the pub. As is customary on any windsurf trip, the conversation quickly turned to forecasts. In this case it was looking particularly promising. A mix of cross on and cross off with a rapidly intensifying storm due to hit on my final day.

The week was one of extremes. The first was a session at a different beach called Dooies. It was a classic combination, light cross off wind with head high waves. After a long summer of stresses with exams, moving house and all that boring adult stuff, it was great to be back windsurfing again. No deadlines, nowhere I had to be, just sailing until my arms were jelly. I love light wind, the clean wave face, fighting to get out, bobbing around to find the right place and the sudden acceleration when you're in the sweet spot and a set comes.



As great as the light wind was, soon the evening pub talk was focused on only one thing: the storm. Now named Ali, it was spinning out of the Atlantic and bearing down on Donegal. Extreme weather warnings; the tabloids having a meltdown; a caravan that fell off a cliff; it was the normal over reaction. Except the forecast, which always mellows as it gets closer to the day, seemed to keep getting stronger. When we woke in the morning to see windguru forecasting 85 knot gusts, it did have me wondering if I may have finally discovered something too windy to windsurf. Fortunately, dad had driven the van over, and hidden somewhere inside it was his 3.3 Combat and shiny new 83. I hadn't sailed a 3.3 since I was about twelve, but this seemed a good opportunity to change that. Especially when I arrived to see Phil Richards, of Getwindsurfing fame, rigging a 3.0 and 69l quad.

I'm going to be honest, it was nuking. The squalls literally flattening people out the back. Driving rain meant you could barely look where you were going without your eyeballs being scoured by thousands of flying needles. But you know what they say about Ireland, if you don't like the weather, wait five minutes and it'll be different. That day truly lived up to the mantra. Between the outrageous squalls were some sunny spells where, remarkably, I was only quite overpowered on my little 3.3. But it had dropped just enough to let me abandon the 'gorilla of fear' stance and do some actual windsurfing.

Moments of inspiration

With that amount of power it was mostly a matter of hurling myself at the waves and hoping it was a little less windy when I finished bottom turning so I could





at least attempt a top turn. Among many one handed, way overpowered survival rides, there were a few moments of inspiration. And when the wind dropped enough to allow for some jumping that was fantastic fun too. It had been six months since I last sailed on a sail sub 4.7 so it was brilliant to be airborne on tiny kit again!

Pub

After three hours of being pummeled it was time to retreat back to the pub for a well earned pie.

My last morning was another light wind down the line session with the tail end of the storm swell now wrapping nicely into the bay at Magheroarty. I managed to squeeze in a couple of hours sailing before ragging my hire car back across Northern Ireland in time to get my flight home. Despite five days



on the water I never did get to sail the reef properly, so I'll have to keep an eye on the forecast for another chance. One day I'll get a session like the one I watched from the dunes six years ago.

All in all it was a fantastic trip. Donegal is a great location for a windsurf adventure and I'd definitely recommend it to anyone who wants to have a go at wavesailing, regardless of experience level. Yes it would have been easier to stay at home, but sometimes you've got to get out there and see the world beyond your local beach. Getting to share some great waves with my dad and brother topped it off and made it the best windsurf trip I've been on in ages.

Thanks

Thanks to JP Australia, Neilpryde and K4 fins for the support, Peter Hart for so gracefully putting up with my gatecrashing of his course, John Michelin for some of the photos and my brother Alex for the rest. Finally Dad for lending me his lovely new board despite it absolutely nuking and not demanding it back after I repeatedly flat landed it...



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BOUKE BECKER

(WITCHCRAFT) ON WINDSURF DESIGN:
PART ONE #BOARDS

WORDS: WSUK

PHOTOS: WITCHCRAFT WINDSURFING, JAMES JAGGER

WHEN IT COMES TO DESIGN OF WINDSURFING EQUIPMENT BOUKE BECKER – HAVING BEEN INVOLVED IN WINDSURFING SINCE THE EARLY DAYS – HAS SEEN IT ALL, DABBLED WITH IT ALL AND HAD A HAND IN (LITERALLY) SHAPING THINGS TO COME AND HOW THINGS ARE NOW. Whether it be hard wearing windsurf boards or more recently sails and rig accessories Bouke knows a thing or two about creating windsurf products. In part one of this double feature we catch up with Mr Becker about board design.

How do you begin when looking to create a new board shape?

I am a very visual guy. I have visual ideas about a shape to reach what I am after. I can imagine pretty well how a board will sail when I see the shape with the straps. So for a new shape I will take one from my data base that is closest and start tweaking from there.

What factors determine the want and need for a new creation?

That can be many things: my own sailing, that of team riders, customers or the competition. I like to visualize the performance of a board in a triangle. At each opposite point or corner: planing, turning and control. The ideal board will score 100% on each. But that is an unreachable utopia. So you have to make compromises and set priorities. Still, you are trying to score as good as possible on all three points. Usually any change will cause a gain somewhere and a loss somewhere else. But sometimes you find something that has more positive results than negative. For example a more tapered outline increases manoeuvrability and wind range without losing planing ability so all good and the reason why any board should have some taper. Only by going too extreme will it become twitchy and harder to control in the turn.



Are you looking mainly at market trends or do you take a steer from your own customer needs?

Mostly when thinking of a new shape I will have a particular sailor or type of sailor in mind and trying to figure out how I can improve their sailing. But what they want can also be influenced by (the marketing of) other brands.

Do you use influence outside of windsurfing to come up with new designs?

Yes. I like to use science and look at designs of other devices which use wind or water. For example, the amount of water or air or water that is in contact with a board or sail (so the wider a board or the longer the luff of a sail) is at least as important as the planing area of a board or surface of a sail. Which is why sail planes have such high aspect wings. I also look at other foils and if they show "weird" design traits like a twisted wing of a wind mill or propeller, I will find out why and learn from this.

Tell us about manufacturing materials used in WC boards – how do you decide what to use and when?

We use Dyneema, carbon, a high grade glass fibre similar to S-glass and various types and thicknesses of sandwich foams. The whole build up and mix of materials is quite complicated as we need to withstand lots of different types of forces and this varies through the board as well. First of all you need to look at mechanical laws. Making use of mechanical laws can be very efficient, more than any high tech material. Then I also look at the properties of each material. For example, carbon is strong but also stiff and thus brittle. This property makes it good for compression but not useful for impact resistance like on the nose. Also you need to look at the modulus (elasticity) of each material. The stiffest material will always take the most force. If a steel cable is not strong enough to lift a weight, you are not going to put an elastic next to it. So materials like Carbon-Kevlar or Carbon-Innegra are far less good as you may think and even not better than glass fibre which costs 1/10th. Sometimes you need to mix materials for different purposes or to make a gradual change from one purpose to another but then it makes sense to put the most fragile material on the outside so it is easy to replace without first having to remove material which in fact was still fine. As accidents can happen and other materials like rocks are still much harder, repair ability can make the world of difference for the durability and cost of maintenance of a board. For this reason I like to keep the bottoms of the boards white, easy to touch up and the least issues with solar heat.

And manufacturing techniques: could you tell us how WC go about producing their boards in terms of mouldings and lay up etc?

We use CNC shaping and vacuum bagging like custom boards. However all shaping work is done by CNC; the outline, the bottom, the bottom reinforcement blocks, the rail, the deck, the deck reinforcements parts, the PVC deck

As accidents can happen and other materials like rocks are still much harder, repairability can make the world of difference for the durability and cost of maintenance of a board



and bottom sandwich fold outs, all inserts. Especially doing all reinforcements and inserts by CNC saves a lot of measuring time, it is also much more accurate to the 1/10th of a mm so you save weight as well. Each board is vacuum bagged four times.



You must go through a stage of prototyping, as with all brands. What numbers are we talking here?

We go through lots of prototypes for each model. Just kidding! It depends but usually I'll make one real proto, sometimes two. With my shaping program I can play around with a shape first as long as I like. I can imagine pretty well how a board will behave when I see it. Usually after working on a shape for an hour, you lose 'freshness' so I stop and continue the next day. Often then with a fresh eye I spot small things that the day before I did not. When I have looked at a shape with a fresh eye for a few days in a row and each time think it looks right (for what I want to achieve), I will press the button on the CNC machine. Then the first proto may be altered until it is right. Usually we'll make some for team riders over the period of one to two years to get more feedback from different locations and styles. Like with the Wave V5. I made one first for Will, then after a while Andrew Fawcett in Cornwall and Jonas Handekyn came with similar ideas for their new boards so we

made some for them with similar shapes, which they have been sailing for over a year now so now it is time to take these into our semi-custom line.

Who helps you with the testing of said prototypes (mainly)?

That depends as well. It is good to have a specific sailor or type of sailor in mind to get inspiration, this can be myself, Will who is always pushing very hard and is very demanding of his kit and I need to adapt the equipment to his needs. Yannick: his sailing is very different, very fine, he has a very good feeling as well but can adapt himself very well so he can work himself into a shape. So he can tell me more about different shapes and board types. Sometimes it takes some adaption and things turn out for the better in the end. For other shapes I may also start with any of my team riders up in Europe, a customer that I know and I think I can help his sailing with a better shape or a customer who specifically asks for something

Is it then a case of incremental changes to things like rails, rocker and tail shape or do you usually nail it one?

Because I usually take a lot of time playing with it in my shaping program I often nail it in one. The shaping program really is a good tool. From there over the years there can be some incremental changes and fine tuning. Sometimes you have something new like the stubbie wave shapes. I have not jumped into this but wanted to learn more and tested some of them. Sometimes it is better not to jump on the bandwagon but first wait and see where it leads to make sure customers gets something proven. My boards last a long time so the shape has to be more timeless. As I said earlier, there are some benefits of having a rounded/tapered outline like a bigger wind range, the board can adapt the needed planing area to its speed better due to having a wider planing area up front to get planing and a reduced width in the tail to have more control and speed once you are planing. Plus the tapered outline gives a faster reaction to initiate a turn so with our compact shape the Reaper, I did not want to go too extreme and lose too much of these benefits.

Witchcraft have stuck to their guns in terms of fin configurations over the years – at least with wave boards in mind. Why do you consider the thruster 2+1 set up to be the best?

I do not consider A thruster 2+1 set up the best but OURS. I prefer to call it tri fin as with our fins you can play around with fin sizes as you please, the only common thing being having three fins. A triffin set up has the most benefits but is also the most sensitive to the right angles of the side fins. If you do not get the angles right you get excessive drag and can't turn as well. The bigger the side fins, the bigger these negative effects. You need to know what happens with the flow under a board, we did extensive research to this by CFD and underwater filming. With the flow optimised set up we can play with fin sizes as we please, three equalish sized fins or 2+1 in any combination, even with a smaller centre fin if you want it really slashy. Tests have even showed that for B&J sailing our 2+1 set up is faster than a single fin on any reach with more control and manoeuvrability.



Do you see this changing any time soon?

No. 3 is the magic number as they say. Quads have one fin too many and lack a centre fin, twins also lack a centre fin unless you like the unpredictable behaviour. On the contrary, more brands are moving to tri fins now and also in the surfing world tri fins are still at it and they are not as well developed as ours.

We hear on the grapevine you're dabbling with a freeride design? Any closer to getting that sorted?

Yes. We made one proto on request of a customer and we talked a lot about how he wanted it to work and he is very happy. I want to make some more to have here in my rental centre and to test myself and when the feedback is consistently good we'll bring them out in a semi-custom range. We've also made a slalom board on request recently, which will follow the same route. Also working on freeride/free race sails.

Sometimes it is better not to jump on the bandwagon but first wait and see where it leads to make sure these new ideas get customer proven.

What are you doing differently, if anything, with this?

Not much really. I had a customer who already had a Chakra and loves it but his freeride boards were always going soft. So he asked me to make one and he explained the boards he liked and didn't like for the pretty choppy conditions he regularly sails. So I more or less used the board he liked best as an example with some small changes/guesses as I did not see it in the flesh. But it did come out very nice according to the customer.



Any plans to diversify further? Such as into slalom or foil specific boards for instance?

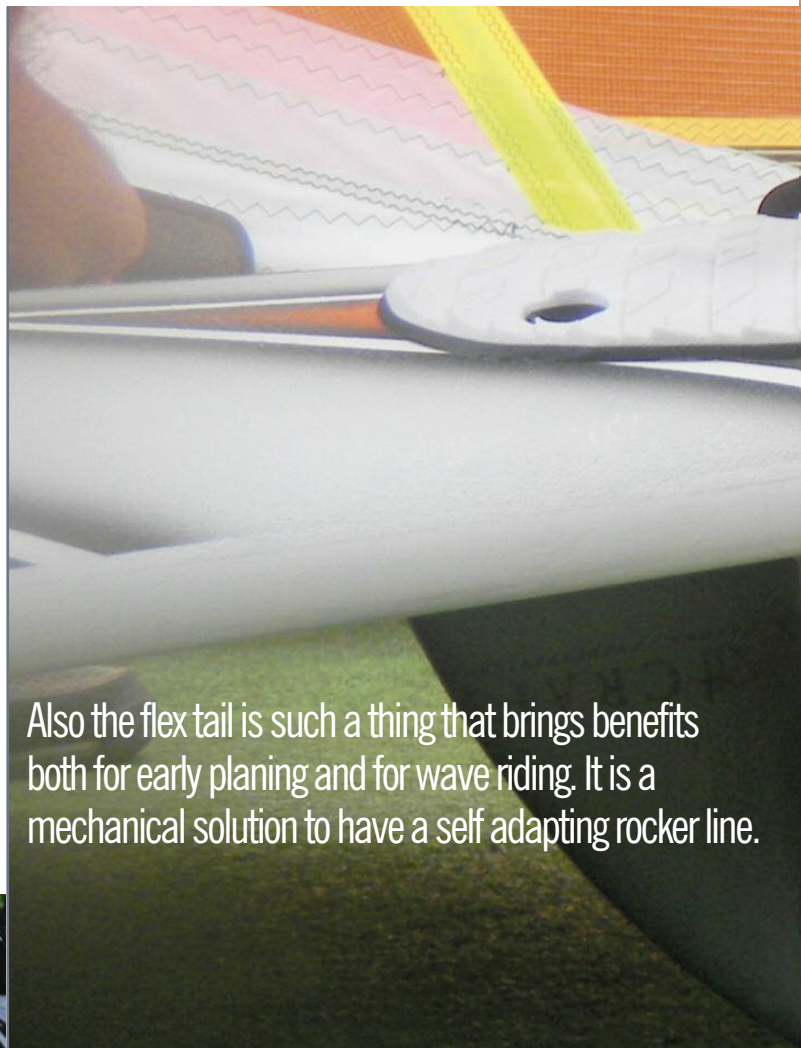
Yes. I have regularly had customers asking for slalom or freeride boards but usually I turned them down as I was not sure how good the shape will be but now I had some customers say to go for it and even if it would turn out 95%, that would still be fine as there is a lot of difference between brands anyway. Some brand gear is good in chop, others better in flat water so I have been learning from lots of discussions with customers and worked out some shapes which so far seem to have come out very satisfactory.

Do you have any views on windfoiling? Is it the next big thing, as some suggest?

Not tried it myself yet but I'd say it will/does enhance light wind flat water sailing quite a bit.

Is this area of the sport where the biggest gains in design are to be made as some shapers are promoting?

For sure this is a whole new thing and there still will be a quite a lot of improvements to be expected. It seems foils now are already much more user-friendly. I am not sure how far it will go or if at some point it will start to become boring once the novelty has worn off. Also foiling has some limitations for the windrange, it is not possible to reduced the wetted area so above a certain windspeed, normal boards will become faster again. I think that where there are waves to jump or ride, foiling does not have much appeal.



Also the flex tail is such a thing that brings benefits both for early planing and for wave riding. It is a mechanical solution to have a self adapting rocker line.

What do you see as the biggest challenge as a shaper/designer?

As a shaper you are always looking for the Holy Grail. A board that planes like a formula board, is fast and controllable like a speed board and turns like a surfboard. This is off course not possible but you are still looking to find things that have more advantages and disadvantages. Our triffin with pre-twisted and towed in side fins is such a thing. There are the usual benefits all multi-fins bring: improved control and manoeuvrability but without the drag and straight lining effect that most multifins still have. This is easy to tell by the size of the side fins offered. We have been optimising our fins with interns studying hydrodynamics through the use of computer fluid dynamics, special and very expensive computer programs, which they had the use of for their studies. Without the increased drag and straight lining effect we can play a lot more with fin sizes and have a much more adaptable system. You can use three equal sized fins and be able to turn better than a quad due to less leverage for the same fin area, plus more predictability due to having a centre fin, more drive in a turn and less drag. But even with a bigger centre fin and smaller side fins the benefits are noticeable: easier to sail for the same fin area of a single



which often results in higher speeds, especially when conditions are a bit rough. Like with the sails we also developed the foils of the fins to be able to handle the widest variation in angles of attack, this gives so much confidence and like this you can reduce fin sizes, which has many benefits like reduced drag and better turning.

Also the flex tail is such a thing that brings benefits both for early planing and for wave riding. It is a mechanical solution to have a self adapting rocker line.

A special bottom shape of the Wave, V3, V4 or V5 gives the best combination of planing and turning (apart from using a flex tail). There are so many 'ingredients' a shaper can throw into the mix in any amounts so you are always playing with these things in your mind.

Do you check out other brand shapes to see what's going on industry wide?

Yes, of course. You try to see what they are doing, if it makes sense and pick out the good things.

Any other comments about windsurfing board design in general?

Some 15 years ago, I wrote an article called the yo-yo effect in board (or sail) design. Brands are often so pushed by marketing and sales that they will not look if something makes sense. Instead when there is a new trend they will try to outdo each other by going more and more extreme in



an effort to be the most innovative. But later down the line their customers will find it has gone too far and things will be reduced again. In the 90s you had the no-nose shapes; some shapers had nose widths of 25cm. Recently you had the square stubbies. There are some good things about the square stubbies but also a more tapered outline will result in a loss somewhere. Already in the second year some brands were moderating things again. So they went too far the first year. You also see brands going back from four to three fins, even if slower. With sails you see brands starting to move away from the compact wave sail designs again. Hence the yo-yo effect.

But in the marketing of more extreme 'stuff' you can point out the good things and brush away the bad things. A brand may claim: the flat spot under the front feet helps planing and acceleration and the tail kick makes you turn. Sounds good or not? As long as you don't mention the fact that the opposite is also the case. The flat spot works against turning and the tail kick against planing. I like to work with parabolic curves to get the smoothest flowing rocker line. Science has figured stuff like this out for us.

I also like to put a bit of shape in the second batten of my sails. Some have asked if that did not move the centre of effort up. I said of course but like this you can use a smaller



sail for a given wind strength having even more benefits like weight reduction and lowering the centre of gravity plus the centre of effort. Which makes a sail actually lighter for a given wind strength, which is what you should be looking at rather than comparing weight for a sail size. Plus a bit of shape also helps to stabilize the centre of effort when powered up, thus increasing wind range.



Photo: Russell Groves - Rider: Tim Orchard



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STUDENT WINDSURFING ASSOCIATION:

2018 IN REVIEW

WORDS: LUKE STORRY

PICS: LAURA TITHERIDGE, SWA

THE STUDENT WINDSURFING ASSOCIATION IS A NOT-FOR-PROFIT ORGANISATION SET UP IN 2001 TO PROMOTE, COORDINATE AND ADVANCE STUDENT WINDSURFING ACROSS THE UK.

We run one of the biggest beginner windsurfing festivals in the world - Aussie Kiss - which sees upwards of 500 students descending on a lake every October, followed by a series of three Core and three Wave events hosted by university windsurf clubs from all over the country. As the National Governing Body for student windsurfing, we finish off the season with our BUCS Nationals event, hosted by Colwyn Bay Watersports, which feeds results back into the national inter-university sports league.



Across all these events, four competition series are contested: Boardwise Team Racing, SWA Race, Puravida ION Wave, and SWA Freestyle, with the two overall winners across all disciplines being crowned King and Queen of the Wind.

Before we announce the winners of our past year, we'd like to give a quick shout-out to all our amazing sponsors, without whom this past year wouldn't have been as fabulous as it was: Boardwise, Puravida, ION, Colwyn Bay Watersports, Shaka, Mark Warner, Get Windsurfing, Horizon Watersports, Lagoon Watersports, Supersaturated, Red Paddle Co. and Red Bull.





Race Series

Over 100 competitors raced last season, across four events and three divisions. Only 1.5 points separated the top two racers heading into the final showdown; with Matthew Duffin (Bristol) and Ross Griffin (Birmingham) showing that consistency is key - neither competitor finished outside the top six all year. Ross clinched the title with a stellar performance at BUCS Nationals to get his hands on a new NorthSails boom from our incredible sponsors Boardwise.

Completing the podium was intermediate Eleanor Southwell (Swansea) who showed that attending all core events combined with consistent racing results in the lower fleets, can result in a fantastic overall score!

1. Ross Griffin (Birmingham) - NorthSails Boom, kindly donated by Boardwise
2. Matt Duffin (Bristol) – Harness Lines and t-shirt
3. Eleanor Southwell (Swansea) – SWA Sunnies and UJ Volcano

Freestyle Series

Despite an impressive show of aerial tricks from the Club Vass instructors at last year's Aussie Kiss event, it was Bristol's light-wind-freestyle-master Matthew Duffin who got the top spot by the end of the freestyle series, by never finishing outside the top three all year, to bag himself an awesome DryRobe Long Sleeve Jacket – a much sought-after item for any UK windsurfer for staying toasty on the beach/lakeside between sessions.

1. Matt Duffin (Bristol) - DryRobe Long Sleeve Jacket
2. James Arney (Bristol) – Windsurfing Barbie and t-shirt
3. Jane Paddison (Liverpool) – Uphaul and Boardwise t-shirt

Puravida Ion Wave Series

To say the Puravida Ion Wave Series was 'hotly contested' could only be argued by the Baltic temperatures experienced at Gwithian in February, but this was not enough to stop our eager bunch of wave sailors. Nick Welsh (Exeter) stole the show at all the events, with only Rose Greensmith (Bangor) able to stop him



from taking a clean sweep at her home spot Rhosneigr. Consistency in the series is key and Shaun Ashmore (Manchester) proved this by making finals at every event to take 2nd place, leaving Sarah Jackson (Bath) in 3rd after an ankle injury prevented her from competing at Rhosneigr.

Puravida was once again an integral part of the wave series, supporting the organisers and advising the competitors. Combined with ION there were some awesome prizes for the series winners and loads of stash for all the individual events. Puravida is one of the most influential windsurf shops in the UK and is helping to promote and support windsurfers, particularly in the student wavesailing scene.

1. Nick Welsh (Exeter) - £250 Puravida ION Boardriders voucher
2. Shaun Ashmore (Manchester) - £150 Puravida ION Boardriders voucher
3. Sarah Jackson (Bath) - £50 Puravida ION Boardriders voucher

Boardwise SWA Team Racing Series

Birmingham undoubtedly smashed last season's team racing winning every single event and taking home a £200 Boardwise voucher for their club. Bristol showed that consistency is key scoring a top four finish at every event to bag 2nd place. The fight for 3rd place was by far the closest with Birmingham's 2nd team, Sheffield, and Nottingham in the running. Heading into the final event it looked like Birmingham 2 had it sealed up with an eight-point lead, however a no show at Nationals threw the competition wide open and Nottingham snuck into third.

The Team Racing series wouldn't exist without the incredible support of Boardwise, who supply the one-design race kit at every event. They are also invaluable in supporting all our Core events, by bringing a van full of demo kit, getting scores of students out on the water who would be unable to otherwise.

1. Birmingham - £200 voucher from Boardwise
2. Bristol - ION t-shirts and SWA sunglasses
3. Sheffield/Notts - Event t-shirts



Overall Series

The King and Queen of the Wind are awarded each year to the winner of the overall SWA Series – a culmination of every result from race, freestyle and wave across the entire season.

King of the Wind

King of the Wind went to Matthew Duffin who totalled up a mega score after taking part in a staggering 10 different competitions out of the possible 12, winning him a £100 voucher to spend at our sponsors Lagoon Watersports.

1. Matthew Duffin (Bristol) - £100 voucher for Lagoon Watersports
2. Ross Griffin (Birmingham) – t-shirt and Necklace
3. Tom Sambrook (Birmingham) – SWA Sunnies and RRD Lanyard

Queen of the Wind

Eleanor Southwell had been a constant face at all the core events through the year, with her performance at Nationals enough to take the lead over the hotly-contested rivalry between Jane Paddison and Natalia Orgonova, earning her a full weekend of coaching with GetWindsurfing.

1. Eleanor Southwell (Swansea) - Weekend of coaching with GetWindsurfing
2. Jane Paddison (Liverpool) – AK T-shirt and Shaka Necklace
3. Natalia Orgonova (XSWA) – SWA Sunnies and RRD Lanyard

Aussie Kiss

Every October, we kick the student windsurfing season off with a massive windsurfing festival, focussing on training up as many beginners as possible to kick-start university clubs, as well as a variety of clinics for intermediate and advanced windsurfers. An introduction for freshers to a potential life-long addiction to windsurfing, plus a big reunion for students returning from summers away, the party tent and lakeside entertainment gives ample opportunity for warming up and trading tales. This year's festival was at Llandegfedd Reservoir in South Wales, there's nothing better than hundreds of people windsurfing together in the sunshine - head to our site at swa.co.uk to read more about it!



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STOKED YOUNG GUN

TOM PRINGUER

WORDS: WSUK, MIKE PRINGUER AND TOM PRINGUER

PICS: MIKE PRINGUER

TOM PRINGUER FIRST CAME TO OUR ATTENTION A SHORT WHILE AGO WHEN WE SPOTTED THIS PINT SIZED SAILOR OUT BATTLING WITH THE ELEMENTS ON QUITE A BLUSTERY SOUTH COAST DAY. Under the watchful eye of dad Mike Tom managed to haul the rig out of the water, point in the correct direction of travel and get himself going with some serious momentum. Over the course of a few months Tom's skills have continued to improve.

There are no shortage of kids windsurfing at Hayling Island Sailing Club – it's a spot that encourages youthful participation. Tom, however, is one of the youngest. Especially if you consider his skills are pretty advanced. On that note it was fun to see his first runs on a foil where he put most adults to shame by getting up on foil and flying almost straight away. With his natural ability it wasn't long before he was happily cruising back and forth, the odd touch down occurring infrequently. Since that session you can pretty much say Tom is addicted to foiling!



Over to Tom's dad for some more info:

'Tom is eight, lives in West London and first started to windsurf at age two. He started on a lake in SW France (Sanguinet) on holiday and since 2016 has been windsurfing from Hayling Island Sailing Club (HISC) regularly. He has been taught to windsurf by me a keen south coast wave sailor and this has been complemented with some coaching from Simon Bornhoft and Ant Baker. Tom got his first harness for his seventh birthday and has been planing upwind in the straps since.

70 PROFILE TOM PRINGUER

He loves to go fast (he's hit 25 knots) and keep up with the adults in a F6/7. He has recently tried foiling and managed to get some good flights within the first couple of sessions, but this is very much a work in progress. During summer 2018, Tom became a team rider for Worthing Watersports plus the emerging K66 Grom team and loves his sponsored Duotone sails.

He likes to watch windsurfing videos, and in particular the likes of Polakow getting nailed at Jaws. He can't wait for the day that he goes to Maui and sails Ho'okipa. He's quite studious as well, us as parents using the 'do your homework so you can sailing' mantra to good effect.

Hayling Island Sailing Club – especially at low tide – is perfect for Tom to hone his skills. With perfect flat water next to the sand bank, and a hot shower a mere stone's throw away from the launch, getting Tom hooked has been a relatively easy task. Obviously having me as his dad helps. We're down on the south coast most weekends. Being surrounded by the sailing/nautical culture will obviously wear off on people. It certainly has with my son!

So what does Tom himself think of windsurfing?

We think the following quotes typically sum up Tom's youthful enthusiasm and stoke!

"I love going fast and racing the other windsurfers on the water – most of them being much bigger than me!"

"I now want to do some cool tricks."

"I also want to start massive jumps and riding big waves."

"Foiling is so much fun and the wipeouts are scary yet funny at the same time!"

"Foiling rocks."

As Tom increases in years and perhaps other 'stuff' starts to enter his world he may get side-tracked. That said he's got plenty of inspiration around him, so maybe he'll stick with it and we'll see this young gun standing atop podiums in years to come.

With windsurfing being a sport needing a constant supply of new blood it's great to see TP captivated by a sport that some describe as an 'old man's game'. Those in the know are only too aware of the youthful side of windsurfing, with plenty to offer kids and adults alike, as is demonstrated here by Tom.

We wish Tom well in the future. Stay tuned and watch this space...

Tom is supported by Worthing Watersports and part of Nik Baker's K66 Grom Team.

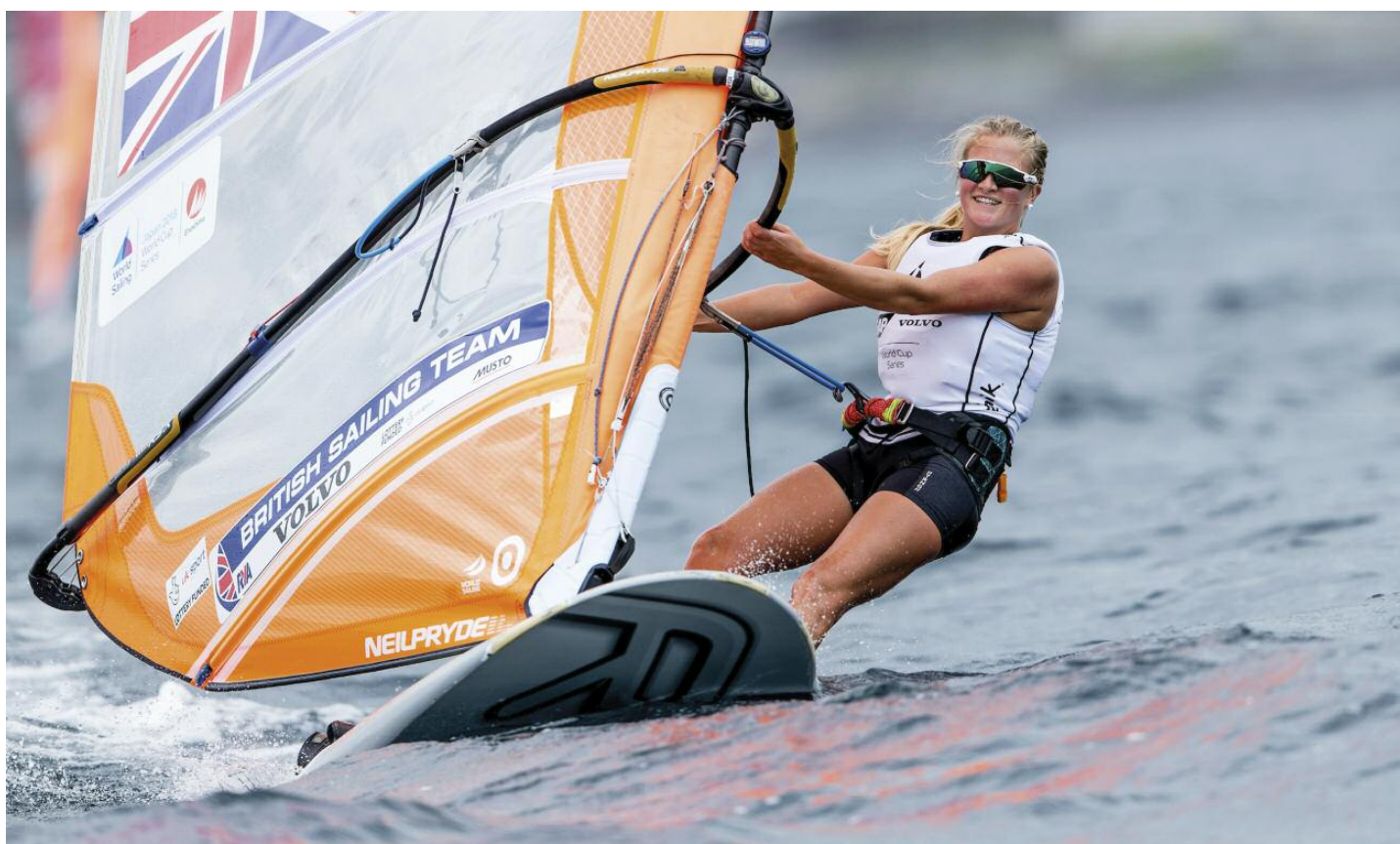






Bryony Shaw

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Saskia Sills

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TASTE OF OLYMPIC WATERS FOR BRITISH SAILING TEAM WINDSURFERS AT ENOSHIMA

WORDS AND PICS: RYA

THE BRITISH SAILING TEAM WINDSURFERS GOT A TASTE OF THE OLYMPIC WATERS OF TOKYO 2020 AS THE WORLD CUP SERIES HEADED TO ENOSHIMA, JAPAN, FOR ROUND ONE OF THE 2019 EDITION FROM 9-16 SEPTEMBER.

Capping off a busy few months that included the 2018 Aarhus World Championships, closely followed by the RS:X European Championships, the British Sailing Team travelled east to gain essential insight in to the host nation of the fast-approaching Olympic Games.

From acclimatising to the humid conditions to spending valuable time on the Enoshima waters, the World Cup Series was a must for GB windsurfers, even after some tough regattas.

Crucially, the British contingent spent several weeks training from their base in nearby Hayama to get accustomed to the local conditions.

Strong winds, big waves and searing temperatures were the name of the game, with the only interruption being when Typhoon Jebi hit Japan.

As the only windsurfer in the British Sailing Team with Olympic experience, Bryony Shaw knows the value of good results at the Games venue in the years leading up to the showcase event.

Before becoming the first British female windsurfing Olympic medallist at Beijing 2008 she won the previous year's test event. Ten years on, she remains a powerhouse in the women's fleet.

Shaw went into the medal race in second place, but a start-line error saw her drop to fourth overall.

It was a bittersweet end to the regatta for the 35-year-old, who only returned to the Olympic circuit this year after giving birth to her son Jadek in June 2017. "After a great week in Japan where I gave myself a chance of any colour medal, I finished in fourth," Shaw said. "It was a tough end to the regatta, but I hold my head up high for my achievement."

Women's RS:X coach Barrie Edgington is confident the former Olympic medallist is on track for success.

"Campaigning around the world and at home, alongside motherhood, has been a remarkable achievement in itself," said Edgington, "but this has been about a paced return to physical capability whilst also achieving at key regattas."

"Bryony has managed to find a balance and set up for her son to allow her to achieve some of her best individuals race performances and although missing some parts of her game at the world championships, she performed very well at the end of season test event to show being a mother and competing at the highest level can be done."



Kieran Holmes-Martin



Andy Brown

2019 World Cup Series Enoshima
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Whilst Shaw faces new challenges on her Olympic path, senior circuit newcomer Emma Wilson is already proving to be a star in the making with a clear and determined focus.

With three youth RS:X world titles to her name, the 19-year-old has taken that form on the senior stage to score top results and continually feature in the medal race at big events. *"I am really happy with my season this year,"* said Wilson. *"I have had some great results with fourth at the worlds and third at the Europeans being the highlights. Also making lots of medal races at the world cups has been great experience."*

"I feel like I'm improving every competition and am looking forward to some hard training this winter and see what I can do in 2019."

The other female windsurfer joining Shaw and Wilson in Japan was Saskia Sills, another former RS:X youth world champion.

Sills has been battling injuries in recent years and had surgery on both arms to relieve compartment syndrome, an increased pressure which affects blood supply, but has recovered well to fully focus on her racing. In a short time Sills has been full steam ahead to get back to a competitive level and finished 19th in Enoshima.

Coming off the back of a fourth at the World Championships and qualifying the nation for Tokyo 2020, Kieran Holmes-Martin showed the potential to take over the Olympic medal winning mantle from the retired Nick Dempsey. Holmes-Martin claimed a race win in Enoshima but unfortunately

narrowly missed out on the medal race this time around finishing 11th overall.

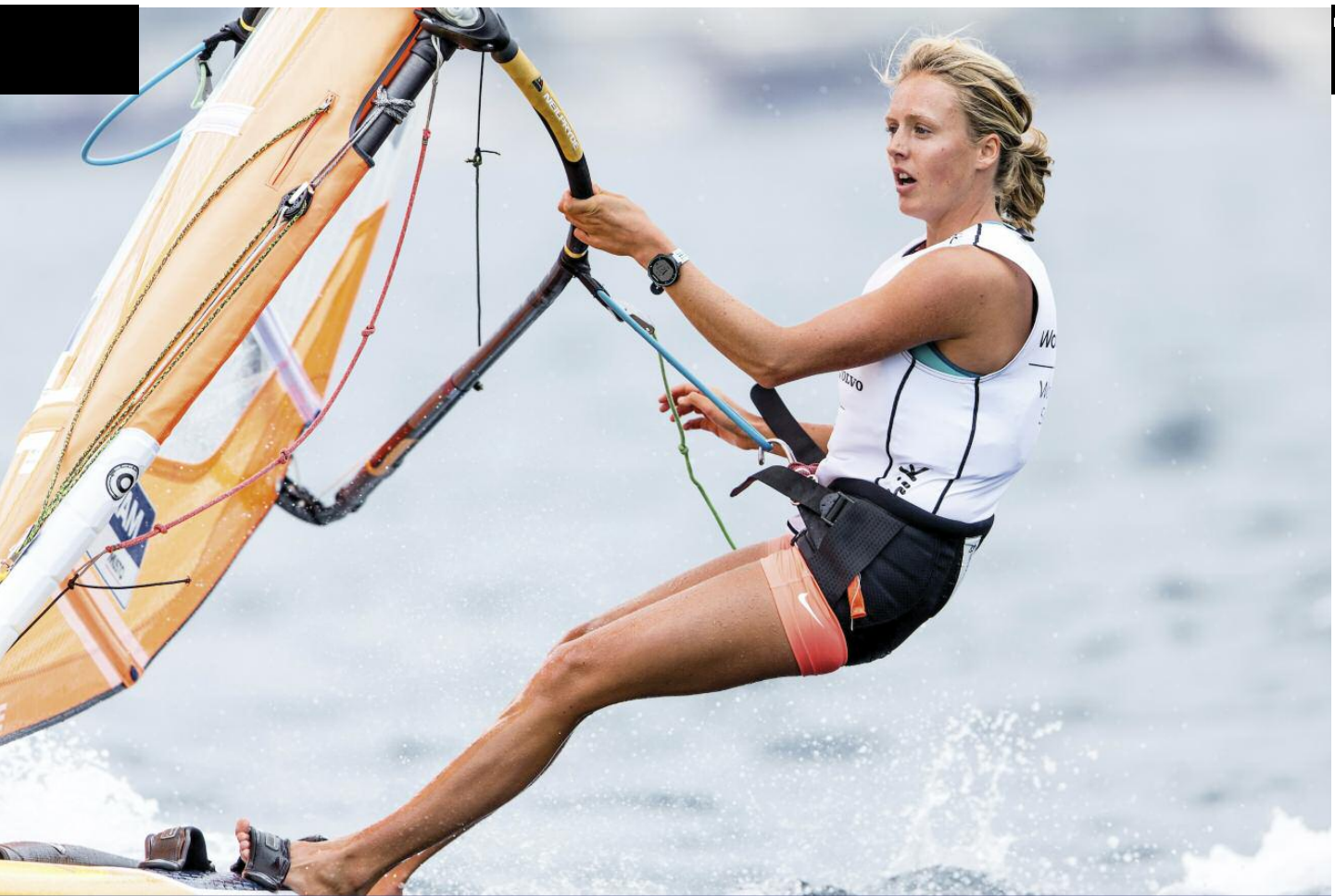
Despite the disappointment of finishing outside of the top ten, Holmes-Martin is looking at the positives from the year and looking forward to even more progression as he dedicates time to racing without any other distractions.

"I've had a really fun year," said Holmes-Martin. *"It's been my first year as a full-time athlete after graduating and to get a fourth at the worlds especially was a highlight. I'll definitely kick on from that next year."*

Following closely behind in 12th overall was Tom Squires who continues to push team mate Holmes-Martin in a tight knit British windsurfing squad that also included Andy Brown who finished 30th. For Brown 2018 has been all about progression and gaining experience in the senior ranks and to race in Enoshima has been invaluable for his growth in the sport by being part of the British Sailing Team and testing himself against the best in the world.

Following their first look at the Olympic Games race courses, the British Sailing Team windsurfers have all returned home from their Far East experience with a full winter training in store to take on 2019 and continue the progress to Tokyo 2020.

For more information about the British
Sailing team visit
<https://britishsailingteam.rya.org.uk/>



Emma Wilson

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Tom Squires

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WILSON'S WINNING WAYS

WORDS: WSUK
PICS: BRITISH YOUTH SAILING, STEVE WEST

EMMA WILSON HAS ENJOYED A HUGE SUCCESSFUL YEAR IN 2018 AND IS LOOKING TO BETTER THIS FOR 2019. Balancing windsurf racing with recreational riding, foiling and having fun we caught up with Emma for a chat.

Tell us when and where you got into windsurfing? What hooked you in?
I started windsurfing in Christchurch harbour with my brother and my mum, who taught us. I loved trying to go fast, beat my brother and falling in!

When did windsurfing click and you know you were involved for the long haul?
I did it on and off for a few years, I wasn't that keen, then I started to do the Techno 293 stuff with Dan and went to the U15 Worlds in 2011 and I won. After that I have just wanted to keep winning!

Tell us about some of the success you've enjoyed within windsurfing.
The competitions that stand out the most for me are when I won the Under 19 Worlds when I was 15. It was on RS:X gear and I was never expecting to win when I entered, everything just seemed to go well for me that week. And then this year has been great for me and I'm really proud of coming 4th at the Worlds and 3rd in Europe, it's hard to move up from youth to senior and it feels like a massive step but this year the hard work has started to pay off.



When did you decide you wanted to compete?

What do you like about events?

I started doing the zone squad training but I was always too scared to do the racing. Then I made some friends, and did a few competitions and got more used to it. My first international competition was at the worlds in 2010. I came almost last and spent most of my time jumping off the pier and swimming. But I remember after that thinking I wanted to do well next year, and not come last again, haha!

How often are you on the water these days?

Quite a lot. Normally five days a week, either RS:X, foiling or short boarding. Sometimes double session days on RS:X depending if the conditions are really good!

What kit do you use and why?

When I'm training I use the One Design RS:X kit; when I go foiling we have some random old boards with an F4 foil - I just do it for fun, try and do the foiling gybe! And if I'm short boarding, anything I can get my hands on.

What's your favourite piece of windsurfing equipment?

To be honest I really enjoy the RS:X in 15 - 20 knots, or when I was in Japan last week I rented a 75L Goya board and it was so nice. I'm searching for one now.

Where do you normally train for an upcoming race? Do you head elsewhere in winter?

Everywhere. Normally I go to the event early and train there if it's winter to get out of the cold! Last year I spent quite a lot of time in Cadiz and Palma, this year I will base myself out of Portugal for the winter to get out of England.



If you could choose to windsurf anywhere in the world where would it be? And why?

Hmmm. Somewhere warm and windy. Bonaire or Japan are pretty cool places, but I want to go explore and find some new places.

Where's your fave place for windsurfing, home or away?

Away in the winter but nothing can beat a south westerly at Avon Beach, Dorset, in the summer.



Are all your mates windsurfers or do you keep things separate?

Most are windsurfers. You make so many friends travelling and competing and hardly spend any time at home anymore.

What are your windsurfing plans for the rest of 2018?

At the moment I'm having some rest and holidays and will get back in to training at the end of this month, then head to Portugal for November and December to get some solid, fun training in to prepare for the 2019 season.

Windsurfing goals for 2019?

The first big event next year will be the European Championships in April so I will be aiming for that but otherwise just keep enjoying it and try get out short boarding in some waves in between the RS:X sessions. I also want to learn to surf.

Anyone in particular you want to shout out to who's helped you along your windsurfing path?

My brother: Dan. We always used to try beat each other so much on the Techno and RS:X and I think that's made a huge difference. And my dad for helping funding it all.

Final thanks and praise?

Thanks to everyone for supporting me. See you next year!

ALL ROUND CLASSIC

WORDS: WSUK

PICS: DUNKERBECK SPEED CHALLENGE, PAL FORSTERVOLD, PETE DAVIS, JIM CROSSLEY

JIM CROSSLEY IS PROBABLY BEST KNOWN FOR HIS SPEED SAILING EXPLOITS, ALTHOUGH OF LATE (AND IF YOU FOLLOW HIM ON SOCIAL MEDIA) YOU MAY HAVE SPOTTED HIS PENCHANT FOR SNAPPING UP CLASSIC WINDSURFING GEAR AND THEN PUTTING THIS THROUGH ITS PACES ON THE WATER.

Windsurfing UK caught up with family man Jim to find out what it's all about.

Tell us where it all started for you in terms of windsurfing – what got you hooked and wanting more?

I started windsurfing in 1982 as an eight-year old. In those days it was unusual to start that young. I was instantly hooked and spent every hour I could on the water. Living in a beach hut every summer, it was the perfect life.

Was there any specific area of windsurfing you gravitated towards? Why?

I love all disciplines of windsurfing but raceboard events back in the day were massive and really exciting. It was also lovely to be able to go for a cruise around the bay on a summer day even with light winds. I have always loved wave sailing but was never agile enough for freestyle.

How have things changed over the years in terms of the type of windsurfing you do?

These days I get my buzz from speed sailing and wave sailing. Many things have changed over the years but for sure speed sailing has become far more accessible. With improved, far more accurate, weather forecasting and GPS devices it's possible to travel with some certainty of what you're going to get and without the complications and expense of fixed timing equipment.



82 PROFILE JIM CROSSLEY





You're a dab hand at speed sailing, with appearances at many of the top events. Why does speed appeal?

Well it all starts with the feeling of pushing the limits of you and your equipment. That feeling of taking it to the edge... and hopefully bringing it back again. It doesn't really matter what equipment you are on, the feeling is the same. The inevitable desire to go faster and faster and then compete is where it starts get expensive, but that is the best way to push yourself.

What about other areas of windsurfing? Are you chasing any still to tick off bits?

I would like to break the 50 knot over 500m barrier. It's just what's next on the list... after that it will be 51 knots. I have done it for a shorter distance so I know I just need a good run.

What would you say are your biggest achievements to date?

Last year, 2017 was really my best year ever! Second overall and first Brit at Weymouth Speed Week was a big result along with winning the Dave White Trophy and becoming British GPS Speed Champion. I came fifth at the Speed Worlds in Fuerteventura and to top it off had a great trip to Luderitz! I will keep at it but not sure if I will be able to beat that.

Talk to us about your local spot and what it offers.

I feel very lucky to live near Christchurch. We have Avon beach for waves and Christchurch harbour only a few hundred meters down the road, for flat water sailing. This is normally enough to satisfy me but Portland and Kimmeridge are not far away if not.

What's your dream location and why?

Windsurfing has taken me to some fantastic places over the years. My favourite place and one I have promised myself I will return to is Western Australia. The beautiful sailing spots and open roads make it perfect for extended touring trips. I also have a soft spot for Luderitz!

Any plans to travel in the near future?

Luderitz 2018 is my big event of the year. Last year was going to be a one off but unfortunately with speed, the job is never done. My experience last year just fills the brain with ideas about what can be improved.

How do you balance time on the water with your time with work/family life?

This is something that is getting more difficult. I have a kitchen business, three young children and a wife who works full time as a head teacher. The key to finding time to get on the water is flexibility and team work. 'Team work makes the dream work!' we say in our house. It helps that my wife is a very capable woman who supports the cause. After all, she married a windsurfer.

Tell us about your interest in old equipment.

I have a collection of iconic boards and sails from the late 80s/early 90s. Generally classic speed and slalom kit. Since my interest in this has become widely known you wouldn't believe the junk people try and sell me. I'm quite particular about what I buy and it's nice to know that some classics have been saved from landfill. It seems it's not just me who enjoys a look back at the equipment that got us to where we are today, every time I pull out a classic I am bombarded with nostalgic comments and good time stories. It's all smiles.

Where did this come from?

It all goes back to a time when windsurfers were superstars and developments in windsurfing equipment felt like they were world changing. Then put yourself in the position of a windsurfing mad, starry eyed 15 year old working for £2/hour to save for a new sail. Thirty years later the feeling of WANT is still there when I see it on an online auction site for 99p. I have also found it very interesting to review the development path. Ideas that worked, didn't work or sometimes good ideas that got lost in time.

What is your favourite piece of older equipment to date?

That's like being asked to choose between your children! They all have their place but I love the high aspect speed sails like the Gaastra Speed foils, development revolutions like the Neil Pryde World Cup Slalom and the competition pedigree of the F2 Sputnik 270 board.

How far are you going to take this?

I think I'm about done! I have most of the things I want and I'm running out of room to store it all.

What is your current set up?

I am sponsored by RRD, Loftsails, Unifiber, 4Boards and Moo Custom

Speed: Moo custom speed board along with several older production boards that fit different conditions and locations.

Sails I have Loftsails Speed Blades 4.6,5.1,5.4,5.6,5.9

Slalom: RRD Xfire 129,108,98; Loftsails Racing Blades 6.3,7.0,7.8,8.6,9.4

Wave: RRD Freestyle Wave 96; Loftsails Purelip 5.7,5.0,4.5,4.0

Freeride: Loftsails Switchblade 7.3, Oxygen 6.3

Plans for the remainder of 2018?

Right now I'm preparing for Luderitz. This single event is a big investment in time and money so I'm not looking far beyond that. I will try and do Weymouth Speed Week if I can as that is always a great event.

And goals for 2019?

I would like to work on ideas to develop faster speed equipment. I have a couple of things to test in Luderitz this year so we will see how that goes.

Any advice or tips for somebody looking to progress with the speed sailing?

Be in the right place at the right time. Follow the forecasts and if you're not sure what to look for then ask somebody who does. Have the right equipment. Speak to somebody who has experience with the equipment, there is a lot of equipment out there that looks like it is good for the job but isn't. I see a lot of new speed sailors struggle with equipment that isn't right. Not many of the major brands put any focus or R&D into speed yet still try to market it.

Thanks and praise?

Thanks to Bob & Stu at 4Boards, Equipe Trading (Loftsails, unifiber), RRD, F-hot, Jon at Moo Custom, and my family, in particular my wife who becomes a windsurfing widow regularly and even encourages me to get out on the water!





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MILES TAYLOR

WORDS: WSUK

PICS: MILES TAYLOR,
PROTOGRAPHY

**MILES TAYLOR IS ONE OF A
NEW GENERATION OF
PHOTOGRAPHERS,
VIDEOGRAPHERS AND**

**VISUAL CONTENT PRODUCERS. WITH TOP
FREESTYLERS AND WAVE SAILORS AS
MATES IT'S NO WONDER HIS IMAGES ARE
KILLER. But it's not just about the pros,
Miles and his fellow PROtography
colleagues are keen to showcase the every
day rider in their images. WSUK caught up
with MT to get the goss.**

**You're a windsurfer AND a photographer. Tell
us about the history of both. How did you
discover and get into these two things?**

It started in 2006, when my mum suggested I take photography as an 'A' level, so a big shout out to Linda for that first push, I wouldn't be here if it wasn't for you, so thanks mum. In 2014 I got a job offer from Clare Edmead Photography. My second passion(s) in life is being active and extreme sports so I couldn't say no to six months in Greece shooting at a Neilson resort. This is where I met windsurfing for the first time and in my time off I would always be on the water trying to get better.

What do you do the most of these days?

These days I'm shooting at the Vassiliki Neilson cosmos centre, producing video and photo content for local businesses, looking after Claire Glasby who shoots the sailing at Wildwind and taking any opportunity to explore Lefkada island for adventure themed photo and video opportunities.

**Is it hard balancing the work of a
professional photographer and the
want/need/desire to go sailing?**

It is a struggle sometimes mainly because I know I have to shoot first then windsurf after. Once I'm confident that I've captured all the activity on water, I finally reach breaking point and have to put the camera down and go for a sail.



88 PROFILE MILES TAYLOR (PROTOGRAPHY)

Communicating with the riders before and after taking photos is really important so you can both visualise the perfect shot and after a while and sometimes hundreds of photos later everything comes together.





Do you get frustrated when a decent forecast pops up and you have to work?

Not at all. I feed off the energy from the instructors and athletes around me who are also excited about the forecast and I know that there's an upcoming opportunity to capture some awesome shots.

What's your favourite part of windsurfing to shoot; freeride, freestyle, waves, slalom, foil or other?

Freestyle! Seeing the guys (Jamie Howard, Ollie Scott, Max Rowe etc) performing the aerial moves I was in awe. I'd never seen windsurfing like it and was so excited to capture it. Then I went to Cape Town in January 2018 and shooting the wave sailing there was a new fix and a new challenge for me.

What about in general – what's your favourite subject matter overall?

It has always been about people and the flux of life. I love the moment when people are in their element and fully focused. People interacting with each other and being engaged with one another or an activity is so rewarding to capture.

Do you have a particular style of shooting? If so, how would you describe it?

When I pick up the camera I become hunter and that means being sharp and agile. When the pressure is on and there are three or more windsurfers flying (literally) past the photo boat I need to be poised ready for the shot. I'm also always looking for a new angle and the scary/exciting part is getting closer to the action. Shooting the same thing can get boring, so I like to challenge myself. Communicating with the riders before and after taking photos is really important so you can both visualise the perfect shot and after a while and sometimes hundreds of photos later everything comes together. I love listening to music while I shoot too, it's like living in an action film.

Tell us how your PROtography set up work. You pretty much have the Vass scene sewn up? Would that be fair to say?

I set up PROtography when I was invited to work at Club Vass, where Ollie Scott encouraged me to establish my business and make the most out of the riders and the following that Club Vass has. It was a snowball effect from then on. The success of PROtography has come from taking any opportunity that has appeared and taking risks and of course the support and hard work from Claire and Louis representing PROtography at both ends of the Vassiliki beach front.

Do you plan on expanding the PROtography empire and employing more people? What are your plans for next year?

No expansion planned at the moment we're happy in Vassiliki and will be back next year. As long as the wind blows and the waters are filled with action then we'll be there.

Tell us about the most fulfilling project you've worked on to date? What did it involve and why are you so stoked with it?

Without a doubt, spending six months in Cape Town with Ollie Scott, Max Rowe and Ivan Newmark was the most incredible experience of my life. I wanted to make a film that wasn't just a montage of action clips – my goal was to make something with extra substance. You'll have to go watch 'All Roads Lead To Waves' (it's on my website) for yourself and I hope it comes through in the video.

What about your work in the winter. We know you also snowboard. Got anything planned for this off season coming?

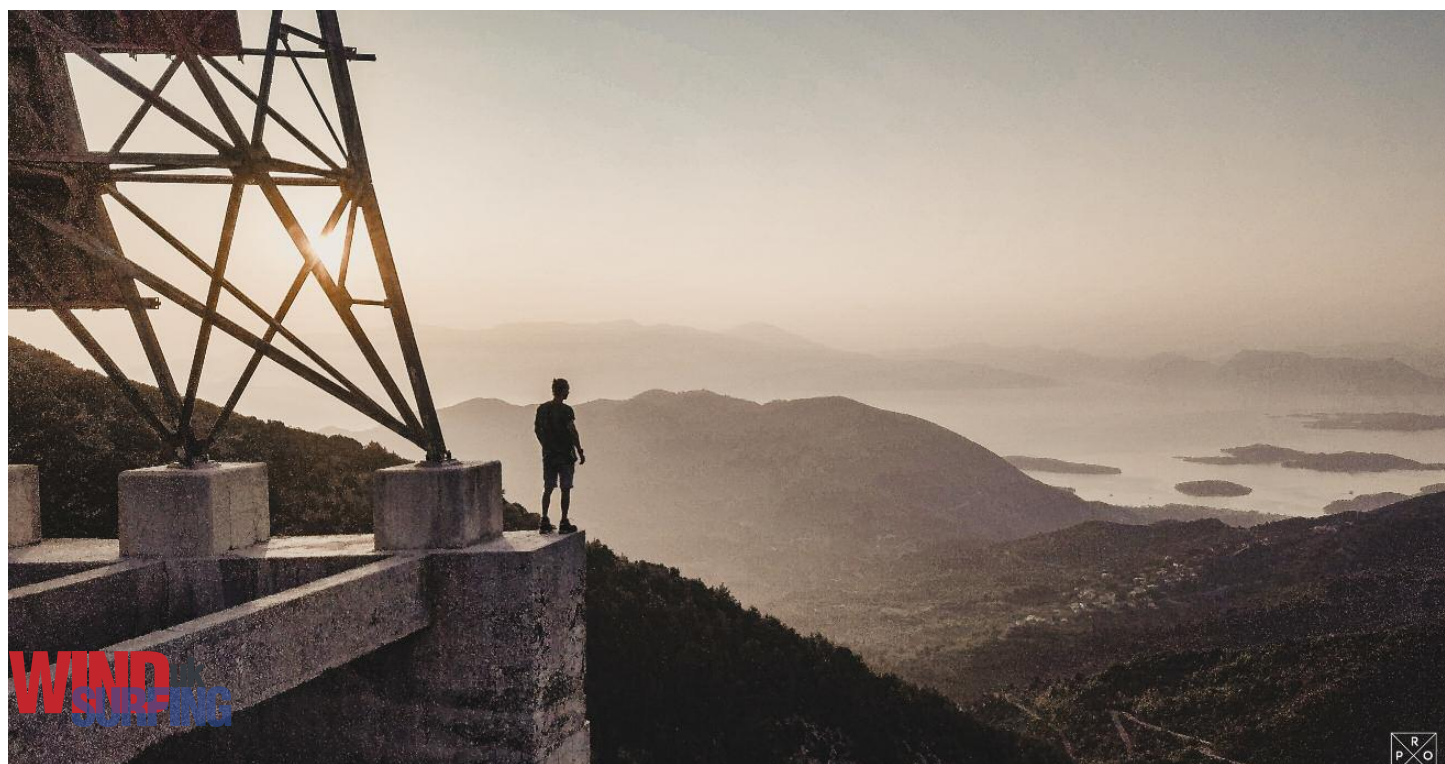
PROtography has been operating in Champoluc, Italy, where we worked with the ski schools to capture the ski and snowboard action. This winter and until next summer I will be in the UK freelancing, collaborating and establishing PROtography in the UK. After all I haven't stayed in the UK for more than two weeks since starting seasonal work four years ago and I didn't have PROtography set up when I left so it's an exciting new phase to get back and create some new opportunities.

What influences do you draw from as far as your photography goes?

My biggest influences come from the locations I work in. The landscape and the sports and how people interact with both definitely influences me on how I shoot an image. When I do camera workshops and I try to educate other photographers on the functions of a camera but just as importantly to absorb as much image content as they can. Some of my favourite content producers at the moment are Si Crowther, Globalshots and Fishbowldiarys. My other PROtographers influence me, when we bounce ideas off each other and work together and it's a drive to see them engage with a moment or subject in a way that I had not thought about.



90 PROFILE MILES TAYLOR (PROTOGRAPHY)





It's definitely clear to see that windsurfing is a growing, popular and exciting sport because every day we capture images of people trying it for the first time.

Describe your ultimate situation and where you see yourself in five years.

That is a tricky question. Whatever I'm doing I will always hope to be surrounded by new experiences and travelling to new places. I'll always be looking to meet new people in the sports and creative community and working with them.

Who are your windsurfing heroes?

Let me be honest here, before I started PROtography I didn't even have the wider world of windsurfing on my radar. My friends who were instructors at CV were my heroes because in

my first year that was all I knew. Then I started listening in and watching the guys talk about their favourite riders. I feel very lucky that I actually found windsurfing or in some respects it found me because it all still feels fresh and exciting.

What's your favourite piece of equipment and why?

Recently my underwater housing has become my new favourite. Taking a camera in the water and under the water is like learning from scratch again. When a challenge like that presents itself and the first thousand photos don't come absolutely amazing it drives me to keep shooting until I capture a real corker.

Ever tried shooting from the water (swimming)?

Haha yes! I was swimming in the waves in Cape Town trying to shoot the action when a seal popped up about an arm's length away to say hello. Not experiencing something like that I had a meltdown and swam to the shore as quick as possible hoping a shark was not nearby. In hindsight I over reacted and a couple of days later I got back in the water convincing myself that seals are just inquisitive and not always surrounded by sharks.

What about utilising technology such as drones and action cams – do you do this?

I'm a big fan of drones, the tech in those things these days is remarkable and an asset to any photographer or film maker. Some of the shots you can get with a drone are incredible. Action cams such as GoPro can be easily underrated by bigger budget film makers but I think they there are a unique piece of kit that capture images from a variety of interesting angles.

Any final thoughts on windsurfing or photography in general?

It's definitely clear to see that windsurfing is a growing, popular and exciting sport because every day we capture images of people trying it for the first time. It's great to see kids learning and even some people who haven't had a go in 30 years. Creating visual content is so important to windsurfing and keeping people inspired to ride. So photography and windsurfing go hand in hand (we agree and why we feature photographer profiles – ed) and for as long as someone wants to show off for the best shot possible I'll want to be there capturing it. I'm keeping my eyes on the progression of my friends that are in the PWA circuit and I'm most excited for them because in the next five years I might look back in comparison and say look at the level your at now let's take some photos!

Thanks and praise?

My mum and family for all their positive support. All the instructors and staff from the Neilson, Wildwind and Club Vass camps who have been the staring subjects of so many of our photos. Ollie Scott; obviously Louis and Claire, and some close friends who I've collaborated with over the years. Well done to all my friends. Keep pursuing your passions guys and chase your element!

www.protographyofficial.com



Old school, new school (engagement)

Windsurfer LT One Design

Info: www.windsurferclass.com/shop/ **Price:** Complete set starting from 1.990€

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
JUST RECENTLY THERE'S BEEN A RESURGENCE OF INTEREST IN THE LIGHTER WIND END OF WINDSURFING'S SPECTRUM. MAYBE ATTRIBUTED TO WINDFOILING COMING ON THE SCENE OR MAYBE IT'S BECAUSE WE ALL JUST WANT TO GET WET AND HAVE FUN. WHATEVER THE REASONS WE WERE STOKED WHEN BRUCE WYLIE FROM COBRA INTERNATIONAL (ONE OF THE ORIGINAL WINDSURFERS FROM BACK IN THE EARLY 80S) ANNOUNCED THE CLASSIC WINDSURFER LT WAS GETTING A MAKEOVER AND WOULD BE RE-RELEASED.

Hands down the Windsurfer LT is one of the most exciting pieces of kit we've gotten our hands on here at WSUK. Having not been old enough at windsurfing's inception we were positively frothing to get a taste of what sailing used to be like, albeit with a modern twist.

The board

First up the board comes out of its wrapping in shimmering white with vivid blue deckpad and vibrant decals. Coming in with increased volume over the original it now packs in 229L. The windsurfer LT's width has also increased from 66cm to 74cm. Its length remains the same at 366cm.

The version we tested had both the school and race daggerboard included which slots into its box without any hassle. Those from the bygone era may remember issues with the kit which have all but vanished, we're happy to say. Rounded off with an efficient MFC fin the updated Windsurfer LT is the same but different.

The rig

For this test we were sent the One Design Windsurfer LT 5.7m rig. The big pluses here when compared to its predecessor is inclusion of two piece modern mast and modern boom. We've heard all kinds of stories about how booms needed to be tied on and masts were one complete entity. This is no longer the case, and as such the rigging of the sail is pretty easy.

The sail itself offers a large cloth area with leach mounted stabilising battens. A single downhaul eyelet allows for easy tensioning, which is the same with the outhaul.

On the water

The first thing to appreciate is the One Design rig isn't like fully battened sails we currently use. It's very much a more bagged out affair and without full battens takes a bit of getting used to (if you haven't used one before). Its boom is also quite long although due to its full belly the sail powers up quickly and makes use of gusts in the lightest of winds. This transfers directly to forward board momentum.

Surging forward the Windsurfer LT is an efficient cruiser. Whilst not technically planing it moves a lot more purposefully through the brine than modern wind windsurfing boards thereby giving the rider a feeling of speed. Where some boards bog the Windsurf LT's beauty is cutting through chop and gliding effortlessly thereby engaging the pilot and making the whole experience one of pure fun.

With daggerboard down pointing high upwind is no issue, the Windsurfer LT pinching super close. Heading back down breeze, with daggerboard up, is grin inducing, the Windsurfer LT catching the merest sniff of a bump.

Round corners, such as tacks and gybes, are easy to accomplish, the Windsurfer LT being a good tutor and therefore ideal for newbie windsurfers. If you've a penchant for some light wind flick flack then whirling and twirling is certainly doable. That additional stability helping keep sailors dry. Concentration on rig control will be needed, we'll not lie, as already stated the One Design sail doesn't behave like more modern battened rigs. That said with a bit of time and perseverance sailors will learn the ways.

Conclusion

We're super stoked to be given the chance to play with the updated Windsurfer Lt One Design sail and board. Fun is the overriding sense this kit delivers with it being perfect for those lighter air days (it actually planes efficiently also, in the right wind strength, albeit without straps). Efficiently covering ground, with decent speed, it's an engaging ride that'll put a smile on all faces. As an extra bit of versatility the Windsurfer LT is also SUPable – something we also put to the test. Paddling well it behaves better in stand up paddle board mode than many more dedicated all round boards. All in we doff our cap to Bruce Wylie and his team for bringing to the fore this newly updated classic bit of gear. If you're looking to get out afloat whatever the weather then search no further. And don't forget there's a healthy scene for those One Design racers among you.

Big thanks to Bruce Wylie at Cobra International and Edoardo Thermes at windsurferclass.com for helping with this test.





Time well spent



Witchcraft Karma 4.7m wave sail

Info: <https://witchcraft.nu/sails/karma/> **Price:** £630 €725

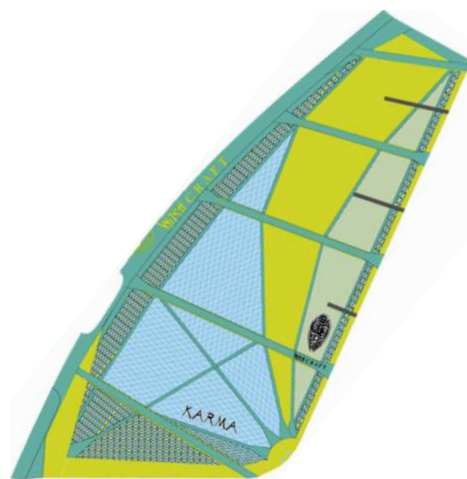
WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
WE'VE SAID IT BEFORE AND WE'LL SAY IT AGAIN: HAVING TIME TO SPEND WITH A PRODUCT TRULY GIVES AN IDEA AS TO ITS PERFORMANCE AND WHAT A 'THING' CAN OR CANNOT DO. IN THIS INSTANCE WE'VE BEEN ABLE TO PLAY WITH WITCHCRAFT'S KARMA 4.7M FIVE BATTEN WAVE SAIL FOR A NUMBER OF MONTHS. THIS HAS ENABLED USE IN MULTIPLE SCENARIOS THEREFORE MIMICKING WHAT REAL WORLD SAILORS WILL ENCOUNTER.

Anyone setting eyes on Witchcraft's sail range will notice just how bombproof they are. For both the brand's Slayer and Karma range they're as tough as old boots and will therefore stand the test of time. This is also key for us when being used at the various locations we find ourselves – think dumping shore break (especially at high tide).

Once rigged the 4.7m rotates with a very dependable and secure pop. There's belly in the sail – especially if you set with minimum downhaul (which is our preferred method of rigging). This also means you can be using a size smaller than other sailors sooner. It's also handy to have that low end grunt when punching through white water

during onshore sessions and boosting the rider higher into the air for decent jumps. Of course if you want a flatter profile then whack on more tension.

Whilst all this chat of power, grunt and boost performance is well and good what of wave riding I hear you ask? Well, we're happy to report the Karma 4.7m is super balanced and composed. It doesn't miss a beat and allows for elegant surf sliding – either onshore or side shore. In side shore conditions the 4.7m will perform in a more neutral fashion (if desired) whilst in bang onshore it keeps its shape, doesn't backwind and allows a decent amount of spray chucking through the top turn.



Conclusion

Balanced, powerful yet smooth and controlled Witchcraft's five batten Karma 4.7m is a sail that most riders will find favour with – from freestyle wave, bump and jump riders to full on down the line, side off rippers. It's got plenty of early planing get up and go but won't bend sailors out of shape. Partners well will onshore riding boards, FSWs and even good for windfoiling. Combined with its bomb proof construction you have a sail that's fit for purpose in almost any windsurfing scenario.



Sky's the limit!

Loftsails Skyscape 7m



Info: <https://www.loftsails.com/windsurf-gear/sails/skyscape> **Buy from:** <https://4boards.co.uk/> **Price:** £729

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
THE LOFTSAILS SKYSCAPE 7M IS THE FIRST FOIL SPECIFIC SAIL WE'VE MANAGED TO LAY OUR GRUBBIES ON (THANKS TO BOB & STU AT 4BOARDS FOR THAT). OUT OF EVERYTHING AVAILABLE DURING SUMMER 2018 THIS IS ONE THAT CERTAINLY PRICKED OUR INTEREST – ESPECIALLY WITH MONTY SPINDLER AT THE DESIGN HELM.

So what makes a sail foil specific? Low end power, ease of pumping with that extra vroom transferring directly to lift, light weight handling once up and foiling, the ability to keep apparent wind going and therefore foiling through lulls and manoeuvrability to name a few things.

Rigging the Skyscape is something to focus on first. It's a sail that fits both RDM and SDM masts with the ability to swap out its three cams depending on the mast in question. It's important to rig the Skyscape with enough downhaul (but not too much) then set, and adjust batten/cam rotation, via outhaul. The cams pop in quite a stiff manner with too much belly in the sail not allowing them to pop correctly. It may take a bit of faffing to get the tuning right.

Even with the above said we were comfortably flying in 10 knots during most Skyscape outings. A few pumps

sees your board and foil surge forwards efficiently. Having induced that all important apparent wind the 7m stays powered up leaving riders to focus on getting the foil fully running.

Flying along and the Skyscape is an effortless blaster. Although you do feel gusts and lulls it doesn't bend riders out of shape allowing for a composed and relaxed experience. If you should start to lose power then a couple of in and outs – not even real pumps – will see vroom restored and flight continuation.

Through gybes Loft's Skyscape 7m keeps its shape and therefore remains balanced and predictable. During the latter stages of turning sailors will need to rotate the rig aggressively, pulling on the power and popping the battens with authority upon exit. With speed on tap, however, foiling gybes are certainly possible with the Skyscape 7m as your engine.



Conclusion

There's certainly no question the Skyscape 7m is perfect for light air foiling. That deep belly and low cut foot allowing for early take offs as soon as gusts hit whilst its light handling is perfect for booting about on foil. A degree of gybing technique is needed, in conjunction with correct rigging, to ensure cornering is efficient. And in our opinion it's a sail best partnered with high aspect foils for optimum results. An additional benefit of the 7m is it can be used as a standard blasting sail making it a versatile performer.



Fly toy

► DUOTONE

Duotone F-Type 5.8m foil specific sail

Info: <https://www.duotonesports.com/windsurfing/sails/f-type/> Price: 5.8 £609; 6.8 £629

WORDS: WINDSURFING UK **PICS:** WSUK

THERE'S A LOT TO BE THANKFUL FOR IN TERMS OF DESIGN WITH THE ARRIVAL OF WINDFOILING. WITH A NEW DISCIPLINE COMES ALL MANNER OF OUT OF THE BOX IDEAS AND CONCEPTS THAT COULD STRADDLE STANDARD WINDSURFING IN TIME. NOT LEAST A NEW BRAND NAME DUOTONE'S SPANGLY FOIL SPECIFIC F-TYPE 5.8M IS A CASE IN POINT.

Once unfurled it's obvious the F-Type is quite different to standard windy sails. First off there's a large surface area in the main section of the sail topped off with a long Dacron panel next to the luff. The bottom two battens (total four) are similar to old school webbing pullers and connect to Duotone's innovative SOFT.CAMS (which can be removed if preferred).

Rigging is super simple (especially with the brand's VTS system printed on the sail) with us ready to fly super quick. To begin with we used the F-Type 5.8m with the SOFT.CAMS in place. The brand state with cams included you get the maximum wind range whilst without manoeuvrability/handling is improved.

As a sail for beginner or progressing foilers the F-Type is non-technical and effortless to use. It's very soft feeling

yet has plenty of bottom end to get flying in low winds. In that it responds well to pumping. After a few runs we removed the SOFT.CAMS to see how that felt. We actually preferred this, but having the option to use with or without is certainly welcome.

Gybes and manoeuvres on foil are doable with the F-Type in hand. It's a reactive sail that responds to sheeting angles. In fact, over time, we came to think it felt very like an updated One Design sail that incorporates modern features to give more efficiency. Again, it's soft and easy going handling traits are bliss.

After a few sessions we couldn't help but see what the 5.8m could REALLY do. We started experimenting with a few foiling forwards. Whilst the F-Type doesn't have the whip of some sails it has enough low



end grunt to pop boards and attached foils up into the air in readiness for trigger pulling. The rest is down to the rider in question.

Conclusion

We weren't entirely sure what to expect with Duotone's foil specific F-Type 5.8m. Although billed as an entry level sail there's plenty of performance to suit experience riders. Its soft yet dependable feel makes it a joy to use – even in overpowered foiling conditions. And there's plenty of scope for advanced foil moves if you have the skills/balls. We also doff our caps to features like Duotone's SOFT.CAMS which are super user friendly.



SLINGSHOT

The (foiling) future

Slingshot Levitator 150 & Hoverglide Fwind Infinity 76 alu foil

Info: www.slingshotsports.com/2019-Hoverglide-FWIND-Foil www.slingshotsports.com/2019-Levitator

Price: Levitator 150: £2,050; Levitator 160: £2,100; Fwind Hoverglide: £1,150

WORDS: WINDSURFING UK **PICS:** WSUK

SLINGSHOT MAY BE A NEW BRAND TO SOME WINDSURFERS BUT THEIR HISTORY IN THE SPORT IS UNDENIABLE – SS HEADS TONY AND JEFF LOGOSZ BEING INVOLVED IN WINDSURFING FOR 20 YEARS. THEY NOW BRING THEIR FOILING EXPERTISE, FROM MULTIPLE DISCIPLINES, TO THE PARTY ULTIMATELY BENEFITTING YOU. FROM THE HORSE'S MOUTH: '1 FOIL, 5 SPORTS, ALL ABILITIES, EVERY CONDITION'.

Following Slingshot on social media you may have seen Wyatt Miller's (interviewed last issue) aerial foiling antics. Based on his moves you may think Slingshot products aren't for you. At first glance the Levitator is futuristic and miles away from standard windsurfing boards. A chunky back end, chined rails running to its minimally rockered, short nose (the Levitator is only 6'6 in length!). Flip it over and you have the pedestal track box – all in it's a new concept that'll be alien at first.

Accompanying is SS's Hoverglide Fwind alu foil and Infinity 76 front wing. SS describe this as the best set up for comfortable/confident flights. Utilising their switch fuselage mechanism its 61cm mast can be tuned across multiple points. Combined with the Levitator's settings you have kit just begging to be tinkered with.

For our money the Hoverglide worked best with the mast slotted straight into the Infinity 76's forward point. This sat about an inch off the track box's front. Footstraps were shoved forwards while rigs below 6m were comfortable a few cms from the start of the mast track. Anything bigger needed to be moved forwards.

On the water the Levitator takes a bit of getting used to. Its short length doesn't deliver quite as much glide as conventional (longer) boards. It therefore needs to be scissored off the wind assertively. There's also a degree of yaw (side to side movement) that's easily overcome but may feel unusual at first.

SS's Hoverglide Fwind foil and Infinity 75 wing lifts progressively and efficiently. It doesn't rev up too quickly and is therefore a good tutor for progressing

flyers. Once up the Levitator's configuration and mechanics encourage an upright and forward stance. It's unusual to have so little board up front but a couple of runs will see riders dial in. Minor touch downs are easily brushed off, however, if diving at speed its lack of nose rocker does mean breaches will occur. Fortunately this doesn't happen too violently due to the composed nature of the Hoverglide foil.

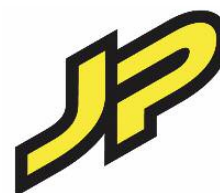
Conclusion

Both the Levitator 150 and Hoverglide foil are superbly engineered pieces of gear. It's equipment that sits at the new school end of the windfoiling spectrum. For totally green flyers it'd be worth logging some flight time before switching to this set up. With consistency though the Levitator 150 and Hoverglide Fwind foil will take you where you never thought possible. Fun to jump, gybe and we even started getting round our first foiling loops. Great looking, well manufactured with progressive performance attributes: windfoiling equipment for the revolution.



The choice is yours

JP Australia Magic Ride 119 FWS



Buy from: <http://jp-australia.com/2018/products/boards/magic-ride/> Price: £1599

WORDS: WINDSURFING UK **PICS:** WSUK

ALTHOUGH WE'RE NOW STARTING TO SEE BRAND NEW SEASON 2019 GEAR HITTING THE SHELVES OF WINDSURFING RETAILERS JP AUSTRALIA'S MAGIC RIDE 119 WOOD (2018) IS STILL APPLICABLE FOR THOSE LOOKING TOWARDS ALL ROUND WINDSURFING SLEDS WITH POSSIBLY A SLIGHT BUMP AND JUMP BIAS. EVEN MORE SO WITH 2019'S SHAPE REMAINING UNCHANGED!

From the off the MR 119 revs up to planing speed quick smart. Although it's more freeride than FSW there's still a playful nature that you can feel just begging to be set free. Its 40cm Ride fin certainly gives plenty of lift but if you're looking for more manoeuvre orientated riding then of course you can swap it out for something smaller.

Straight line speed is admirable with power orientated freerace rigs pushing it on through lulls with ease. Stick a less zoomy engine on top and you can be banging turns with the best of them. In fact, it's the cornering that really makes the Magic Ride light up. Cutting through the brine effortlessly it forgives slightly dodgy technique whilst rewarding experienced sailors alike. If you're looking for a machine to help

with gybes in choppier waters then you could do a lot worse than the MR 119.

For those fancying a spot of air time then you'll find a good partner with the JP. It's no freestyle stick yet still boosts efficiently and rewards pilots with longer floatier jumps. If you should hit a steeper ramp then you can of course go higher. Coastal windsurfers will find it fun with choppy lumps in effect or small waves to ramp off – even with outboard footstraps!

We also decided to chuck a few rotations in the mix as it's always a good indicator of a windy board's aerial prowess. Obviously the Magic Ride isn't designed as a looping sled yet no less it copes admirably and allows those with skills a few over the handle bars moments.



Conclusion

JP Australia's Magic ride 119 is a fun board that'll fit the bill for many riders wanting a manoeuvre orientated vroom sled for booting about on medium blowy days. Partner with a freerace sail for flat chat adrenaline or team up with something flickier for a spot of carving or jumping fun. Particular good for those perceived old school carving tricks like downwind/upwind 3s. If this isn't to your taste then stick as is with outboard straps and simply burn 'n' turn.



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