

# WIND **uk** SURFING

Issue 11 June 2019

## BAKER BOY

Ant Baker profile

## NO WIND?

No probs!

## DIGGIN' THE TRENCH

with Sandy Clunas



## 'GUS GETS FLYING

Angus McIntyre's windfoil journey

## SWA

wave series retrospective

## DA YOOF!

Ruaraidh Somerville

## MATTY YORK

warp speed

+

## TECHNIQUE:

SIMON BORNHOFT WINDWISE DOUBLE BUBBLE! &  
SIMON WINKLEY WINDSURFING FINS FUNDAMENTALS

## TESTED:

JP SUPER RIDE 124L  
BIC TECHNO WIND FOIL 130L  
MISTRAL ZONDA SAILS COMPARISON  
PATRIK F-CROSS 112L  
WITCHCRAFT KARMA 5.9M  
FANATIC JAG 135L  
DUOTONE S-TYPE 8.3M  
XO SAILS EOL 7M



# SIMON WINKLEY WINDSURF COACH

## BESPOKE UK & OVERSEAS

### INTERMEDIATE TO EARLY-ADVANCED

### CLINICS IN AWESOME LOCATIONS

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# WINDuk SURFING

TEZ PLAVENIEKS  
JUNE 2019

## RIDE EVERYTHING...

As an avid watersports enthusiast – not just windsurfing – I want to be on the brine as much as possible. There are a couple of reasons why, but mainly fun, and I want to experience as much of that as possible (who doesn't?). Unfortunately, with the best will in the world, conditions in my backyard don't line up for any one particular thing consistently. For sure, we get periods where a run of decent wave sailing weather will swing in. But then that disappears and we may end up with a period of no wind.

I see time and again the froth and stoke on sailors' faces when it's blowin' dogs off chains. Then, when there's not a puff to be felt for weeks, those same smiles turn to frowns. In a lot of instances the desire to get wet is still there and a good many do still venture out; possibly aboard stand up paddle boards, maybe kayaks, whilst others go surfing if waves are a thing. A large proportion bust the bikes out and peddle the hours away.

For me though it's always been the water (and drums) that has the most draw. And with that the need to diversify my moisture led antics. I've tried biking but I'm not too fussed. If I want to cover distance then I'll get aboard a SUP – of late a prone paddle board.

It'll come as no surprise to those regular readers of these pages that I get opportunity to use a variety of different equipment. After all, I do the majority of the testing for WSUK (also SUP Mag UK). This variety and diversity of sled is also addictive. I appreciate not everyone is in this position, although demo gear is readily available from your local retailer or school so should be made use of.

So for me as much as I enjoy getting wet I also enjoy using a diverse range of watery toys to keep that spark alive. Not only that but skills learned in one discipline, and experiences gained



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in the ocean generally, cross over directly to other craft. Therefore it makes you better and more rounded as a (dare I say it) water woman or water man. I hate those terms but they do (more or less) describe anyone who enjoys multi-disciplines in the sea. (This

doesn't necessarily make you Jack of all trades master of none either. I'd like to consider myself a proficient level at most of these sports).

If you've closed your mind to other forms of going afloat, yet still find frustration with your chosen pastime, then maybe it's time to embrace something new and/or complimentary. None of us are getting younger and every second counts – something that was brought sharply into focus at the start of 2019 (see my ed's note from last issue).

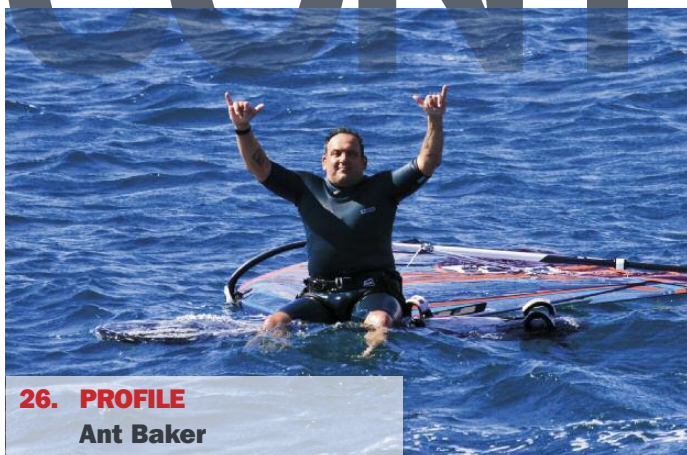
There are so many ways to skin a cat, so the saying goes. Even within windsurfing itself you have access to a variety of different wind driven machines to play with. This summer (hopefully it's a decent one) why not bust out of your bubble and try something new. I'm not suggesting fork out loads of Dollar for new kit – far from it. As I already mentioned above there are plenty of places you can access demo gear. Get stuck in, broaden your horizons and discover just what you've been missing out on...ride everything...

Hopefully you'll find inspiration in the latest issue of WSUK. Don't forget to check out our website as well for more diverse, but wind led, stoke. Enjoy this issue, enjoy your time afloat and I'll maybe see you out there in the deep blue...

Let us know if you have any questions, feedback or queries – door's always open!



# CONTENTS



**26. PROFILE**  
**Ant Baker**



**42. NON-PLANING WINDSURFING**  
**By Tez Plavenieks**



**08. COACHING**  
**Simon Bornhoft**

**50. TRAVEL**  
**Bonaire**



**56. PROFILE**  
**Ruaraidh Somerville**



**36. COACHING**  
**Simon Winkley**





# 06/19

## FEATURES

08 **COACHING** WHAT NEXT?

18 **COACHING** WHAT DO YOU DO?

26 **PROFILE** ANT BAKER

36 **COACHING** FUNDAMENTALS

44 **FEATURE** NON-PLANING

50 **TRAVEL** BONAIRE

56 **PROFILE** R. SOMERVILLE

64 **INTERVIEW** ANGUS MCINTYRE

72 **PROFILE** MATT YORK

78 **COMP** SWA WAVE SERIES

82 **FEATURE** THE TRENCH

88 **FEATURE** INVASIVE SPECIES

92 **SPOTLIGHT** NEW KIT REVIEWS

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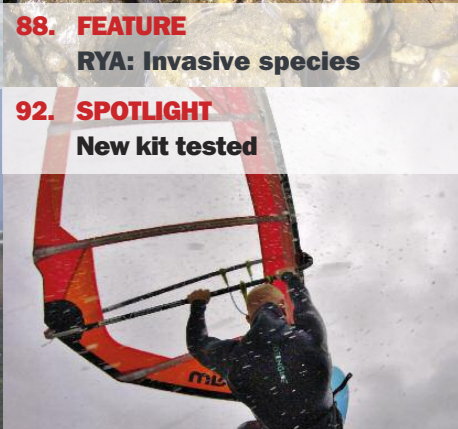
64. **INTERVIEW**  
Angus McIntyre



72. **PROFILE**  
Matt York



88. **FEATURE**  
RYA: Invasive species



92. **SPOTLIGHT**  
New kit tested



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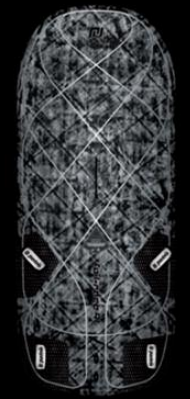
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	length [mm]	width [mm]	volume [mm]
f-cross 86	2340	585	86
f-cross 93	2350	605	93
f-cross 102	2360	625	102
f-cross 112	2370	645	112



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FOIL READY

slalom  
FOIL READY

speed

foil-race  
formula





# 8 COACHING WINDWISE TECHNIQUE





# WHAT SHOULD I BE WORKING ON NEXT?

**WORDS:** SIMON BORNHOFT  
**LEVEL:** BEGINNER – IMPROVERS - INTERMEDIATES  
**PICS:** WINDWISE, LORENZO MITTIGA/KATE OCEAN

**WHETHER YOU DABBLED WITH WINDSURFING A FEW YEARS AGO, YOU'RE RECENTLY NEW TO THE SPORT OR YOU'RE JUST STRUGGLING TO GET THE BASICS SORTED, YOU'D DO WELL TO ASK YOURSELF, "WHAT SHOULD I ACTUALLY BE WORKING ON NEXT?"** With so much to encounter during the early stages it's both confusing and often very counter intuitive to work out what is the best use of your time on the water. It's very easy to slave away making marginal gains, feeling you're 'improving', but in fact you're developing 'bad habit's' or actually holding back your progression without realising it.

If I was learning from scratch again, there are both major changes and subtle hidden actions, skills and principles that I now know are far more important to focus on, and that is exactly what I'm going to share with you now. These are the exact skills to develop early on in your windsurfing career that will help you understand more how the sport works, learn faster and blast into and through the beginner-improver-intermediate stages.

So here's what to focus on next....



# 10 COACHING WINDWISE TECHNIQUE



## Mission 1: learn to uphaul properly – Windwise Warrior style!

I've always suggested that 'we' need to change the way beginners are taught to uphaul. Standing with your feet across the board, elevating the rig out of the water at 90 degrees to the board into the 'secure position' is incredibly tiring and virtually impossible on rough water and smaller boards. Why? Because the 'insecure' position uphauling and getting going across the wind encourages the sail to be pulled to windward to sheet in and this often leads you to looking at your hands to sheet the rig in, both of which destroy stability, control and tack or gybe endings! So promise me from now on you'll use your Windwise Warrior uphaul technique here.

### Close reach, NOT beam reach

Before attempting to release the sail from the water, turn the board virtually into the wind onto a 'very close reach' – NOT across the wind on a beam reach. Angling the rig and board more into wind ensures that the rig comes out of the water from the back to the front of the board, which helps to sheet the rig in more easily. More importantly, when you venture into rougher conditions or smaller boards, it's far more stable to point the board into wind and chop/waves with a Warrior stance than it is trying to balance standing upright across the wind, side onto the chop/waves. On wide boards or heavy sails move your feet well outboard to tilt the board and give maximum leverage against the sail.

### Windwise Warrior stance and vision

Our 'Warrior' ethos is all about 'looking and leaning' over a heavily flexed front knee with your chin on your forward shoulder'. Our powerful Warrior stance means far less effort

to uphaul and simulates the body position for tacks. Most importantly work on your Vision, never look at your hands when you grab the boom – not easy but a vital part of exiting tacks and gybes.

## Mission 2: master 'daggerless' sailing

Sailing upwind, without a daggerboard, is key to creating a positive environment to get clean wind, space to gybe and prepares you for using 'smaller' dedicated planing boards in the very near future. Get amazing at it now!

**Vision:** As ever, look and upwind, 'chin on shoulder' touch point.

**DIG your board:** The front foot must point forward and be placed very near the windward edge of the board to DIG the windward rail into the water to create grip to stay upwind.

**Opposition and '7' shaped stance:** Keep a good distance from the mast with an extended front arm as you gently sheet in to sail upwind, digging that rail!





### Mission 3: why did that go wrong?

It's very likely that you're going to attempt harnessing, footstraps, tacking and gybing, all of which will go wrong, yes you're gonna get wet! So, a vital part of your progress is 'knowing' why it went wrong and how to solve it. Counter intuitively, your dismounts are an incredible source of information, 'if' you ask yourself these key questions...

#### Q1 Vision – where were you looking?

**A.** Ask yourself just after your annoying dismount, where were you looking? Was it your hands, feet or the kit? We commonly fall in due to gear gazing during challenging moments. So when you try anything new your primary 'focus' is to keep your head up and look where you want to go! This 'skill' is far more important than trying to learn specifics moves. Those who keep their head up learn far quicker than those who don't. *"Be good looking."*

#### Q2 Opposition – how did you fall in?

**A.** Virtually every dismount, be it beginner-pro, is due to lack of counter balance by failing to 'oppose' the power, position or movement of the rig with our body. So after a dismount also recall which way you and the rig went into the water.

E.g. If you're constantly falling downwind with the rig, next time move the body to windward more. If you're constantly falling in backwards, forwards, sideways with the rig, accentuate pushing the rig away more next time. As simple as this sounds you'll actually start to build up of how 'opposition' forms the counterbalance framework for virtually everything we do, so focus on maintaining and solving counter balance rather than specific moves. *"If you move your body one way the rig/mast must move the other way and visa versa."*

#### Q3 Luffing – why do I head into wind?

**A.** When trying to master the harness, footstraps, early planing or controlled blasting one of THE most common issues is luffing into wind, especially during or after hooking in or moving the feet into the straps. Keeping a strong '7' stance and full weight in the harness is a vital part of making life easier, but it's worth learning developing your anti 'luffing' strategy as it happens a lot.

Boards only luff into wind for TWO main reasons, both of which cause so many people to struggle throughout the early to middle stages of the sport.

#### Luffing reason 1: destroying opposition

If the rig is pulled towards the body or tail too much, which is so often due to a Darwinesque panicked over flexed mast (front) arm, the board will immediately luff upwind. The reason is so often a heavy back leg and NOT opposing any rear foot pressure with front foot pressure or keeping the rig forward enough.

#### Luffing reason 2: tail pressure

Too much weight on the tail due to leaning back too far or over extending and excessively weighting the rear foot.

#### Anti-luffing

Get low, look forward and extend that mast arm, sink low (in or out of the harness) and get that rig forward. Pushing through the front leg and flexing the rear leg also helps your anti-luffing mission.



Q1 Vision



Q2 Opposition



Q2 Opposition



Anti Luffing



# 12 COACHING WINDWISE TECHNIQUE



**Q. Want to learn to harness, footstrap, blast and set up for gybes?**

- A. Focus on your '7' stance range  
Do all you can to develop a strong '7' shaped stance range. Predominately extending the front leg and flex the rear leg to get as outboard and committed in the harness as much as the wind will allow. If you destroy your '7', (over weighting the rear foot, excessively over flexing the mast arm) you instantly destroy your chances of learning anything – so focus on your stance!

**Light winds and slower speeds = Straight 7**

Tighten and straighten the torso, push through the toes and extend that body.

**Strong wind and higher speed = Sunken 7**

Sink and drop the hips, dig the heels, curl the toes and pull down in that harness with a very soft rear leg.



**Mission 4: fall down, not off!**

We fall 'off' because human nature means we try to save ourselves by 'pulling' in on the boom, which actually accelerates the dismount. So as crazy as it sounds, if you feel you're about to fall in, be it blasting, trying to get into the straps, harness, tacking or gybing - drop your body weight down towards the board quickly by pulling down on the boom and not in toward your! This 'skill' will save many energy and confidence sapping dismounts.





### **Mission 5: learn to waterstart immediately – even before you can beach start!**

Many years ago I had a crazy windy beginners course where we just couldn't really sail. So rather than postpone I suggested we did an experiment and focus solely on deep waterstarts. Over two days we did rig recovery, flying a rig without touching the ground and worked on progressively deeper waterstarts.

Remember these were virtual beginners, yet everyone learnt to deep waterstart, including one chap who had only done one hour of windsurfing! So if it is windy, don't drive home or rig a tiny sail, find safe shoulder depth water and practice flying the rig and start your waterstart mission NOW.

It will help your confidence, rig control hugely and surprisingly speed up your harness and footstrap stage. I promise you, waterstarting has NOTHING to do with your windsurfing ability, it's purely a mechanical action, so don't put it off, like most people do. *"I wish I'd started to learn waterstarts on day one as they often only take two days to learn!"*







## Wise words summary

1. Master your Warrior Uphaul.
2. Master sailing upwind without a daggerboard.
3. Analyse 'why did that go wrong'?
4. Fall 'down' not off.
5. Work on your stance.
6. Waterstart as early as possible (whenever it is windy enough try them).

Inevitably you'll have read this and thought, okay that's great but 'I' want to tick the planing, harness, straps, tack and gybe boxes. Well so did I, but I now know through my own

experiences and more importantly from coaching literally thousands of others to fast track through the sport, it's a whole lot quicker, easier and more fun if you don't get fixated on the move itself and get good at the supportive skills that help you learn! So get out there, work on what you've just read through and we'd love to help you with your windsurfing ambitions either on a Windwise UK Tune Up or an overseas experience to truly enhance your level.

**As ever, any questions or suggestions for Windsurfing UK features, fire away [info@windwise.net](mailto:info@windwise.net), oh and don't forget to sheet it! SB**

## WINDWISE UK TUNE-UPS & OVERSEAS EXPERIENCES 2019-20

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Freeride-Freewave-Feasible Freestyle [info@windwise.net](mailto:info@windwise.net)

## OTHER READING

For other Windwise skills training exercises and specific moves, blasting, tacking, gybing and kit tuning - check out other Windwise features at Windsurfing UK.



SIMON BARNHOFF  
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WHAT DO YOU DO WITH  
YOUR TIME ON THE  
**WATER?**





**WORDS:** SIMON BORNHOFT

**PICS:** WINDWISE, LORENZO MITTIGA/KATE OCEAN

**SIMON BORNHOFT QUESTIONS AND EXPLAINS HOW  
TO MAXIMIZE YOUR LEARNING POTENTIAL**

**In this feature...**

**Mission 1: vary your runs**

**Mission 2: sail triangles**

**Mission 3: skills train + increase repetition**



# 20 COACHING WINDWISE TECHNIQUE



If you stand on any shoreline you'll often hear, *"It's time on the water that counts!"* But is it really that? There are thousands of windsurfers all over the world, who have spent huge amounts of time 'on the water' and still feel they've not reached where they might like to be or where they possibly could/should be. In truth, it's what we do with our time on the water that really counts. It's so easy, and almost too much fun to only blast about 'trying a few things' without much of a 'routine'. In my experience of assisting people to break through plateaus and add more spark and results to their windsurfing sessions, it's not just about identifying the exact 'tip' or fine tuning what is actually going wrong, it's also a lot about 'how they sail'.

Whether it's coastal, inland, flat water or waves, next time you turn up at your local spot, watch for a second. Note how many sailors just blast back and forth predominantly on a beach ream across the wind, trying a gybe or move at each the end of the run. Great fun and nothing wrong with that, but how about adding even more confidence, enjoyment, and, I believe (and so often see) progress relatively easily. You do this by Varying Your Runs and Sailing Triangles to increase your skills base and transition rate. Here's how to do simple things well!





## **Mission 1: varying your runs Beginner-improver-intermediates**

**Q. Looking to master footstraps, harness and blast?**

**A. Make your runs longer.**

You'd think less experienced sailors should do short runs and more experienced sailors should blast to the horizon. Well, it doesn't really work like that. Early intermediate sailors looking to get to grips with harnessing and especially foot straps often do far too shorter runs. It's quite common to sail out 'trying' the harness and straps, fall in quite quickly and then immediately head back to shore. So try continuing your run further out, even after falling in. If it takes two or three goes to get a reasonable distance away from the shore (Always aim upwind), it's worth it to then get a decent run coming back in. So if this is your level, keep increasing the distance of your runs and your technique will correspondingly improve.



**Upwind off the plane: Straight 7 stance, dig the windward rail in, chin on shoulder and head upwind trying 10-20 tacks, helis, switched stance or even duck tacks. Get into the habit of always sailing upwind trying your chosen move.**

## **Improver-intermediate-advanced level**

**Q. Looking to crack those corners, nail those transitions or ride waves?**

**A. Make your runs shorter.**

In the case of more experienced sailors learning how to gybe, do tricks or venture into waves, your best bet is to limit the distance of your runs, do short, sharp, more intense runs. This doesn't have to be every run, but when you're focusing on a transitions, get your numbers up. A gybe lasts 7-8-9-10 seconds, so if you try 30 in a day, you're only learning to gybe for 5 minutes! Halve your run length and you'll double your learning time!





**Downwind off the plane:** Now you're upwind you have time and space to head downwind and learn, learn, learn! You can then try gybes, sail 360s and duck gybes to mix it up a bit, all with space and time to really sail downwind.

## Mission 2: sail triangles

In addition to varying your run length, avoid just sailing back and forth, sail upwind, tacking for a good 5-10-15 minutes and then broad reach back. Just get yourself upwind as much as possible and don't come back on the same line you went out. Try to create time and space to dedicate yourself to learning how to sail downwind, not just a little at the end of a normal run, truly sail downwind. Force yourself to train, experiment with fast broad reaching (120 degrees + off the wind) as soon as possible. This dramatically speeds up your confidence, gybing success rate and for those that way inclined, any wave or freestyle aspirations you might have. On our Windwise sessions we try to encourage this 'upwind downwind' ethos as it makes a monumental difference to how quickly everyone learns.

So mix things up with very short or longer runs, do more upwind and downwind sailing, and use these strategies regardless of the wind strength or your level.

## Non-planing upwind – downwind strategy

Get out the big Freeride board, WindSUP or really test yourself on your small board and sail upwind.

## Planing upwind – downwind strategy

When it's windy blast upwind trying tacks, heli's or duck tacks, whatever your level. Spend a good 10-15 minutes

## Upwind planing







### Upwind planing

doing shortish runs going upwind. This then forces you into doing one of the most useful skills a windsurfer can have - sailing FAST downwind. This should be a primary part of your progression plan and daily routine, especially if you have any desire to learn to gybe, carve gybe, wave sail or freestyle. This is for every level!

Shift your harness lines back a fraction more than normal to sheet the rig in. Remember that rear thumb within touching distance of the rear harness line. Rake the rig back and lean the body forward to create a counter balance, not forgetting to use your Vision, chin on front shoulder Touch Point to look upwind.

To come back downwind, shift the harness lines forward slightly and broad reach (100-125+ degrees off the wind) for 200-300m, then gybing - you'll be virtually half way round.

When learning to 'sail broad', go very easy on the back leg pressure, so FLEX that rear knee. To help control the 'power & speed' pull down on the boom in the harness, reduce arm pull and roll the upper body slightly to exaggerate your Sunken 7 'drop and dig' style stance. Curl the toes on the front foot. If you hit big chop or backs of waves, slightly sheet out. Plus, and this is the game changer, very counter intuitively, when a gust hits, hunker down and bear away even more! You have to trust 'The System' and believe! Bearing away on a gust helps you discover the 'secret garden' and find the key to unlocking one of the best feelings in windsurfing - going fast on a broad reach with a light, easy to handle rig. Conversely if you hit a lull, you need apply subtle heel pressure to head upwind to re-engage the apparent wind and bring the body and rig forward to keep the board flat and flying.

### How To Broad Reach Fast Downwind





**Upwind flat water wave ride in Warrior:** Look (chin on upwind shoulder) and lean upwind over that heavily flexed knee, bring the hands forward to help rake the rig back to oppose the movement of the body.



**Downwind flat water wave ride in Warrior:** Chin on downwind shoulder, looking and leaning over a heavily flexed front knee. Rig is leant over of the turn, pulling the clew hand in and down very close to the head. "Imagine you're talking into a microphone, whilst pulling down trying to rip the boom off the mast!" Which is leant the 'opposite' way to counter balance.



## Warrior flat water wave riding planing

On single back strap boards, be it flat water, swell or waves practice really carving hard upwind and downwind, lining the turns and accentuating your Warrior ethos and Touch Points. It's one of the very best exercises you can do planing and teaches you all about your Vision, Warrior stance and opposing the rig.

## Summary

You may ask why not just do a normal blast across the wind and then do a tack or gybe? Yes you can do that, but that is avoiding the exact skills that will change your windsurfing.

Sailing upwind and broad reaching back has a massively positive effect on your windsurfing. If you just reach back and forth you don't actually sail upwind or downwind long enough develop vital aspects of your technique. Don't be disheartened and keep gaining experience, increase the distance upwind and vary the length, number and style of runs, to develop your confidence, corners and ability to put the board where you want it to go.

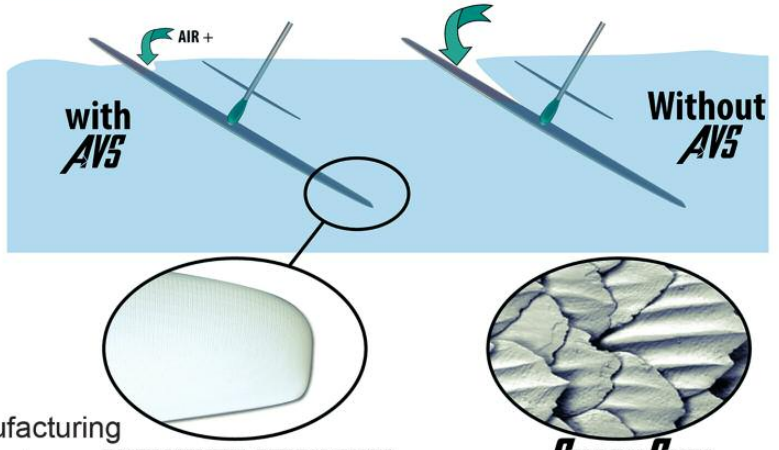
**As ever, any questions or suggestions for Windsurfing UK features, fire away [info@windwise.net](mailto:info@windwise.net), oh and don't forget to sheet it! SB**





Rider : Babou Augé / Photo : ZEEKO / Edit : Fred C NEXT CONCEPT / Info : zeekeo@zeekeo-kites.com

# AVS



**ANTI VENTILATION SKIN**

**SHARK SKIN**

The Anti Ventilation Skin (**AVS**) is a new process for manufacturing foil wings in G10. Thanks to a 3-dimensional grooving design of the foil wings, it is now possible to reduce the ventilation phenomena to a minimum. The **AVS** acts like a multitude of fences or a shark skin preventing the air from rushing all along the wing. Thanks to the (**AVS**) do not fall any more when your foil wing is close to the surface of the water.

## FEATURES

Gain confidence and ride without thinking.

- Optimized hydrofoil for slalom board
- US Rails/Power Box/Tuttle/Deep Tuttle board connexion
- XLW, Race or Speed front wing (850cm<sup>2</sup> to 380cm<sup>2</sup>)
- XLW front wing and stabilizer AVS equipped
- Mast length: 70cm / 90cm / 96cm

The Windfoil ZEEKO is a very easy and efficient foil.

It has a very high stability and allows to progress serenely while having a very good speed potential (beyond 30knots).

Thanks to its range of front wings and several mast lengths, the ZEEKO windfoil will allow you to start with serenity but also to progress and to push your limits (Defi Wind 2018 approved, 1st foil classified in 2018).

# WWW.ZEEKO-WATERSPORTS.COM



# 26 PROFILE ANT BAKER





# SIMPLY LOVIN' IT!

# ANT BAKER

# PROFILE

**INTERVIEW:** WSUK

**BEING EXTREMELY PROLIFIC ON SOCIAL MEDIA MEANS YOU MAY HAVE SEEN ANT BAKER'S RECENTLY LAUNCHED 77SPORTS PROJECT. THE SELF-STYLED ENTREPRENEUR STEPPED AWAY FROM**

**WINDSURFING FOR A WHILE TO PURSUE OTHER THINGS BUT TOWARDS THE END OF 2018 SHOWED A RENEWED INTEREST IN THE SPORT. Now fully back, and agent for a number of new brands to the UK market (Patrik boards, S2 Maui sails, Exocet boards, XO sails and Challenger sails), plus already kicking off his campaign for the UK Slalom Windsurfing title, we caught up with AB for a natter.**







**You've a long and fruitful history within windsurfing. Tell us when and where it all began.**

At what age did you start competing? Wow, I think I was around nine years old when I had my first enchilada of excitement on the race course and man did I love it. My dad and I didn't always see eye to eye back then as he wanted me to be fully focused but as a kid you have a different view - this is only too apparent now with my own kids!

**What was your first taste of success?**

I won quite a few youth events when I was young but what stands out is the Production Board Worlds on one of the islands in Greece. It was super windy and therefore perfect conditions for me to go out and take the win; all I had to do was win the final slalom race and I was world champion. Sadly, it didn't exactly go to plan as I was so eager to get out and was in fact the only person on the water that I went over the line early so that race didn't count and I ended up second overall. Not a great experience but this is racing and you wake up the next day and get on with it! I went on the following year to win the Europeans and pretty much everything else as a kid.

**How was windsurfing competition back in the day? Very different to now we imagine.**

Racing is racing – I think everyone takes a different view of it and some can handle and some can't. Back in the day the prize was bigger and with this came more stress and larger fleets but overall the feeling inside when I start a race is the same. I can sit on the beach and say it doesn't matter, and then as soon as I touch the water BAM I want to win! After taking time out and being successful in recruitment, I felt I needed to find that spark again, and yes, it's still there!



**Can you remember your first pro event? How did it go?**

My first event was Gran Canaria and it was 40-50 knots and we ran slalom. I was on F2 and Rushwind I think and all I remember is my first race when I was going towards the line. I saw Anders so moved down the line to see Bjorn then Patrice and then I was at the pin end and had to slow. I watched as the entire fleet rocketed towards the first mark while I followed at what seemed like a slower rate, that was until Anders exploded and took three others with him and I laid it down and came out in second to Bjorn and made it in to the next heat. I was so pumped! I get reminded of that feeling every time I do something thrilling but it's nothing like when on a race course.





**What's your most memorable podium position and why?**

My first ever international win on the Production Board scene was in Italy in 95 I think, when we had 17 races and I won every one. Back in those days your production board results were based on what kit you were on, whereas now most kit works pretty well. This event everything just clicked, and this propelled my career.

**Give us your best highlight from your days of being an international windsurfing star.**

My best days without fail were Namotu in Fiji. I was on the Naish team and working directly with Robby who is still a

good friend and we rocked. Our boards from Harrold were amazing and wow what a feeling, huge waves and the best guys in the world just having an awesome time.

**When did you stop doing the tour and why? What did you move on to?**

I broke my back but came back to the top ten and then finally broke my wrist which is when I had to hang up the harness. I was living in Australia at the time so became the brand manager for Arrows and worked between Australia and Sri Lanka developing the brand internationally.



**How did you find moving back to the UK? Was it easy to readjust?**

I had been living in Australia since I retired and one day I woke up and realised my time there was done. The next day I moved back to the UK, moved in with my brother and began racing again. I won a few more UK titles as well as one year winning the speed and slalom titles. It felt great to be back!

**What's been your involvement with windsurfing up until a few years ago when you stepped away?**

When I returned from Australia, I helped my brother set up the Fanatic/North agency here in the UK and began doing demos and basically building the brand in the UK. I started a few things in windsurfing but nothing really stuck so I decided to put my sales talent to good use and went to work in London.

**Talk to us about why you moved into other areas for a while.**

I expected a quality of life which the watersports industry was not able to support at that time. Nik had an awesome agency doing Fanatic and North but that wasn't big enough to support me as well, and the other businesses I started were reliant on conditions etc. So Nat (my gorgeous fiancée) and I decided I needed to get a real job; I started my sales career which took me into the recruitment industry. It was one of the best career decisions I have made as it's been amazing: it's so much fun and also very lucrative. I still run my own recruitment consultancy business and love it. I've just opened an office in Worthing which means I don't have to go to my London office every day which is awesome (and lets me get on the water in my lunch break).

**So, what prompted you to get back in the ring, take a punt on some different brands and set up 77sports?**

I have always loved the sport and a break away has only got me more excited! My passion lies in helping others to love the sport I love, and I know that I'm in an ideal position to help as I can share all the understanding and knowledge I have on equipment and technique due to developing gear for 30 years. I started by searching the market to see which brands were up to the standard of what I was familiar with, and I was excited by what I found.


S2 Maui were the first I spoke with as they have some of the best and most advanced race sails on the market, the Venom. Then Patrik who has, without exception, the most advanced designs and develops with progress in sight. I knew these two brands together would make an unstoppable pairing so armed with these I set about coming up with a delivery strategy that was unique and that came to me during a trip to Tenerife.

During the trip I met the guys from Challenger Sails and loved their products too. On my return I had a chat with my old friend Patrice Belbeoch from Exocet and XO and also loved the whole range. So now I was armed with the best products covering all areas and I wanted to get everyone on them to prove this.

Having been in the industry for a long time, I wanted to use the standard retail network to make this happen so I set about visiting all the shops and stood there showing these products







and outlining what I would do to support the shop, and one by one they declined saying they had all the brands they needed and felt they were not in a position to expand their product range. I had no option but to go direct, and 77sports was born.

I strongly believe a shop owner should know their products inside out and spend the time to get to know the customer so that they can match them perfectly with the products, explaining and demonstrating how and why it will work for them. Sadly, this hasn't been happening, until now with 77sports.

We are looking to revolutionise the industry with product information and content as well as customer service and follow up. We want to spend time both on and off the water with our customers to ensure they walk out the shop with the right products for their needs and sailing style, and the knowledge of how to get the most from their new purchase.

If the customer feels they're not getting maximum satisfaction from their new kit, we offer support and advice to get them back on track for example with rigging or tuning, or even a full exchange to try a different product which they may prefer. It's key to us that the customer gets 100% enjoyment otherwise we're doing the sport a dis-service.

Simple things such as offering an on water tune up session for customers buying a board, and two FREE months membership to the 77sports Academy for purchases over £100 will enable us to make sure our customers get the most from their new kit; our simple tag line is 'We guarantee to get it right'. I can tell you that no one is more excited about all areas of windsurfing than I am – this passion is going to light up the industry.

**Tell us about 77sports and some of the things you do and are planning.**

77sports is now an agency supporting S2 Maui, Challenger Sails, Patrik Boards, Exocet Boards and XO Sails, and I can now say we are working with an awesome French wetsuit and clothing brand – Sooruz - who are helping us to understand how we can be eco-friendly and decrease our carbon footprint which is super important to us. Our online store which offers all our awesome products is almost finished and we are in the final stages of opening a retail premises in Worthing where I can guarantee no one will out work us to make your windsurfing experience on and off the water a great one!

Run us through the 77sports Academy.

It's born out of necessity really. I used to do one or two-hour lessons, which work but they're effectively a short-term fix - there needs to be consistency to really progress and develop. I tried to find a way to coach and support a vast number of people and build a supportive community who in turn coach and support each other



without doing clinics every single day, so myself and my Exec. Assistant, Jess, came up with the Facebook paid group. For a monthly fee of £30, the members can access a hybrid of a coaching group with a membership site. Members will get all the platform content, weekly coaching lives, questions and answer sessions, discussion forums etc. as well a monthly clinic at different locations around the country (and in the near future – around the world!).

There is so much value-added content that I can offer members especially with the products I stock and everyone will also have a direct line to me and all the knowledge and tips I hold. There are plenty of coaches out there with varying levels of ability. The difference between a coach and an 'outstanding coach' is the ability to coach you on what really works best for YOU rather than telling you what to do based on what works for THEM.

I remember a self-confessed guru telling me one day that you don't need to be amazing at sailing to teach it... well windsurfing is super complicated, and you need to understand equipment design, biomechanics and then how it all fits together, and if you don't then you aren't a coach, you're just adult day care. Fortunately, I know my stuff and I believe 77sports Academy will benefit so many people in this modern digital age where they can be coached at their desk or on the sofa, or even lying in bed (!) and be ready and motivated to improve their sailing once they hit the water.

**You use social media extensively – particularly FB. Why is that? Does it bring success?**

I love Facebook, it's a great way to reach a large amount of people across the world and across its various platforms you can get most things uploaded and ready for action almost instantly. I want to reach as many people as possible and this is the best way to do it.

**Windsurfing isn't the only thing you do. Tell us about your other ventures/projects.**

Well, my family and friends will tell you I don't ever stop! I have loads of things in the process. My recruitment consultancy, Chase Valentine, is the market leader in Consultancy in the UK and Scotland offering the Financial Services industry expert advice on staffing and development. 77sports Recruitment

My recruitment consultancy, Chase Valentine, is the market leader in Consultancy in the UK and Scotland offering the Financial Services industry expert advice on staffing and development.



covers the recruitment requirements for professional football clubs which is awesome fun. And with the help of the amazing Jess I am starting to write a book based on a proven to succeed sales process which will be launched at the end of the year. I also love spending time with my family who love to windsurf, paddle and ride motorbikes. And my pugs...I love my dogs!

**What are your plans moving forwards for the rest of 2019 and beyond?**

2019 has already been busy, but this will just keep on growing. I will be doing pop up clinics and demos and will be offering unique solutions to help the market get back the trust in the retail network. I would love to work with retail stores to help them improve as we need them, well at least the good ones, to survive as a sport. I answer every message and every phone call and love to help all watersports enthusiasts with





whatever kit they are on which is why I have 77sports.tv so I can share the love of all the awesome brands out there that and help the development of windsurfing. I run live streams on how and why things work covering all kit.

**Although only windfoiling for a short amount of time we can see your 100% addicted. Give us your experiences to date and tell us why you enjoy it so much?**

Man, I love it! Where I live it's always pretty choppy which makes learning a bit more difficult but this is really what I love,

to get to know how and why it works is wicked. I am super lucky that the Exocet and XO equipment is the best on the market making it easier for me. I love to foil, race, freeride, wave sail and everything else possible about windsurfing; with the brands I cover I have the best product for each condition... I don't say this lightly; I truly believe that I have the best products out there. And I am willing to put my money where my mouth is.

**What about slalom? You obviously still get a massive buzz from that side of things?**

Love it. The buzz from racing against the best sailors in the land gets me rocking, and now we have some young guns coming through that also gets me excited. Andy, Eddie and the old boys that are back on the water got me to fall back in love and I thank them. If you have any interest in blasting about you need to come and have a go. I have supported the UKWA event at Felixstowe event this year in May 11-12th and will be doing some great prizes and a demo/clinic there so definitely keep an eye-out for more information and hope to see you all there.

**And waves? How does that fit in?**

Always loved a big backloop and with my XO Shark wave sails, I am now going even higher, which is awesome. As I have said, I love windsurfing and whether it's me going out by myself on my Windsurfer LT in 5 knots or with my mates in 35 knots I just want to be on the water, and now my kids sail I'm out even more.

**You were part of Peter Hart's Showin' Off crew back in the day. Any plans to revisit the more trick orientated side of windsurfing?**

If I had the time, I would do a real-world coaching video but that's not really on the cards.

**What's your opinion on windsurfing in general these days?**

AWESOME. If you windsurf or watch it you must be excited - equipment is amazing from most brands and with foiling, Windsurfer LT and all the exciting new products coming out I feel we are in the best place possible moving forward, now is the time to get excited and promote.

**Where do you see the biggest 'wins' in the sport?**

I think that foiling is awesome. It's not everyone's cup of tea but what it does is show how stoked people are about this sport which gets everyone on the water with whatever kit you are on. I don't think we need anything to change, we just need as an industry to make sure we are putting the end consumer on the right kit, not just selling what we have in store.

**Any final thoughts on windsurfing or watersports in general?**

Love it, get out there and do it or ask someone how you can get more excited. People like you Tez (blush – ed) are the reason that windsurfing is awesome, so we need to support it to make sure people get the opportunity to go sailing and love it.

Thanks and praise? Everyone that has windsurfed makes us love this sport. It's not about the cliché, it's about getting people on the water.



# FOIL ADDICT!

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Driven by a mearest zepher of a breeze  
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built expressly to meet this challenge.  
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# KIT SETUP AND TUNING FUNDAMENTALS

## PART 3: FINS

**WORDS:** SIMON WINKLEY

**TECHNICAL CONTRIBUTION:** DIETRICH HANKE [WWW.MAUIULTRAFINS.COM](http://WWW.MAUIULTRAFINS.COM)

**PHOTOS:** ALEX IRWIN (SPORTOGRAPHY.TV) AND SIMON WINKLEY

**ILLUSTRATION:** PETE GALVIN

**ONCE UPON A TIME I WAS IN ANTIGUA ENJOYING PERFECT CARIBBEAN TRADE WINDS OFF THE NORTH SHORE BETWEEN PRICKLY PEAR ISLAND AND SHOAL POINT WHEN I LANDED A JUMP OFF A CHEEKY SLICE OF ROLLING SWELL AND MY FIN SNAPPED OFF. The 3km I had to sail back downwind to base with my harness secured to the underside of the board for lateral-resistance-at-a-price was about 900 times less fun than the session I was previously having and gave my body the equivalent workout of a month at the gym. It reminded me of the importance of fins and, from that point, I started paying more attention to them (as well as checking their condition before setting out...!)**



*Freeride fins for blasting around are one of the most common types*

This article about fins is the third in the series of basic kit setup and tuning and covers a range of windsurfing styles to give the best overall picture.

### The function of fins

If you need any convincing that fins play an important role then, in a safe place to do so, try windsurfing for a few minutes with no fin. It's quite a fun challenge at first yet heaving your back foot under your body every few seconds soon becomes tedious as the shape of the board alone cannot prevent its tail squirrelling downwind. Fins are an essential part of the lateral resistance that we need to balance the lift from the sail and to convert it into forward motion. Fins also provide the directional stability we need to keep the board on the right track.

### How do fins work?

Fins create lift in the same manner as a plane wing or a windsurf sail. A sail pulled in to the correct angle to the wind (having the right angle of attack) directs the airflow around the windward and leeward side to form low and high pressure which, in turn, creates lift. This was described in issue two which is now a free resource on the WSUK website in the Coaching Special.







But the question is how can an angle of attack be achieved with a fin that cannot pivot, as it is literally bolted onto the centreline of the board? Water, in our minds, is flowing equally over a symmetrical fin and equal flow cannot create lift. Towing a rig-less board in a straight line behind a powerboat, for example, would not create any lift on the fin regardless of how fast it went. Furthermore, we know that lift from fins is created in such a way as to pull it towards the windward side of the board. We know this as, when planing, we place our feet in the footstraps on the windward side of the board to force the fin back down which squeezes the board forwards. If we kept our feet on the centreline of the board as we started planing then the lift from the fin would tip us off the board to leeward.

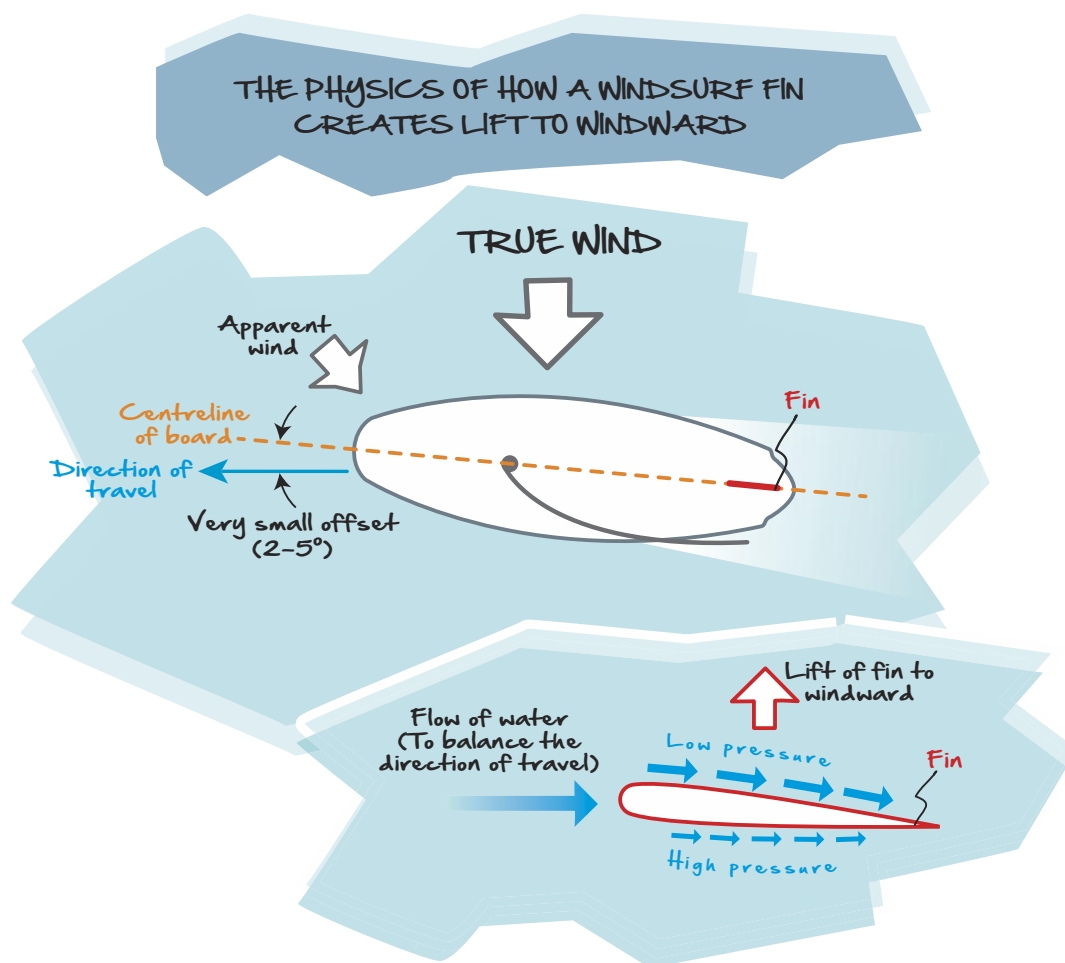
So how does the fin create lift and why is the lift to windward? Dave Gollick (keen UK windsurfer and founder of windsurfingfins.co.uk), Dietrich 'Rick' Hanke (founder, fin designer and CEO of Maui Ultra Fins and German Aerospace Engineer), sail coaching buddy Matt Wright and windsurfing luminary Sam Ross all found time to chat to me about it and I am very grateful to them for their input.

When you are planing along you might be forgiven for thinking that your board is pointing in the direction of the course you are sailing, i.e. thinking that, if your board is sailing across the wind, the centreline of your board (the axis running nose to tail through the mastfoot) is also pointing across the wind. Well,

perhaps surprisingly, that is not the case. The centreline of the board is not identical to the sailed course so there is a very small offset angle between the fin and the direction sailed - typically 2-5 degrees (or higher when planing upwind when the board is slow and the side force from the sail is high). This offset represents the 'side-slip' or 'angle of attack' or 'leeway' that we need to create lift. It is naturally created by body weight pushing through the feet on the board's tail as a result of hanging out from the rig to balance the lift from the sail.

The reason that the fin creates lift towards the windward side of the board is that, being offset from the direction of travel, the fin has its windward side tilted very slightly away from the incoming water flow and therefore the water flow has further to travel over the windward side. This creates high pressure on the leeward side, low pressure on the windward side and - hence - lift to windward.

If we push too hard against the tail of the board then the angle between fin and direction of travel becomes too great (at about 8-12 degrees) and flow separation occurs (the fin breaks free from the flow of water and spinout occurs where the board skids downwind). Skill, instinct and experience allow the windsurfer to make small dynamic adjustments to prevent or correct spinout in much the same way as a bird limits stalling by natural talent.



The natural offset of the centreline (and fin) to the oncoming water creates lift on the fin in the same way as oncoming air creates lift on the wing of an aeroplane





**A range of fin types and shapes: (from left to right): slalom/race, freeride, freewave single, freewave thruster setup (tri fins) and freestyle**

Ultimately the exact angle of attack for planing or spinout will depend on a combination of speed, course sailed, wind speed, sailor skill and weight, water state and the size, type and condition of the fin.

To balance our ride, the side force of the sail must be matched by the side force of the fin and board. This is Newton's Third Law: 'for every action there is an equal and opposite reaction'. So why don't we need a fin with a surface area of 7.0m to balance against a 7.0m sail? Well, water is significantly denser than air and has a greater viscosity (liquid thickness/resistance to flow) so a fin can be much smaller than the sail to produce the same amount of balancing force. The forward motion of the windsurfer also creates a proportionate amount of drag (which limits speed and performance) which we have to accept. A thinner fin with a higher specification and in good condition will create less drag and go faster than a lower quality, thicker fin in poor condition.

### Fin characteristics, setup and types

Fin profiles, like boards, come in many shapes and sizes. The profile determines how it behaves and this in turn contributes greatly towards the feel and function of the board.

Fin characteristics (that have to be keenly balanced by fin designers) are:

- **Length:** a longer, straighter fin is better for lighter wind straight line blasting and a shorter, more swept-back fin is more suited to a higher wind manoeuvre-oriented style such as that of wave/freewave sailing.
- **Aspect ratio:** high = longer and thinner for lift and speed, low = shorter and thicker for manoeuvrability.
- **Surface area:** greater = more lift, lesser = less lift.
- **Thickness:** a balance between thinner for less drag and thicker for less flex.
- **Rake:** how steep the fin is angled back. More rake = less drive.
- **Stiffness:** this is determined by the elastic behaviour of the material. Loading up a fin causes it to flex as all material is subject to bending. Too much flex can reduce performance yet help to provide a more forgiving ride and produce springback in wave fins for increased grip and projection off the lip.

Setup variations are:

- 1) **Single** – one centre fin.
- 2) **Thruster (or tri-fin)** – three fins: one centre fin plus a pair of smaller fins either side further forward. These cannot be driven against by the back foot as much as single fins yet offer a good balance between manoeuvrability and drive. Switching from a single fin to tri-fins on a freewave board will result in a significant shift in how smoothly and easily the board carves, especially if, at the same time, the footstraps are moved from the outboard position with double back strap to the inboard position with a single back strap.
- 3) **Quad** – four fins: one pair of small rear fins near the middle plus another pair of even smaller fins on the outside a little further forward. These allow the hardest carving, precise grip on the bottom turn, radical sliding-out/pulling back of the board on the top turn, the softest landings and, being shallow, the smallest chance of catching the fin on anything solid under the water. At the most radical end of wavesailing they are often preferred as, during the hardest bottom turn carving, there will always be two fins biting into the turn when it matters most.
- 4) **Twin** – two fins: one pair of small rear fins.



**Two options for a 103 freewave board: either a single 28cm centre fin or a thruster setup with a 20cm centre fin and two 11cm side fins**



**Different fin heads: (from top to bottom) deep tuttle box, tuttle box, power box, US box, slot box (single bolt)**



Fin types include:

- 1) **Freeride/freemove/freerace:** single centre fin – designed to give the best of everything. Relatively long, upright in the mid section to push through the feet for lift/blasting. Has a gently swept tip to keep the tail under control in carving turns.
- 2) **Wave:** small, very swept back fins to enable the best range of movement on a wave face. Can be set up as either a thruster, quad, single, or twin (with single and twin not so common these days). Modern wave boards often have five fin boxes (one US box plus four Slotbox or five Slotbox) to give the option of thruster or quad setup (or possibly twin or single setup if required).
- 3) **Freewave:** between freeride and wave, mostly with the option of either a single freeride centre fin or a thruster setup.
- 4) **Slalom/race:** single, long, straight centre fin = early planing and raw power for specialist high-wind racing. These are typically the longest of all fins with the straightest profile to provide the drive needed against the biggest sails that can be held onto. Thin, low-drag profiles give quick acceleration with control at extreme top speed.
- 5) **Freestyle:** single, very short (typically 15-24cm), stubby centre fin with a thin profile for fast, upright-stance early planing, high manoeuvrability and ease of sliding. To the uninitiated, freestyle boards are very hard to sail in a straight line as the fin offers such little support for a normal, outboard stance making it prone to spinout.
- 6) **Speed:** single, relatively long/straight centre fin with specific rake angle and low drag characteristics for high speed, straight line speed challenges.
- 7) **Weed:** heavily-raked versions of regular fins to allow weed to slide off to avoid the board slowing or tripping at speed over unwelcome patches of seaweed.
- 8) **Delta:** single, fast, very low-profile (squashed triangle) for slalom and speed in shallow spots and also suitable for thick seaweed.

## Boxes

A fin box is the slot in the board that the fin is bolted into. Fin heads, of course, must match the box to enable them to be used. The current main types of box are:

- **Power box:** typically on freeride boards using a single M6 bolt through the top of the board. The fin needs to fit snugly having only one fixing.
- **US box:** typically the centre fin position on wave/freewave boards for a thruster setup or for a single fin. Held by a captive pin through the rear of the fin head and a M4 bolt under the board with a square brass nut at the front. US box fins can be sacrificial. The front piece of the head is designed to snap on impact in shallow water to save the box being ripped out of the board.
- **Slot box:** typically the two or four outer fin positions (or all three, four or five positions) on wave boards for thruster or quad setups. Uses either two M5 bolts through the underside of the board or one bolt if the front of the fin head hooks under a fitting in the front of the box.
- **Tuttle box or Deep Tuttle box:** typically slalom, freerace or bigger freeride boards using two M6 bolts through the top of the board. Sometimes called Foil box when heavily reinforced for foil specific or foil-ready boards.

On multi-fin boards, slot box covers/blanking plates can be used to cover any unused slots if required to reduce drag. If fins can be moved forward or back in the box (i.e. with US and Slot boxes but not with Tuttle or Power boxes) then moving forwards gives a looser feel for better carving and moving backwards gives more stability for blasting.

## Fin selection

Selecting the right fin is as important as your choice of board and sail yet is often overlooked. When you buy a new or used board and get just one fin option with it (one single fin or one set of multi-fins) then that's what you're going to use. On some days this will work whilst on others you might have control issues. You need more than one option to match different conditions and sail sizes. Operating a one-option policy for fins is perhaps like owning a pair of flip flops and using them for everything. On some days you will get by just fine yet on others, like when you're being chased by a hungry polar bear down a snowy slope, you might wish you had something more suitable.

**Having a range of fins is the key to balancing the power in the sail to maintain control**







**Fins come in four materials  
(from top to bottom)**

- pre-preg carbon/fibreglass composite
- carbon
- G10
- plastic composite

## Fin calculator

My CarvelQ 114 freemove board comes with a single freeride 38cm fin yet the fin that comes with a board will only go so far in balancing the power from a range of sail sizes. I run four fins on this board: K4 Fang freeride 34, 36, 38 and 40cm. This board has a massive range of use but only if you match the fins to the sails you use.

As a rule of thumb for single fins, take your sail size and multiply it by five then add 4cm (for boards above 110 litres) or add two (for boards below 110 litres). Then tune up or down as follows:

- Increase fin length by 1-4cm for lower ability or heavier sailors or when marginally powered or underpowered or to help with planing upwind.
- Reduce fin length by 1-4cm for higher ability or lighter sailors or when solidly powered or overpowered
- Increase fin length by up to 10cm for pottering about in non-planing conditions to help to stay upwind.

So, as a 76kg sailor, the sails I use on the 114 and their corresponding fin sizes are:

- 5.3 Blade =  $5.3 \times 5 = 26.5 + 4 = 30.5$  (I use 34cm\*)
- 6.0 Gator =  $6.0 \times 5 = 30 + 4 = 34$  (I use 34cm or 36cm)
- 7.0 Turbo or NCX =  $7.0 \times 5 = 35 + 4 = 39$  (I use 38cm)
- 8.1 Turbo =  $8.1 \times 5 = 40.5 + 4 = 44.5$  (I use 40cm)

\*This works perfectly for well-powered coaching yet, when sailing for myself, I would usually be sailing my Kode Freewave 103 when it's windy enough for a 5.3. I cannot really get away with shorter than a 34cm fin on the CarvelQ as it is 76cm wide so I am happy to sail with the extra lift from the fin. When I use the 5.3 on the 103 and use a single fin then I would use a 28 or 30. For better carving (and higher winds) on the 103 then I would swap to a thruster setup with a 22 and two 12s or a 20 and two 11's. Don't worry that a 20 plus two 11's equals a total length of 42cm. The area of the fin is more important than length. One fin is more effective than three fins. One fin has less drag. The advantage of a thruster setup is manoeuvrability and not performance,

Further up the scale of board sizes the CarvelQ 141 comes with a 46cm fin and can take a 9.5 sail. Now imagine that, on



**Plastic progression: (from left to right) Hifly older-style intermediate, Drake Shallow beginner (two lengths), K4 freeride/freewave single/freestyle**

a day when some people are out at your local spot planing on 100-110 litre boards on 5.0m sails, you also want to go out and play yet you have not progressed beyond a 141 litre board yet. So you take the 141 out with a 5.0m sail (below the minimum recommended sail size of 6.5 but it's what you need to support your progression at this time) and the stock 46cm fin. Do the calculation:  $5.0 \times 5 = 25 + 4 = 29$ cm required. Yes, that is too small for a 141 but the 46cm fin is going to make your board feel like a ride on a wild horse. So a step down fin is needed to enable you to stay in control. So a 36-40cm fin, whilst not fitting perfectly into the standard equation should help to bring your board back under control.

## Fin materials

There are a number of different materials that fins are made of. Considerations when choosing the fin material include price, durability, stiffness/flex and weight.

### G10 fins

G10 is fine-weave fibreglass matting with epoxy resin, laid up and pressed under weight to produce a dense, durable laminate. CNC (computer numerically control) machines shape the blanks into one-piece fins. G10 has high impact resistance, is one of the most common materials used in fins yet is relatively heavy.





The varied styles of plastic composite fin technology: K4 Fang, 3SW, Bubble and Shark II fronts



Look after your fins. These two freeride 38s have (had!) exactly the same profile until one got a little unloved...



Fin bag



Fin covers

## Plastic composite fins

Plastic fins, for example on beginner boards, can be basic. UK-based K4, however, are the world leader in plastic composite fin technology with a whole range of robust, high performance fins, iconic in bright yellow and now also found in orange on new RRD wave/freewave boards. K4's original Dynamic Flex material makes it ideal for wavesailing performance. The alternative Super Stiff material compares with the stiffness of G10 and makes it suitable for stiffer wave fins as well as freestyle, freewave and freeride.

## Carbon fins

Pimping your board with a carbon fin means getting the best and lightest fins around yet being typically custom made, hand-layed and wet-sanded by hand, the bill for a set of top-end carbon slalom fins would be enough to make most people pass out. Pre-preg carbon and fibreglass composite fins blend materials to balance the performance and cost of G10 and carbon.

## Fin success

Here are my top 10 tips to avoid fin-related failure:

- 1) Always take your fins with you when you go windsurfing. Rigging up in perfect conditions only to discover that you have left them at home is a serious drama.
- 2) Put fins in the right way round with any sweep to the back!
- 3) Love your fins and keep them in great condition, smoothing them off from time to time (especially on the leading edge) gently with fine sandpaper (180 grade) then wet and dry (300, 400 and 600 grade) to reduce drag and spinout.
- 4) Invest in a fin bag or padded box to keep them together. Return them to their fin covers when rinsed and dried.
- 5) Select the most appropriate fin size you can for each session.
- 6) When coming into the beach always stop the board and get off before the fin stops you in the style of a plough.
- 7) Carry spare fin bolts and nuts and use the right screwdriver to tighten them securely (usually Phillips size 3 or large flathead for Power box, Tuttlebox and Slot box and medium flathead for US box).
- 8) Check your fins before every session to avoid wobble, dropout or failure at sea.
- 9) Always remove the fin cover before sailing. When you set off and feel the fin flutter you will know what you need to do!
- 10) Wear shoes when windsurfing or focus really strongly on correct foot positioning, especially when waterstarting, to avoid a finjury (foot slicing).

That completes the third part of kit setup. Now it's up to you to try different fin setups until you find something that feels right for you...maybe even heading to your local windsurf shop to buy some new fins. If you missed either of the first two articles in the series then head to the WSUK website to order or download previous issues and to subscribe for future FUNDAMENTALS articles.

## Thanks to:

Dietrich Hanke [www.mauiultrafins.com](http://www.mauiultrafins.com)  
 Dave Gollick [www.windsurfingfins.co.uk](http://www.windsurfingfins.co.uk)  
 Steve Thorp [www.k4fins.com](http://www.k4fins.com),  
 Matt Wright and Sam Ross





*Rosie and Charlie are the most lovely windsurfing couple you could hope to meet yet they do love a good finjury. Be careful out there...*



**Simon Winkley** is a RYA Advanced Windsurfing Instructor and a RYA Windsurfing Trainer.

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# CRUISING STYLE

## THE BENEFITS OF LIGHT WIND,

# NON-PLANING

## WINDSURFING

**WORDS:** WSUK

**PICS:** JAMES JAGGER

**CALL IT CRUISING; CALL IT MESSIN' ABOUT ON THE BRINE; CALL IT NON-PLANING; CALL IT SIMPLY FLOATING ABOUT IN THE SUNSHINE.** Whatever you call it there's no substitute for simply being on the water. Now (hopefully) the weather has improved there's no better time to grab your floaty board (or old school longboard), small sail (or even trainer rig) and get at it

Pro/guru coaches have been banging on about the joys and benefits of windsurfing in light airs for years. All that low wind work helps build muscle memory and improve your overall sail handling technique. You can whirl and twirl – perhaps reaching the equivalent dizzying heights of flowstyle master Caesar Finies – until the cows come home but nothing beats simply settling into the motion of edging forwards, in mellow form, and cruising along to the beat of your own drum. Getting lost in your thoughts, simply happy to be on the water and indulging in your hobby is addictive – whatever you may think. Do it often and we guarantee you'll be loving it!

OK we'll admit light wind windsurf cruising isn't as adrenaline infused as it's full power planing counterpart, but it has a unique draw of all of its own. As such it shouldn't even be compared. And with the advent of windfoiling there's a way to maximise low wind strengths in a performance manner if you want it. Yet the cruising style of windsurfing still has its own unique appeal and is no less enjoyable. Unfortunately during the last few decades you've been conditioned to think the opposite.



# 46 FEATURE NON-PLANING



You see it all the time at windsurfing holiday resorts – home and away. Those of whom wouldn't be seen dead flicking a tiny sail about in barely a kitten's sneeze (mainly because they probably don't own the relevant kit) will happily grab a small rig, high volume sled and head out for a float with puff missing in action.

No stress, no hassle, no expectation to 'perform' just sheer indulgence of the moment and blissful contentment – often for hours at a time (or at least until the wind fills in). Post-float and the comments are always the same: 'that felt great and has done wonders for my overall sailing!' just like Mr Bornhoft et al have been telling us for years!

In the past there have been countless exercises undertaken by some to convince those who will pooh pooh the practice that it's a worthy cause. Some suggesting that planing windsurfing ensured the sport became too elitist. And in many cases that'd be correct – especially in the years that immediately followed. But these days time is a limiting factor for many with family, work and general life commitments taking precedence over windsurfing time.

When a decent full power forecast does pop up there's still high probability of it not quite coming to fruition – skunkings are, after all, part and parcel of windsurfing yet no less frustrating. As such all manner of water born toys can now be





found inside sailor vans and atop vehicles these days – stand up paddle boards being the obvious new kid on the block. Mostly this is to be 100% of scoring a session of some kind. With these new modes of watery transport comes the option of attaching rigs which is why many riders are heading out in sub-planing conditions once again – more than in the last few years we'd argue. SUPs with rig attachments are also great for teaching kids and other family members keen to give things a whirl.

Elsewhere there's a little renaissance surrounding sales of old school longboard hulls occurring. Picking up a battered 'log' for pennies has never been easier. Hit up eBay or other

windsurf market places and you'll no doubt find some proper duffers knocking about. It's worth considering, however, these designs were manufactured with non-planing in mind, added to which fact they're tough as old boots. Bust them out on 10-knot (or less) days and hey presto, you have yourself a (still) super-efficient machine that'll make easy work of those marginal winds. You don't actually need to spend a fortune to ensure you're equipped with the right tools for light wind windsurf cruising.

But it's not just inflatable SUPs and battered longboards that are ideal for sojourns up and down the coast or ins and outs from the beach. In some cases that high volume slalom or



# 48 FEATURE NON-PLANING

freeride board will work, with possibly a fin tweak to make sure you're not dredging up sand! Maybe not quite as efficient but it's kit that'll still get you riding in not too much puff and should therefore always be on the packing checklist when heading to the beach during summer.

As you can tell we're big fans of windsurfing cruising. It's something we do a lot of here at WSUK HQ. (Those beady eyed will already have scoped our Windsurfer LT test). Of course we'd love to be out fully lit in wave sailing scenarios every day but that isn't always possible.

Our mantra is very much tools for the job, without breaking the bank. So next time you're thinking of putting off going to the beach because the forecast looks dud think again. Stick your big log on the roof and head on down for some back and forth light wind sunshine cruising. Trust us: you'll be thankful you did...





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**REVIVAL 5.5M**



**REVIVAL 6.5M**







# BEAUTIFUL BONAIRE

## WORDS & PICS:

PLANET WINDSURF HOLIDAYS

**BONAIRE HAS BEEN ON THE MAP FOR WINDSURFERS EVER SINCE NAMES LIKE KIRI THODE, TONKY AND TATY FRANS, YOUP SCHMIDT, AND AMADO VRIESWIJK ROSE TO FREESTYLE AND SLALOM FAME. AND NO WONDER – THE ISLAND HAS THE PERFECT WINDSURFING CONDITIONS ALL YEAR ROUND! Find out why the team from Planet Windsurf Holidays just can't get enough of this exquisite Caribbean destination.**

## The windsurfing

Lac Bay, located on the west of Bonaire, is one of the most perfect spots for both amateur and professional, slalom and freestyle, windsurfers. It is a bay protected from the ocean swell and water by a big reef, making the water extremely shallow for more than two kilometres with no tides! The proximity of the ocean also creates steady winds of at least 15 knots on average. Such consistent daily conditions have created the perfect spot for windsurfers to play.

For more adventurous windsurfers, the East of Bonaire offers open ocean windsurfing, and on lower wind days you have the chance to grab a foil and enjoy the lively and beautiful city shores of Kralendijk (the capital of Bonaire). After your stay here you will be sure that the island offers a lot for windsurfers of any level!





## The island

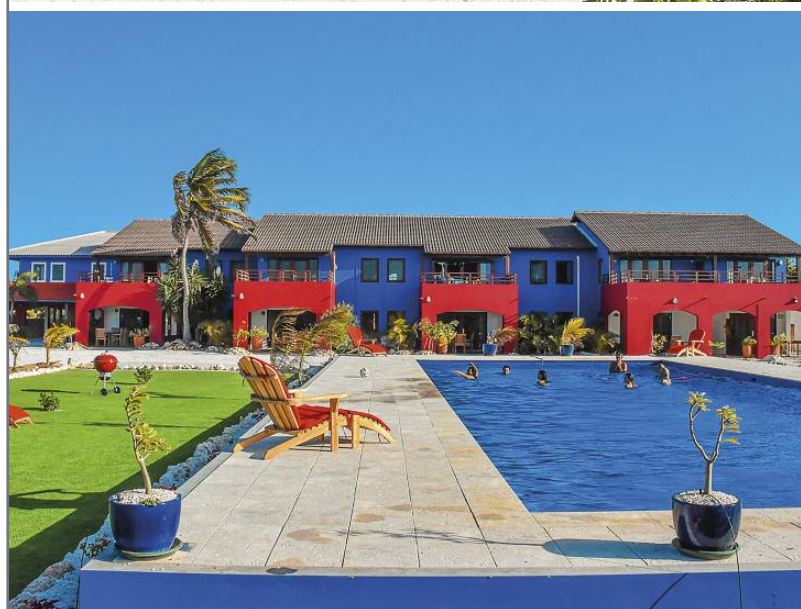
Bonaire, the world's first Blue Destination, has pristine blue waters and beautiful coral reefs. A windsurf holiday, where you're so close to stingrays, sea turtles, flamingos, not to mention the diversity of fish, is one to remember and marvel. If you're up for a beautiful adventure – take a scuba diving lesson and go shore-diving!

The lagoon is the entrance to a vast mangrove forest, which is a perfect spot to explore on less windy days on a stand up paddle board, while Kralendijk offers one of the best culinary experiences in the entire Caribbean. This ranges from local Creole cuisine, to creative fine dining by the waters, overlooking huge tarpons attracted by evening lights. The relaxed vibe of the island will surely put you in a vacation mood.

## The accommodation

The Sorobon Beach Resort and Apartments is the only resort located right on the beach of the Lac Bay, only 15 minutes from Kralendijk. It is a surreal experience to be able to wake up to a gorgeous sunrise over a vast lagoon, and jumping in the water with your board and be sailing in mere seconds! Sorobon Beach Resort & Apartments offers you a variety of accommodation types, ranging from comfortable studios, to fully equipped family beach chalets.

The resort is a family-friendly, surrounded by nature with a beautiful beach bar, restaurant, beach and playground area, and a brand new pool filled with magnesium water! The resort focuses on serene wellness, so you can enjoy morning or evening yoga classes on their private beach yoga deck, or a relaxing massage after a powerful windsurfing session.











## The centre

Right on the beach of the resort you can find the Dunkerbeck Pro Center, founded by windsurf legends Bjorn Dunkerbeck and Philippe Bru, which offers a great variety of the top-quality brand-new Goya, Starboard and Simmerstyle gear. You can rent Entry, Premium or Professional gear, Foiling and SUP equipment. All levels and ages are welcome to enjoy the sport and the best part – the water is so warm you don't need a wetsuit! The centre also organizes foiling and windsurf boat tours for the entire family on the open ocean side of Bonaire, with snorkelling and BBQ included.

By staying at the Sorobon Beach Resort and Apartments you will also maximize your time in the lagoon, as the centre opens earlier than the other two windsurf schools. So be prepared to have the time of your life!

## Upcoming events

This June, Sorobon Masters Foundation in collaboration with Bjorn Dunkerbeck and Philippe Bru will be hosting the annual Sorobon Masters and Dunkerbeck GPS Speed Challenge and Defiwind Caribbean windsurf event for all ages! What can be better than competing with these Caribbean windsurfing legends, as well as other international professionals in the world's best windsurfing playground? Sorobon Masters offers you to challenge yourself in Slalom, Freestyle or Speed. Defiwind Caribbean

will offer a long-distance race in the open ocean waters for those willing to test their skills. It's an unforgettable Caribbean adventure!

**So what are you waiting for? Contact Planet Windsurf Holidays today and start planning your windsurfing holiday to beautiful Bonaire!**

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# 56 **PROFILE** RUARAI DH SOMERVILLE





# DA YOOOF

## RUARAI DH SOMERVILLE

### PROFILE

**INTERVIEW:** WSUK

**PHOTOGRAPHY:** BY DUTCH-ENGELS,  
FIND THEM ON INSTAGRAM @DUTCH\_ENGELS

**THIS IS WHAT WE LIKE TO SEE AT WSUK HQ; A YOUNG SAILOR WHO'S ABSOLUTELY FROTHING ON WINDSURFING. Read Ruairaidh's profile and you can just feel the enthusiasm brimming...And we salute this. If you're a young up and coming windsurfer then take a leaf out of Mr Somerville's book.**

**Where did you start windsurfing and what appealed?**

I learnt to windsurf at Loch Bhasapol on Tiree on my summer holidays. I think I was four at the time. The Loch is arguably one of the best places to learn windsurfing in the world. The water is warm (for Scotland!), shallow and it has a sandy bottom. The wind is very clean, and if you drift anywhere you'll inevitably end up in shallow water and be able to walk onto a grassy edge. The water isn't deep, the bottom isn't rocky and the sides aren't metal or concrete! It's beginners' heaven.

**Tell us about your local spot and what makes it so good.**

My nearest spot is Troon, and it doesn't have all that much going for it; it works in a South Westerly, which is cross-onshore (more onshore than cross!) with small, wind-blown chop that occasionally turns into small mushy waves. It sounds pretty rubbish but I really do like it!

My other local spot, and the place I've probably spent the most time sailing in, is Tiree. My favourite spots are Balephuill and Crossapol – two very different places, but they've given me some of the best sessions I've ever had in my life.





**How would you go about getting young 'uns involved with windsurfing?**

A better image of the sport is really important! RS:X is cool but it's not the only kind of windsurfing...

Sports like cycling, skiing etc are so popular with kids nowadays because they managed to almost reinvent themselves as an extreme sport. Forget the Tour De France, most kids who cycle love BMX and mountain biking! Events like the Red Bull Storm Chase are also amazing for getting the sport out there. The more content like that we can get into mainstream media, the better.

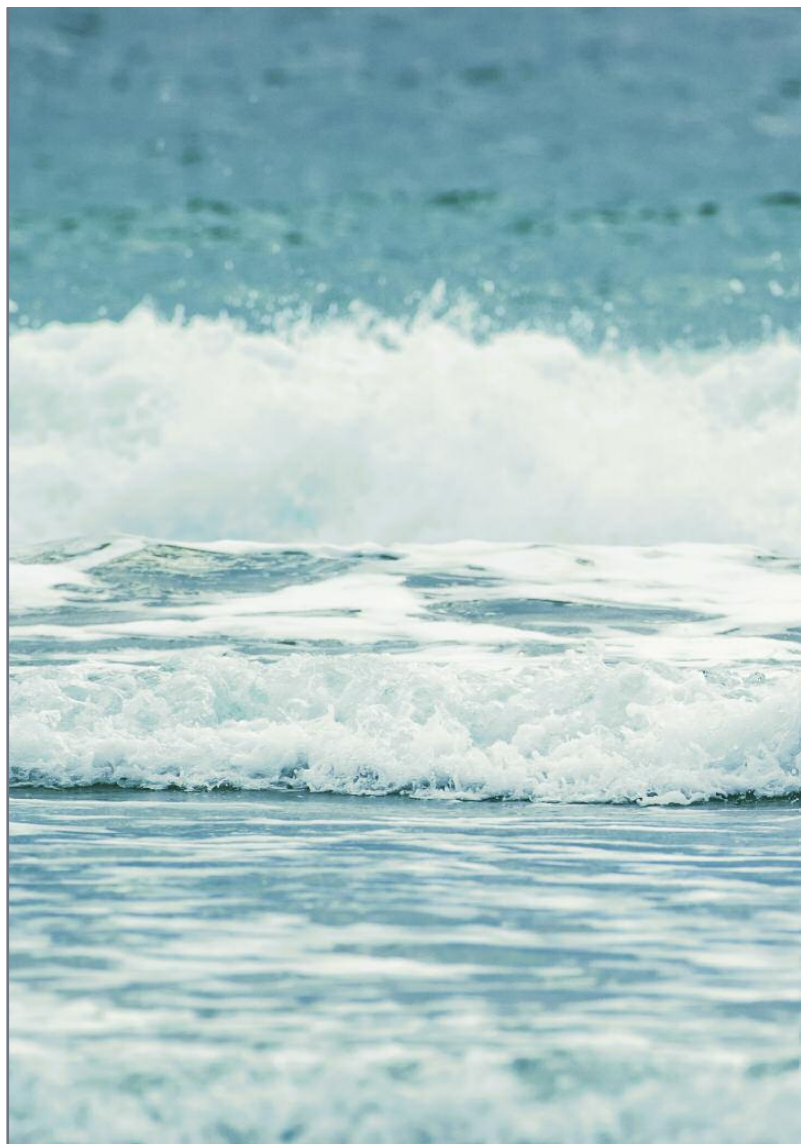
**What type of sailing do you normally indulge in?**

Waves! It's the best kind of windsurfing. I love the feel of blasting and jumping, but at the end of the day, nothing beats a good wave ride, whether it's mushy cross onshore or clean, glassy down the line.

**Any other areas, do you dabble?**

I've tried freestyle a few times with some rather disastrous results. It's super fun to watch and I'd definitely like to try it some more, but I'll leave the double air Culos/Shaka-Flakas to the pros!

Going out and sending it; launching back loops and double forwards and hitting maxing lips that most people would run away from on a normal day, when it's that windy, is just mental. I have so much respect for those guys.







**Are you competitive with your sailing? If so, what's been your best result to date?**

Very! I wasn't initially but after a few heats I discovered I don't like losing! I want to win and be the very best sailor I can be. My best result, hmm... on paper it would be when I won the BWA Youths in 2017, when I was 14, but personally I'm happier with my result from 2018. I came 3rd overall in the Men's Amateur fleet, and I was over the moon!

**Tell us about your future windsurfing plans. Fancy tackling the PWA for instance? Or are you more into chasing big conditions?**

I definitely want to go compete in the PWA; I've booked my flights to Pozo this summer for my first ever World Cup (my first solo trip). I know I won't do that well, as the best kids in Pozo are nearly as good as the adult pros, but I really want to

get a taste of international competition and try and improve as much as possible while I'm there. Definitely, I want to chase big conditions too, though.

**You managed to get a first hand look at the recent Red Bull Storm Chase in Ireland - how was that?**

It was insane! I got to sail a bit in between the heats before it got really windy and tried sailing in one of the squalls. It got so windy I could only just hold on to my smallest sail. But there's a big difference between that and what the pros were doing that week. Survival sailing in those conditions is possible for most sailors, but going out and sending it; launching back loops and double forwards and hitting maxing lips that most people would run away from on a normal day, when it's that windy, is just mental. I have so much respect for those guys.



# 60 PROFILE RUARAIDH SOMERVILLE



I also need to have an education, which is why I've started an Open University Maths course





#### Would you have stepped up?

Nope! I was quite glad to be back home on the windiest day. Once I'm bigger and better at windsurfing maybe. But I think I can safely say I'll never be doing a double air taka in a force 9!

#### Any travel plans for this year, if so where you headed?

I've already been to Tenerife twice - the first week was really windy, the second I was skunked except for one light wind day. And Tiree twice, plus Ireland. The last three I scored some pretty fun sessions. In a few weeks time I'm headed to Rhosneigr in NW Wales for the first BWA event of the season, which should be great fun! After that I'm going to Pozo in June. Gwithian the weekend after that and then home for a rest and Christmas! It's going to be a busy year.

#### What's your favourite place on Earth to sail, and why?

Crossapol, Tiree - see above.

#### Away from windsurfing do you do anything else to keep boredom levels at bay?

I love drawing and graphic design - I made a sketch the other day that Antoine Martin used as his profile picture on Instagram, (and I did a Xmas card for K4, I changed 'Leon' into 'Noel', get it?) - reading and writing. I also need to have an education, which is why I've started an Open University Maths course; I've been home educated all my life and in recent years I've come to realise how much that flexibility of not having to be in school for six hours each day allows me to pursue my ambitions in windsurfing.



**What's the best complimentary sport to windsurfing do you think?**

SUPing, surfing or cycling. I've had some annoying injuries the past few years so I've not done much surfing but I really like SUPing when there's no wind. Waves or no waves it's good fun. Cycling is also really great, especially for keeping fit, but I don't do it nearly as much as I should!

**Who are your windsurfing heroes and why?**

My dad, Antoine Martin, Thomas Traversa and Levi Siver.

**And your biggest source of inspiration for getting wet?**

Antoine Martin's Dying To Live video. He released it around Christmas last year and I must've watched it a thousand times since then. It's a high octane, crazy video where he just sends it big time. I love it so much and it never fails to inspire me to go out on the water.

**Give us a brief walkthrough of what kit you're using, and why?**

I'm loving my gear just now. My sails are 3.3, 4.0 and 4.7, all NeilPryde Combats, and my board is an 83l JP Ultimate Wave. I'm quite a light guy, and while Combats are more geared toward bigger people, I find they suit me perfectly. I get loads of drive in my turns and power when I'm sailing out when it's lighter. When it gets windy I just crank on the downhaul but keep the outhaul pretty much the same. them now; I can't wait to sail them everywhere I go.

**What's your favourite piece of gear and why?**

My board, or my wetsuit!

**Any big windsurfing goals for 2019?**

Land the backloop, and just do the best I can in the conditions I get.

**Thanks and praise?**

My main sponsors, JP and NeilPryde, provide me with kit that I really love. I'm not saying "they're the best, everything else is rubbish!", I'm saying you should try them and see what you think. Not every board or sail is right for everyone, but you don't know until you try! -, so I can't thank them enough. Andy 'Bubble' Chambers especially gave me my first deal and it's thanks to him seeing some potential in me that I'm where I am now. Thanks to K4, to Wild Diamond and Swippii for their support too!

Recently I've been working with Jason and Yvonne from DUTCH-ENGELS, an independent content creators now based in Tiree who have been so kind and friendly the past few months, taking time to film and photograph me when I go windsurfing. No matter what level you're at, they make you look way better. So, thanks so much to you two.

Lastly, my first ever sponsors: Mum and Dad. Mum for the yummy cake - anybody who hasn't tried Mrs Somerville's famous cakes is seriously missing out -, the pictures, and the countless hours of love and help that I'll never be able to repay, and for never once not believing in me, and to Dad for all the coaching, the long drives to the beach, for the time spent watching me sail, and for everything else!

We are who we are because of the environment we live in. I'm surrounded by amazing, kind people, so I can't complain! Aloha, and happy sailing.





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# GUS'

## WINDFOIL ADVENTURE

one man's story of  
learning to fly

**INTERVIEW:** WSUK

**PICS:** SUE KNIGHT, DAVE STANDING,  
WILL NICHOLS, DANIELLE PERRY AND  
ALISTAIR GREY

**ANGUS MCINTYRE IS A SOUTH COAST  
BASED WINDSURFER THAT'S PUT THE  
HOURS IN OVER THE YEARS. Yet there's  
always more and with windfoiling  
emerging proper 'Gus decided to heed  
the call and jump straight in to the flying  
genre. This is his story to date...**

**Tell us how long you've been windsurfing  
and what makes it so addictive.**

I've been windsurfing for 12 years, having a spent a huge amount of my youth racing performance dinghies. I'm deeply attracted to the raw exposure of the elements. The wind, rain, waves and sun really make me feel alive and the physicality of it all gives me a wonderful sense of achievement.







### **When did you first come across windfoiling and what did you initially think?**

I first started seeing foils on the water when the International Moth foiling scene first kicked off. As a skiff sailor at the time, I was immediately intrigued and knew that this was a future of sailing. The fascination only grew after SailRocket2 broke the sail speed record in 2012, and the America's Cup lit up San Francisco a year later. I would regularly brainstorm ideas for foiling windsurfers over a beer with my father.

In late summer of 2016 I became aware of the windfoiling buzz, with the first pieces of demo kit from Horue flying tentatively at Calshot lagoon. Like most, I immediately dismissed it on grounds of expense. A special foil board for £1.5k on top of a foil for £1.8k? That is going to sting if you smash it up! I really wanted a go but did not feel comfortable learning to foil on that investment.

### **How long before you got to try it proper? What were your first experiences like?**

During the summer of 2017 I became really curious. It was still expensive but I'd seen great things being done on Youtube and there were rumours of more affordable aluminium foils on the way. I started putting it off because, "I'll never get anything done if I go sailing on calm days as well." During my autumn holiday in Rhodes I saw some sailors slogging through their first few sessions. The wind was light and I was itching for a go. Sadly, the foil kit was not for hire so I got in the beers instead and watched them get wet all afternoon.

I didn't get to try foiling at all until I'd bought my own setup. The first session immediately followed two hours of freeride blasting at Lepe Country Park. The wind had dropped dramatically and the day was young so I rigged the foil and jumped in. I immediately experienced a very positive learning curve. Every fall gave me something new to think about during the

uphaul. I was trying different foot positions, mast positions, pumping and take off manoeuvres. It was a great day, made even better by the excitement of the kids playing in the shallows. They couldn't believe what they were seeing.

### **Did it take a while to click and you fully commit to foiling, buying gear and following the path full time?**

Once I decided to take the plunge everything moved pretty quickly. I was in my local board shop one afternoon, lamenting the disastrous long range forecast when I was shown some very pretty aluminium foils and informed that any old formula board will do! I did a bit of magazine research and rocked up days later clutching a nervous looking credit card. Sorting the board took a few weeks and then I waited for the next sea breeze! The first 20-metre flight was a game changer. I've not looked back.

### **How does foiling fit in with your windy repertoire now?**

Ever since taking it up, windfoiling is the discipline I engage in most. I don't go chasing conditions so I want a kit selection that lets me enjoy the local area whenever I like. Foiling fits that brief - for most of the year, we see force 3-5 conditions. As a relatively big guy (100kg) I can almost guarantee windsurfing on weekends and days off without needing giant formula kit.

### **Where are you at with skills? What are your goals/aspirations as far as windfoiling goes?**

I'm currently experimenting with foiling gybes. I'm yet to stick an entirely airbourne turn but I'm switching feet in the air and planing out. Being able to jump in the strap and get up again with a single pump makes me feel very smug. Aerial moves are absolutely out of reach with my big formula board but I'd love to get to nail upwind and downwind 360s without touching the water.









### **If it's border line foiling and windsurfing what do you usually decide to plump for?**

Foiling. I've traditionally rigged for the lulls and that hasn't changed. I find that foiling dramatically extends the wind range of a single sail. That means less messing around on the beach.

### **What factors dictate the above?**

I want to spend my time learning and experiencing new things. Foiling gives a great education without requiring the precise conditions that aerial and carving moves require on a traditional fin.

### **As a recreational windsurfer/foiler what's your opinion of how the industry is pushing the discipline?**

I'm actually quite impressed. Generally the industry makes me frown as the marketing tends to lack information that differentiates one product from the other, even within the brand. That has changed with foiling. I think this is because foiling helps recreational sailors become more sensitive to performance variation across products. It now makes sense for the design goals to be more clearly marketed.

I was initially concerned that we'd get too many racing products because the PWA made it look phenomenal (some of the best fleet racing I've ever watched). In the longer term, I don't think that is where the money is, as falling through your sail at 25 knots is really off-putting for the mere mortals. Brands have realised this and are now shipping slower, forgiving freeride products in addition to race foils. Some of them have really nifty modular designs. There also seems to be a desire to make foiling 'work' with most of your existing boards. I think that is a very healthy way to minimise the cost of entry.

### **What about others you see foiling? Is it all camaraderie and bants or are you not seeing too many newbs?**

Pretty much everyone I sail with either wants to try it or has gone out and invested already. It is encouraging to see so much enthusiasm. I think the windsurfing community is really excited about going out for a splash on those magical hot summer days when the whole family can enjoy the beach.

### **Tell us about your current set up and why you chose it?**

I ride a 161L Starboard Formula circa 2010 and an RRD ALU 85 foil (update – Gus has just invested in a 2019 Tabou Rocket Plus 133L). For 15 knots I rig a 7.8m North E-Type. That sail is survivable up to 20 knots if you rig it hard but I usually change down to a 6.4m GA Hybrid for comfort. There wasn't much choice in the board. I had wanted a large iSonic but they are highly sought after. I settled for a well loved frigate of a board. Under my ownership it has a few modifications to footstrap positions and the nose!

The choice of foil was the RRD or the hot pink Neil Pryde RS:Flight. I went for the RRD because everyone I knew had the Neil Pryde. The opportunity to experiment with different kit seems like an excellent excuse to be contrary. As luck would have it, I think I selected the foil that best suits my board. Starboard tend to put the fin box behind the footstraps and the RRD's long fuselage gets the front wing in just the right place.

### **If you had unlimited funds what you stump up cash for?**

A Patrik Air Inside formula board and a 133L Tabou Rocket Plus. My board has had a little too much sun and isn't very tough any more. I'd also like to play with a narrower platform.

### **If you could dictate any type of equipment change/addition/tweak to make things easier what would you suggest to brands?**

A mechanism for adjusting the stabilizer on all foils would be excellent. I feel like this would help everyone tune their foils to their board for enjoyable sailing. It would sacrifice top speed but I feel like that is more than worth it.







**Tried any foil specific kit yet? If so, what? If not, are you thinking you might?**

I'm not that fussed by boards as I'm yet to see anything on the market with an interesting design. On the sails front, I had the pleasure of demoing the 2018 Loftsails Skyscape last summer and was actually very impressed by the inflight stability, even if I struggled with sticky cam rotation. I'd also love to have a go with an Ezzy Hydra and the Duotone F-Type.

**Are you a 'fiddler' as far as your own gear goes? Do you alter settings or are you set on something specific?**

The mast foot goes right to the front of the slot unless it is particularly light. The back straps have been on and off my board like it's a cruise ship. I've not managed to sail in them yet and have grown weary of smashing myself up at 25 knots. Just like on your regular fin, the back strap is overdrive for your foil board.

**Any particular places you'd like to foil – home or away?**

Dahab would be cool. I went there in 2011 and loved it. Cruising around the lagoon would be epic but watch out for that reef!

**What do you think a location has to have for it to be 'foil ready'?**

Perfect foiling conditions for me are a consistent Force 4 with flat water, a short sandy beach with a cocktail bar at the top.

**Is there such a place?**

Interestingly enough, I think I just described Vassiliki! I'm sure there are plenty of places in the Med that fulfill that brief though. Ialysos (Rhodes) is an epic venue, even without the cocktail bar.

The south coast is actually teeming with incredible foil spots. Calshot, Lepe, Hayling Island sea front, Chichester Harbour. Even Southampton water is delightful if you catch it at high tide.





Aside from the smooth ride, the upwind performance of a foil is simply mental. I sail at some utterly ridiculous angles.

### **Windfoiling info is thin on the ground where do you get your knowledge from?**

I've done lots of reading, mostly online. Blogs, forums and publications, print and digital. The best beginner information I received was Sam Ross' Flight School series on Youtube. There are some amazing tips in there. Carrying and launching the kit, pumping technique and drills for your first flights. My opinion is that these videos drastically accelerated my learning.

### **What's your opinion of the windfoiling info available? How can this be improved upon do you think?**

I feel that the windsurfing information available in general is quite difficult to locate. For beginners, finding out what kit you should be buying is quite hard. As you'd expect, advice is largely anecdotal and probably suffers for it. I'd love to see a central repository for kit comparison with the vital statistics right there in your face and advice on how to get a demo.

### **How does flying compare to your standard windsurfing now? Think you'll ever just foil or will you always revert back to normal mode when conditions allow?**

When the breeze hits 20 knots I think I'll always go back to my 100 litre freestyle wave kit. I am considering selling my large freeride board and possibly replacing it with a foil ready model. I love the Tabou Rocket but I simply don't use it any more.

Aside from the smooth ride, the upwind performance of a foil is simply mental. I sail at some utterly ridiculous angles. Far better than anything with a centre board. This simple change in capability gives you great cruising ability. You can now fully explore your local spot, and don't have to worry about getting home if there is a big wind shift!





# 70INTERVIEWANGUS MCINTYRE

## Any final thoughts on windfoiling or windsurfing in general?

I mentioned my fear of not getting anything done if I was sailing in calm winds. As it turns out, my body gives up far before that is a problem. Windfoiling is an incredible experience but it's not effortless gliding by any stretch. Something they don't tell you is that foiling is physically demanding. If you are powered up enough to foil without pumping then you are overpowered and will earn some bruises, so prepare to get physical. If you really want to sail in light winds, cardio is now more important than ever. On the plus side, once you are reasonably confident it is actually quite a low impact sport! Your knees will love you in the long run.

## Thanks and praise?

I honestly can't say I'd have taken the plunge without the positive steer I received from the guys down at 4Boards. They sourced my foil board for me and relayed manufacturer design goals that we never usually get to hear. Another big shout out goes to my buddy Josh over at Kraken Whites board repairs. Whenever I've smashed up my boards, he has worked magic to get me back in the ocean ASAP. What a legend!

Finally, a massive thanks to my parents, who taught me to sail and bought me my first windsurfing kit. I wouldn't be able to do any of this without them.





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# 72PROFILE MATT YORK





# YORK SPEED!

## MATT YORK PROFILE

**WORDS:** WSUK

**PICS:** MATTY YORK, MARCY YORK AND DAVE WHITE



**SUPER KEEN SPEED SAILOR MATT YORK IS CURRENTLY RECOVERING FROM OPEN SHOULDER SURGERY TO REPAIR A NIGGLING INJURY.** As we go to press Matt should be on the road to getting back afloat. During this 'off games' period though we thought we'd catch up for a natter about all things speed and dealing with obstacles such as this.

### **Tell us where you first started windsurfing and what got you into it**

I came from a sailing background, both mum and dad sailed along with myself and brother. We were lucky enough to be five minutes from a sailing club: Northampton Sailing Club (Pitsford it's known as that because of the village next to it). I still windsurf there.

Sailing wasn't really my thing and one day a local sailor turned up with a Laser Surfsprint, he let me have a go and that was it. I was hooked at the age of eight.

### **Was it always the speed side of windsurfing you erred towards or did you fancy other areas?**

I just windsurfed because I loved it. It just became a way of life for me. I did try a bit of freestyle but couldn't really land anything and after a few bruises gave that up. I did a bit of longboard racing but nothing too serious. I even tried slalom but it just wasn't for me. I was always fast and just raced against the local lads which can hold their own.

### **When did the speed sailing bug really take hold?**

I had an early midlife crisis I reckon. I fancied challenging myself so decided to try speed sailing and decided to give Weymouth Speedweek a go before I got too old. Think that was 2007. I entered the amateur fleet – not sure why – should have been in the novice fleet really. After what was the best week of windsurfing I've ever had I finished in second place. I was well stoked as you can imagine. I just missed out on a year's sponsorship with Simmer, which at the time was first amateur prize. Second place got me a Simmer sail and the chance to meet a legend of mine: Farrel O'Shea. GPS units were being used which made speed sailing very addictive, as every run you knew how fast you were so you had to go faster on the next one and that was the start of it all.

### **Talk to us about your prep for a session. Do you train at all? Tweak your equipment?**

So prep wise you rig and re rig your small sails loads of times until you're happy you have them right. You need them to be perfectly rigged on the day or you ain't gonna go fast. Check all the batten tensions, downhaul, boom heights and make notes. Same goes with the board: check the footsteps are in the right place, fins fit perfect, mast position; you don't want to be messing about changing loads of settings. You need to start from the same place every time. Now, do I train at all? Well, I don't do the gym or anything but I'm a builder by trade and do loads of exercise at work (in my opinion). As for on the water training I try to sail as much as possible in any conditions There's no substitute for time on the water.



# 74PROFILE MATT YORK







### **What's your normal stomping ground for screaming reaches?**

Our local lake NSC has a couple of great directions for reaches but like any lake when it starts to blow 30 knots the water state gets all choppy and speeds become a real challenge. If the wind's in the right direction I travel up to West Kirby (three-hour drive) as you get super flat water and even in 20-30 knots of wind it can be awesome fun.

### **Anywhere you desperately want to score?**

I'd love to go to Luderitz, just to experience the place and of course break the world record!

### **Where's the best location for speed windsurfing in the UK and why?**

There are a couple of great spots: West Kirby and Southend (The Ray) both can be epic. But I do favour West Kirby out of the two. I always find Southend very iffy. The forecast could be perfect and you get there and there be nowt. Kirby always seems to deliver with super flat water and nothing to stop the wind as it comes straight off the sea. The added bonus of your van parked three metres away from the water makes it so easy to change fins, sails or get the kettle on. This is something you can't do at Southend as it's a mile walk out to the Ray!

### **What about abroad?**

Southern France gets some epic speed conditions at Le Franqui and Le Palma. I fancy doing an event there called The Prince of Speed. So I'll see what happens on that. There are also some great spots in Holland such as The Brace and Strand Hoist to name a few.

### **How hard is it nailing good conditions for speed sailing?**

Now that's the hard bit. You end up checking multiple forecasts, watching ALL the weather maps, checking angles, current wind speeds and in the end you just have to go and see. You try your best but sometimes it's not perfect and sometimes you get that epic day. Normally it's minus 5C, raining and on a Monday!

### **Have you got any specific goals in mind with your speed sailing?**

I wanted to break 40 knots by the time I was 40 and I got 39.98 knots! Big 50 is next on my list and a 46 average. You sort of get a bit number crazy. Every session you try to beat your personal best. I've started to concentrate more on the 250m/500m and basically holding that peak speed for 10s/20s. I'm lucky enough to have the master Farrel O'Shea as my team mate and mentor to help push my speeds. Crashing wasn't on my to do list last year!

### **And what about other windsurfing disciplines – do you indulge or are you too focused on speed?**

I love all windsurfing: big kit, small kit and everything else. I've not tried this foiling lark yet but my other passion is stand up paddle boarding. It's completely the opposite of going fast but I love it. On a summer's day with no wind just out cruising on my SUP is perfect. Plus the whole family does it too so happy days...

### **You've been through the mill a bit in terms of injury. Can you give us some more details about that?**

After what was an epic day at Kirby the decision to have one last run probably wasn't the best decision. It was blowing 40 knots plus, we'd been out all day and were beyond knackered. But it was sunny, broad and fast – I mean really fast! I couldn't quite get over 46/7 knots so had to try again. The whole run felt wrong. I wasn't quite in full control. I peaked at 45 knots and after 20 seconds or so started to slow down in the rolling death chop at Kirby. I lost grip and bailed off the back. I remember crossing my arms as I hit the water. At 40 knots that bloody hurts so I tried to protect myself. As I hit the water my left arm got torn upwards dislocating my shoulder. At first it hurt, yeah, but my kit was flying off so I had to go get it. I swam for it and think that's when I relocated my shoulder. Next day my wife and best friend (nurse) said I best go to hospital as one shoulder was lower than the other (eek! – ed).

### **How long are you likely to be recovering?**

Luckily I've been able to carry on working as I'm self employed but I've not sailed for a good eight months. As we speak I'm due to go for open surgery in five days' time (April, 2019). I'll then be six weeks in a sling and then physio for a while. Fingers crossed I'll be back on the water for the summer.

### **But hopefully the problem should be fixed by then?**

Yeah. I tore over 50% of soft tissue from the bone but hopefully it'll be stuck back on by summer.





## What are your plans for the rest of 2019 as far as windsurfing goes?

To get back on the water ASAP! I was gutted to miss Weymouth last year so I want to be fit for that. And be ready for the winter storms to chase those speeds again. I'd like to get a result up for the British Speed Challenge as well. I've been 2nd twice now behind that Jim Crossley feller, ha ha!

## Any general views on windsurfing as a whole?

Windsurfing is awesome, whatever discipline you're into just have fun and share the love!

## Thanks and praise?

Massive thanks to everyone who has helped me along the way from Tristan (gpsspeed) and Rick (ROHO) to my current day sponsors:

Simon at Boardwise.

Daz at Rockerline for keeping me warm.

Ashley at Baydesigns for his awesome stickers.

Guillaume at Gasoil Fins for some amazingly fast fins.

Simmer Style for well the best equipment there is

O'Shea Surf for superb paddle boards.

Zara and Pete (Davis) for being awesome team mates.

Farrel O'Shea – what can I say. The guy's a legend, a true gent and I'm stoked to call him my mate – thanks Faz!

And without a doubt my wife Marcy for putting up with me, setting the alarms for 4am in the mornings, putting up with me waking up and the first thing I do is look out the window to see what the wind is doing! Standing in the howling winds taking photos in the rain and everything!





Photo: Russell Groves, Rider: Tim Orchard



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# 78COMPSTUDENT WINDSURFING ASSOCIATION





# PURAVIDA SWA STUDENT WAVE SERIES

**WORDS:** TOM PIDDEN – SWA WAVE COORDINATOR, LUKE STORRY – SWA MEDIA MANAGER

**PICS:** TOM PIDDEN AND LAURA TITHERIDE

**WE'VE HAD A FANTASTIC 2018/19 SWA PURAVIDA WAVE SERIES, SHOWCASING SOME AMAZING ESTABLISHED AND EMERGING TALENTS AND INTRODUCING MANY STUDENT WINDSURFERS TO WHAT THE UK COAST HAS TO OFFER.** Tom Pidden and Jim Brooks-Dowsett have championed students getting into waves for many years, and they again put on an amazing year. A huge thanks to those two and to the organising committees of Swansea, Plymouth and Exeter and Bangor Universities. Because of the hard work from all of you, we're able to run affordable, safe and downright fun events for student windsurfers across the UK. Read on to find out about how this season's events went!

## Stop one: Swansea

For the second year running, Swansea hosted the first stop of the SWA Puravida Wave Series. With a number of quality South Wales windsurf spots close by, Swansea is positioned perfectly to host a student windsurf event. It is also in close vicinity to a vibrant South Wales nightlife scene which the students obviously took good advantage of.



As Saturday morning light broke the news that the wind and waves were yet to arrive, a mid-afternoon possible first start was called at Trecco. Considering the light northerly winds, it was decided that our best bet was to wait for the modest amount of wind to be joined by a bit of swell to hopefully get us going. As the tide came in, the waves picked up, but unfortunately the wind didn't pick up enough to run the competition. However, it was awesome to see so many sails whizzing around on the water.

Fortunately, Sunday provided far better conditions, and the competition was off to a very healthy start. Shaun Ashmore (Manchester), took first place, with Sarah Jackson (Bath) in second and Petar Ivanov (Oxford Brookes) in third place. The event ended with an attempt at a Grand Prix-style champagne-shower finish, and some first aid for one unlucky hand-finjury sufferer.



"At first the forecast wasn't playing ball for the comp, but we still had plenty of water time but thankfully as Sunday cleared up the wind came in and gave us some great fun waves and contestable conditions to run the comp! I was really impressed with the level of riding from all the competitors, especially the less experienced that really got stuck in to step up their game on the day. It's really noticeable how much everyone has improved from last years competitions, and even on the day from one heat to the next you can clearly see how much they learn from the experience" - Jim (Puravida)



## Stop two: PlymEx (Plymouth/Exeter)

Plymouth and Exeter jointly hosted 'Plymex' for the 7th Year in a row, making it the longest-running SWA wave event to date. PlymEx is normally run at either Gwithian or Marazion beach in Cornwall and the accommodation provided by the Plymouth University windsurf club.

This year, much like the Swansea event, we were presented with some rather unusual northerly winds. This made it bitterly cold, but having witnessed similar forecasts for the most recent BWA Cornwall event it was decided that contestable conditions were on the cards. On the Saturday this suspicion was proven correct with good waves and cross/cross-on starboard tack conditions. Even the sun came out for a bit which made everyone happy.

Rob Loescher (Sheffield Hallam) took the top spot in the competition, closely followed by Shaun Ashmore (Manchester) in second and Alice Read (Plymouth) in third.

Jim (Puravida): *"We were faced with freezing temperatures and challenging winds in Cornwall, but as the snow melted and the sun came out all the students stepped up to the plate and took it on at Gwithian. I have to say how stoked I am to see the sheer progression in the riders' skills and experience between events! They learn so much from the comps and the other riders that their own skills are coming along rapidly – you can really see what it's all about on the Student Wave tour."*

Alice Read (Plymouth Uni Competitor): *"With large amounts of whitewater, it was hard to get out the back, however, the waves were a good size to have a go and get some points (in the competition). After the final heat, the tide was beginning to come in and make the conditions on the beach unfavourable so the day came to an end on the water and everyone came in for the prize giving."*

## Stop three: Rhossness (Bangor)

Rhossness is another long-running SWA event, hosted by the wonderful Bangor University Windsurf Club (with help from local heroes Funsport) and run on the famous Rhosneigr beach. Rhossness is also one the most reliable SWA events for providing epic forecasts. It was already looking pretty wild before the naughtiest of student windsurfers had taken the first sip of their £1 north Wales pints. With Met Office storm-force wind-warnings in places for Saturday and Sunday (thanks Storm Freya), the advanced wave sailors were super excited about putting their smallest sails to good use and the intermediates and beginners were looking forward to putting their only sail to some sort of use.

Saturday dawned and most of the students had made it back to their respective accommodation. Brekkie was served by the wonderful hosts and before noon a decent portion of the







windsurfers had made it to Rhosneigr beach ready for action. The wind was already building and the waves were a comfortable chest height. Perfect for intermediate and beginner wave sailors alike to get out and practice before the comp got going or the storm properly hit.

Once the organizers had made it to the beach and erected the flags, it was time for the competition to get underway. With the wind and waves building quickly and sub-4m sails becoming the only option it was pushing some of the students to their limits. The standard of competition was high but throughout the heats and final, Shaun Ashmore continued to show his prowess in the waves and with Rhosneigr being his 'local' spot from Manchester Uni it became clear this was his competition to lose! He didn't though and with first place at Rhossy and a second and first at the previous events, he has confirmed his status as SWA Puravida Wave Champion for 2018/19!

## Wrap-up

With a total of 150 attendees across the three events, the SWA wave series is continuing to provide a cheap way and fun for students to get together, push their windsurfing ability and gain confidence in the waves. There is endless fun had on and off the water and over the years the SWA events have led to lot of long-lasting friendships. It is also a great way to learn and increase confidence in competing and has seen many graduates go on to try the BWA events and beyond.

The Wave Series is proudly supported by Puravida Boardriders, who assist us in running the competition as well as providing invaluable logistical support. Also supporting the event, and providing EPIC prizes for event and overall winners, are K4 Fins, Duotone Sails and ION Action Sports so a massive thanks to them for getting behind such a great resource for the country's young and upcoming wave sailors.









# DIGGIN' THE TRENCH

UK freestyle with 2XS's Sandy Clunas

**WORDS:** SANDY CLUNAS

**PICS:** SIMON BASSETT AND 2XS

**THE SOUTH COAST OF THE UK IS MAINLY KNOWN FOR ITS STEEP, SHINGLE, GROIN MARKED BEACHES OFFERING CROSS ONSHORE WAVE-SAILING CONDITIONS. CHAMPIONED IN SPOTS LIKE SHOREHAM, WORTHING. The Witterings and Hayling Island there's a wealth of lump and jump options available. However the exception to the rule is West Wittering with its long sandy stretch of beach curving round into Chichester Harbour.**

It offers its own type of wave sailing conditions at high tide but at low tide a few lagoons show up offering 2XS, the centre based there, the perfect conditions to teach kitesurfing, windsurfing and SUP. One lagoon in particular is a favourite amongst those windsurfers who love speed or freestyle: The Trench.

Around two hours either side of low tide the Trench appears. A sandbar slowly rises from the ocean to create a stretch of super flat water. In a W or WSW direction the wind flies over the bank allowing you to reach up and down to your heart's content. As it is a literal trench it does stay fairly deep in the middle, I've often stepped off expecting to be in knee deep water only to be dunked up to my neck. Certainly an unwelcome surprise – especially in the winter months! Be warned though, there are a couple of spots that do get shallow quickly so it's always worth stepping off earlier rather than later – a dunk is better than a catapult and possibly losing a fin!









## Freestyle

For myself coming from windsurfing on the sunny shores of Vassiliki in Greece, freestyle was what really grabbed my attention. Eight years later it is still the discipline of windsurfing I enjoy the most, although the call of the waves is getting louder. I had always heard about the Trench from UK freestyle greats like Max Rowe, Andy 'Bubble' Chambers and Ollie Scott. It was almost painted as this mythical freestyle spot, tucked away right on our shores.

So when I took a job working at 2XS I was waiting with baited breath for the tides and the winds to work in my favour. It took a few months for it all to line up (2018, the year of no wind!) but finally I got out for a session. The walk down with your kit is always so exciting, picturing the session in your head, visualising the moves you want to land, seeing the conditions firing!

That first proper session I had there still sticks in my mind as one of the best I've ever had. From Brazil, to Egypt to Cape Town, on its day the Trench is a better flat water freestyle spot than any I've ever encountered.

Fast forward to this year (2019), and I have sailed in the Trench countless times now, yet every session there seems to stick in my mind. Whether it's a new move landed, a funny crash, or an epic sunset as you're cruising along, they all have their place in my mind. I have also found that the Trench is not only great for my own sailing, but also for teaching others.

Having mainly taught in the choppy waters of Vassiliki for years, it's amazing to get someone up and planing, flying along in their footstraps across glass flat water, super quick. The progression you see in the students is massive, as is their satisfaction.



## Private beach

West Wittering is a private beach so you must be a member of 2XS or you can get a day ticket to windsurf there. This not only ensures that everyone is safe, but also gives a great sense of community, from everyone rigging up on the lawn, to guys pushing each other to go faster down the Trench and round the gybe, to the banter in the clubhouse after about someone's catapult! It's one of the things I love most about working and windsurfing down here.

There are a core group of us who freestyle down here. Comprised of myself and mainly people who I worked with abroad whilst doing seasons. We all consider ourselves very lucky to have this incredible spot on our doorstep and as soon as conditions (and work hours) allow it, we are always out there.

It's not always just about doing the biggest and best move, it's about sailing with your mates as well; pushing each other to get better at what we all love doing. Every time we come off the water, there's always a great vibe from everyone, even if someone's session wasn't the best, the general stoke is always there.

## The Witterings

Coming to an area like the Witterings, you find most local windsurfers are mainly wavesailors, despite having a world class freestyle spot on the doorstep, the waves draw nearly everyone once they reach a certain level. With the current level of freestyle going through the roof it's easy to look at freestyle as something unattainable, something for the kids with elastic ankles, something I can't even pronounce. But freestyle is something as simple as taking your front hand off on a gybe, a downwind 360 or an upwind 360!

All these moves are often so overlooked yet they translate into so many more advanced moves. So it's great to see some of our members starting to take a bit of an interest, whether it's wanting to finally nail that vulcan they learned all those years ago or wanting to get their upwind 360s dialled to help with their takas. I've even got my boss Simon Bassett up for trying some shove-its to mix up his backside wave sailing!

It's a shame freestyle isn't as big as it could be. I've heard it described before as the instructors discipline, merely something to learn on flat water once you've finished teaching, yet it is so much more than that. You find which moves you think look good, and some moves form the basis for so many more, which will hugely improve your general windsurfing. From Antoine Albeau to Campello, to Brawzinho, all have been freestyle world champs before they took to their respective disciplines they're now known for.

So if the waves aren't so good, or the tides are low that day, head down to the Trench. You don't need a freestyle board or any specific gear – freestyle can be learned aboard your standard freeride kit. At the end of the day we all want to spend as much time on the water as possible, freestyle is just another avenue to make the most out of windsurfing. Especially if it can be done in a spot as sick as the Trench. You may find that elusive move you've been yearning for, yet doesn't have to be so elusive...







**2XS<sup>R</sup>**  
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# CHECK CLEAN DRY

## INVASIVE SPECIES WEEK 2019

### HELPING TO STOP THE SPREAD OF INVASIVE SPECIES AND DISEASES

**WORDS AND PICS: RYA**  
**THE 13-17TH MAY 2019 WAS INVASIVE SPECIES WEEK. IT WAS YOUR CHANCE TO GET INVOLVED AND PROTECT OUR WATERS FROM THE SPREAD OF INVASIVE AQUATIC SPECIES.**

Unwanted non-native plants and animals are invading our waterways and pose a serious threat to our lakes, rivers, streams and coastline. Once in a waterway these invasive species can disperse rapidly, adversely affecting recreational facilities, reducing fish populations and restricting navigation.

Windsurfing provides the perfect vehicle for exploring wilderness areas by water, quietly observing wildlife in their natural habitats and allowing you to calmly explore beautiful waterbodies on the many lakes, lochs, rivers, estuaries and coastal waters across the country. But without knowing, our desire to explore could be contributing to the spread of alien species!

**CHECK**

**CLEAN**

**DRY**

Invasive non-native species can block up waterways, make navigation difficult, and cause irreparable damage to the environment – and as a water user you may unknowingly be spreading them from one water body to another. Animals, eggs, larvae and tiny plant fragments can easily be carried on boards, equipment, shoes and clothing, and some can survive out of water in damp conditions for over two weeks.

Everyone can help to prevent their spread by following the Check Clean Dry routine. You can also put up a sign at your local sailing club to remind fellow boaters and share photos on social media under #InvasivesWeek.

- Check your equipment, clothing and footwear.
- Clean everything carefully before you return.
- Dry everything thoroughly.

Since the launch of the 'Check Clean Dry' campaign in 2011, The Green Blue and the RYA has provided a wealth of information and guidance to inland and coastal clubs about the steps they can take to minimise the spread of invasive non-native species (INNS).



## INVASIVE SPECIES WEEK

13 - 17 May 2019

Find out more at [nonnativespecies.org/invasivespeciesweek](http://nonnativespecies.org/invasivespeciesweek)





### How can I get involved?

If you're inspired by the great work going on to prevent invasive non-native species from spreading and reduce the impacts of those which already have, why not get involved?

- Help us stop the spread of invasive plants and animals in British waters – put up a Check, Clean, Dry sign to nudge fellow boaters into action.
- Watch The Green Blue's windsurf guidance at <https://www.youtube.com/watch?v=oijFB7pWIkQ>.
- Share a photo on social media under #InvasivesWeek.

- Remind your fellow windsurfers that they may unknowingly be helping to spread invasive species from one water body to another in equipment, shoes and clothing.
- Access the free online training to learn more about invasive non-native species, how to identify them, and how you can prevent them from spreading.
- Become a Check Clean Dry champion and contact The Green Blue for free materials you can share to raise awareness.







## Facts and figures

- Around 2,000 non-native plants and animals from all over the world have been introduced to the UK by people.
- There has been a dramatic increase in the number of species arriving in recent years and there is no indication of this trend slowing.
- Most non-native species are harmless but around 10-15% have become invasive and have a negative impact on our environment, economy, and even our health and way of life.
- INNS have contributed to 40% of the animal extinctions that have occurred in the last 400 years.
- They cost the UK economy at least £1.8 billion a year
- 9.2% of rivers and canals in England and Wales are infested with Japanese knotweed.
- £100,000 spent by one water works on modifications to cope with Zebra Mussels.
- 84% of the world's 232 marine ecoregions reported the presence of invasive non-native species.
- Almost two thirds of our non-native plant species in England are of European origin.

Invasive non-native invertebrates such as the killer shrimp, zebra mussels and signal crayfish can have a harmful effect on our freshwater environment. These organisms can reproduce rapidly, compete with or eat our native species and spread diseases and parasites.

The Green Blue, the RYA and British Marine's joint environmental campaign, has developed a series of guidance videos for boaters on how to Check, Clean, Dry their crafts – including specific windsurf, dinghy, powerboat, and personal watercraft best practice.

Campaign Manager for The Green Blue, Kate Fortnam, explains, "It's in everyone's interest to protect the natural environment that supports our recreational boating activity,

*that's why it's so important to check, clean and dry all your equipment after use so as to minimise the spread of alien species or diseases."*

## Guidance for events

There is a greater risk of invasive plants and animals being spread during an event or competition, where participants could be unknowingly introducing them on their boat and kit, or taking them away to the water bodies they usually visit. The risk is even higher if participants are visiting from abroad.

Event organisers can play a key part in protecting club waters by ensuring participants follow a good biosecurity routine to reduce the risk of introducing and spreading invasive plants and animals.

## Basic biosecurity for events

- Ask participants to arrive at the event with all their kit clean and dry.
- Set up a cleaning station for those who turn up with damp or dirty kit.
- Limit access to water bodies, preferably to a single point where Check Clean Dry signs are displayed. Participants should log in and out, confirming that they have cleaned and inspected their equipment.
- Put waterproof Check Clean Dry stickers on any club-owned equipment to remind users to follow the guidance
- Remind participants that they should clean and dry their equipment after taking part.

**The Green Blue raises awareness, supports practical projects, runs bespoke outreach activities and offers easy to follow advice to make all forms of boating in the UK as sustainable as possible. Visit [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk) to find out more. Follow the campaign on Facebook and Twitter @CheckCleanDryGB and @TheGreenBlue.**





# Dependable fun

## Mistral Zonda 5.4m, 6.5m, 7.8 freeride sails comparison test

**Info:** [www.mistral.com/sails-windsurf/](http://www.mistral.com/sails-windsurf/) **Prices:** 5.4: £1,149; 6.5: £1,179; 7.8: £1,199

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**MOVING ON FROM OUR TEST OF MISTRAL'S QUICKSLIDE FREERIDE BOARD RANGE LAST ISSUE WE NOW SHINE THE SPOTLIGHT ON THE BRAND'S ACCOMPANYING RANGE OF THREE FREERIDE SAILS – THE ZONDA LINE. COMING AS A 5.4M, 6.5M AND 7.8M THERE'S A SIZE FOR MOST WIND TYPES. OR ANOTHER WAY TO LOOK AT IT IS: A COMPLETE QUIVER FOR THE MODERN FREERIDE WINDSURFER.**

Firstly you'll notice the lightweight nature of each Zonda size. Even the biggest 7.8m doesn't have excessive weight – particular welcome when you get above 6m regardless of which brand you're considering.



Rigging is swift and easy with all three sails. They're not especially sensitive to tuning, although there's a decent amount of range you can irk out. That said, for the splash 'n' dash rider who doesn't have time to faff, simply sheath, downhaul, outhaul and go. In nearly every scenario this'll see you right once afloat. For those that do like to tinker then we'd suggest keeping the leach fairly tight will yield best results. Using the Zonda's outhaul is the best course of action if you need to flatten or make the sail fuller.







On the water and all three sails display the same handling traits. Obviously, swing weight increases as you go up in size. But for the most part the 5.3m, 6.5m and 7.8m are towards the softer end of the feeling scale. They won't bend riders out of shape and absorb the strongest of gusts, transferring energies into efficient forwards momentum. Using some sails does take its toll on rider bodies whereas the Zonda range won't causing ache and strains for days after your session.

This forgiving nature is also noticeable through moves and manoeuvres. Jumping, for instance, where flat landings may be common, are brushed

off by Mistral's Zonda sails, as they react accordingly. Round corners sailors will feel a positive pull; the sails allowing riders to develop confidence and trust. They're therefore a good choice for anybody looking to stomp gybes and moves like downwind 360s for the first time – or develop consistency. They're great to pump as well. Reacting instantly when effort's put in, even with marginal winds in effect, will generate speed to get your board planing.

### Conclusion

**Forgiving in nature each of Mistral's Zonda freeride sails does its intended job efficiently. Powering up**

**progressively they're pumpable and dependable. Harsh conditions are brushed off yet they have enough bottom end to unstuck stubborn boards when needed. Through the top end all three Zonda sails remain composed and balanced allowing riders to focus on the task in hand. If you're looking to nail your first gybes then choosing a Zonda (or possibly all three) would be a good course to follow. Driving through turns in a positive yet forgiving fashion will lead to success on this front. Light weight and striking colourways top off a likeable quiver of windsurfing tools.**







# Freeride friendly



## BIC Techno Wind Foil 130L and carbon wind foil 2019

**Info:** <https://world.bicsport.com/windsurf/boards/techno-pro-wind-foil-130.html> **Price:** carbon board SRP £2,150; carbon foil SRP £1,500

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER

### THINK YOU KNOW BIC AND THEIR TECHNO RANGE? THINK AGAIN...

For 2019 BIC introduce their full carbon windfoil/windsurf board: the Wind Foil 130L. And yes, it's that way round. Rather than have a windsurf board that's foil ready, instead BIC are calling their new school sled a windfoil board that's windsurf ready. In conjunction with the brand's full carbon windfoil, designed by the very apt Foil & Co, it's a machine we were very much looking forward to getting to grips with.

Out the box and it's a very attractive board, with lines echoing a modern trend. Short and stubby (relatively) there's no mistaking it's a windsurf board yet it's nowhere near the BIC Techno shapes of a few years ago. Instead this is a high tech looking vehicle that screams performance yet is still aimed at the recreational sailor.

Meanwhile the carbon foil is a typically well thought out piece of kit that leans on the higher aspect types currently available. Modular in nature you can break it down for easy transport and storage. We also noted how light it is, which is no bad thing.

Having attached the foil via standard mechanisms (two bolts) it's a package that's a doddle to get to the water's edge. Existing foilers will appreciate the cumbersome nature of moving connected windfoils and boards around so anything to alleviate the strain is welcome.

On the water BIC's Wind Foil 130 is stable at rest yet doesn't feel its actual size (81.5cm width). The scooped out deck (up front) brings you closer to the water and gives a very 'in touch with surroundings' ride off the foil. With a bit of power, and the odd pump or two, the foil generates progressive lift which gets flyers elevated efficiently. It's not a bucking bronco like some which newbie or progressing foilers will appreciate.

Once at height it's a twitch free ride that remains composed even in the face of gusty conditions. Favouring a slightly back leg flying positioning it's more windsurf in terms of stance which a lot of users will also appreciate. Round corners isn't too anxiety inducing with the board's width giving a secure



platform for anyone with fumbling feet. Experience foilers will be able to ramp up the speed to a moderate set of revs and find fulfilment with upwind and downwind runs.

### Conclusion

In foil mode BIC 2019 Wind Foil 130 and carbon foil are examples of performance flying kit that delivers on its promise of getting you airborne without hassle, plus not breaking the bank. Designed in France it's an impressive package that delivers on the pure free foiling front sitting somewhere between total beginner and outright race face – everyman then. We loved it and found it to be one of the easiest (new) set ups to pilot and to boot its full carbon without too hefty a price tag.





# Locked and loaded

► DUOTONE

## Duotone S-Type SL 8.3m 2019

Info: [www.duotonesports.com/windsurfing/sails/s-type-sl/](http://www.duotonesports.com/windsurfing/sails/s-type-sl/) Price: £719

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**THE 2019 S-TYPE 8.3M IS THE SECOND SAIL FROM RECENTLY RE-BRANDED COMPANY DUOTONE. BILLED AS A SUPER VERSATILE PRODUCT THE S-TYPE IS SAID TO FIT RACING, FREERIDE AND FOILING DISCIPLINES WHILST REMAINING EASY ACCESS FOR EVERYDAY RIDERS.**

Out the bag and the CO2 blue/white livery is actually our favourite. It therefore looks the bee's knees with lots of features and attention to detail is top notch. Something often missed is Duotone (formerly North) are actually a very innovative windsurfing brand. This is proved once again when looking at the cam options for the S-Type. Being able to switch between x3 and x2 cams, to give different performance features, is pretty nifty. We tried in both forms but found that the twin cam option was best suited for the conditions we encountered.

Although the 8.3m is an early planing machine (we could actually plane no probs in just over 12 knots), it does like a bit of gas in the tank. When the wind ramps up the S-Type 8.3m really comes alive. You'll need to tune the sail accordingly but with increased down and

outhaul the sail gives an efficient experience and doesn't bend riders out of shape even when stronger gusts hit. As such it's smooth and stress free.

Round corners it's easy to spill power should you need to but equally it's straight forward to yank back on the throttle and zoom out of gybing exits. There's certainly no issue with sailors using the S-Type for a spot of slalom racing as the S-Type 8.3m would hold its own, and being slightly less technical would arguably deliver better end results.

### Conclusion

**The S-Type's easy going nature belies just how much performance you can squeeze out of this sail. For sure, use as an early planing piece of kit in lighter winds, but also don't miss just how electric the 8.3m becomes with more wind. Locked**



**and loaded it flies and will power even the most stubborn of boards to their optimum. Features such as the innovative Switch Cam system lend even more usability to an already high quality product.**





# GET some!

## Patrik f-cross 112L GET 2019



**Info:** <http://patrik-windsurf.com/f-cross/> **Price:** £1,350

**WORDS:** JAMES JAGGER **PICS:** JEFF OWEN

**EVER THE MULTI-TALENTED INDIVIDUAL USUAL WSUK CAMERA GENIUS JAMES JAGGER ALSO HAS A FEW WINDSURFING SKILLS OF HIS OWN TUCKED AWAY. AS SUCH, FOR THE PURPOSES OF THIS TEST OF THE PATRIK F-CROSS 112L GET CONSTRUCTED FREESTYLE WAVE, JIMMY TOOK THE REIGNS – OVER TO HIM FOR THE LOW DOWN.**

Constructed in softer feeling GET construction the f-cross 112L is the second Diethelm shape to grace the pages of WSUK's test section. The 112L is essentially a freestyle wave board, but one with leanings towards older school designs. That's not a criticism, in fact, far from it.

The extra length, which bucks current shaping trends that favour shorter, rounder outlines, helps with speed, manoeuvrability and flow – all glaringly apparent from the off. It planes super quick with the board's glide properties helping reach top speeds sooner. Cutting through chop and flotsam, tracking efficiently speed is effectively maintained. If you're a bigger rider, looking to make use of more marginal winds, then this will be welcome. The GET construction then ensures it delivers a softer ride across choppy waters.

It provides a stable platform for float and ride sailing thanks to its ample volume of 112L. Its rocker line enables punch outs through the whitewater with no issues and once on a wave Patrik's f-cross holds its rail well in the bottom turn whilst remaining loose in the top turn. Down-the-line wave riding is a pure joy on this board. All this from a supposed all round design, proving that looks and dimensions don't tell the whole story.

At full power the f-cross feels balanced and lively underfoot and responds extremely well to foot steering. Through gybes it slices a line efficiently and maintains its speed beautifully, due in part to the board's additional length. The rider can push the board as hard as they like without the fear of tripping a rail and if you're looking to exit transitions on the plane then you'll be highly likely of achieving this aboard the 112L.



Taking to the air is easy with the f-cross 112L. The squared-off tail releases and aids lift off – whether from waves or chop. Light construction and speed means getting air time is almost inevitable. In the air it's controllable and balanced.

### Conclusion

**Whilst some may be put off by the high volume, the f-cross 112L actually remains balanced and controllable in higher winds and rougher sea states. As such it's more than just a heavy-weights light-wind wave board. The benefits of the f-cross' overall shape, such as additional length helping with early planing and planing gybes, means it'll find favour with anyone who's been missing these traits.**





# Access all areas

## Fanatic JAG 135L 2019 LTD

Info: [www.fanatic.com/product/jag\\_ltd/](http://www.fanatic.com/product/jag_ltd/) Price: £689



**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**WHEN WE HEARD FANATIC'S BRAND NEW 2019 JAG 135L LTD WAS ON THE WAY WE WERE EXPECTING A SORT OF DETUNED SLALOM BOARD. FROM EVERYTHING WE'D READ THIS SEEMED TO BE THE BEST WAY TO THINK OF THE JAG WITHOUT HAVING ACTUALLY GOT IT WET. POST-WATER SESSIONS, HOWEVER, AND THERE'S MORE TO IT THAN THAT.**

Coming in LTD construction the 135L is light and well made – nothing less than you'd expect from Fanatic. Its full profile resembles modern windsurf board design thinking and shapes. There are similarities between the brand's podium hunting Falcon range but the JAG is essentially its own beast.

Once afloat the JAG 135L is a very stable platform at rest. Any progressing sailor will therefore have enough room and time to get the board up to speed, forgiving dodgy technique. As such it's actually very user friendly for a seemingly performance orientated machine.

Out of the starting blocks the Fanatic JAG 135L powers up progressively. It's not unmanageable, even being a wide board. When confronted with choppy waters it copes well and doesn't buck,

potentially putting riders off their stride. Having ramped up to full planing speed it's super comfy from the straps and continues the theme of dismissing chop as if it's not there.

As far as speed goes the JAG is certainly quick but it's not about winning races. If you want to look at it a different way consider the JAG to be a rapid distance cruiser. If you're one for chewing up miles, and exploring your local part of the world, but from a full power planing angle, then the JAG will suit. Of course, if you fancy racing as well then it'll also accommodate. For our money, however, you can adopt a similar mentality to if you'd be riding a longboard, where you'd cover some distance. In this instance, the difference being, you'll be carrying out that exercise at full chat.



### Conclusion

As a warp speed distance blaster Fanatic's 2019 JAG 135L will have you covered. Approaching your windsurfing from a 'most amount of ground covered' point of view is where the JAG best fits. That said, sailors can of course use it for simply blasting back and forth. And if you fancy some cross over action then feel free to pit your wits against other racers, just in a more accessible fashion. Polished and impressive the JAG is a tool to really 'access' your sailing area.





# Burn 'n' turn

## JP Australia Super Ride 124 FWs 2019



Info: <http://jp-australia.com/2019/products/boards/2019-super-ride/> Price: £1649 RRP

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**NEW FOR 2019 IS JP AUSTRALIA'S SUPER RIDE RANGE OF WINDY SLEDS THAT SITS IN BETWEEN THE POPULAR SUPER SPORT AND MAGIC RIDE LINES. IN THIS INSTANCE WE'RE LOOKING AT THE FULL WOOD SANDWICH EDITION 124L, WHICH IS ALSO FOIL READY FOR THOSE THAT WANT.**

There's no mistaking JP's distinct looking products, and the Super Ride is no exception. It's a polished bit of kit that any sailor would be glad to own. And in full wood sandwich mode it's a little less delicate and not quite as prone to knocks as the brand's more high end constructions.

Out of the starting gates it was full chat with the board powering up easily and planing almost from stand still. This was even in the face of some pretty gusty conditions. Once in the footstraps it became quickly noticeable just how high the Super Ride planes off the tail. And in fact having checked back later the pics confirmed this. Flying from the fin, the board's nose hovers just above the water's surface thereby avoiding all that nasty chop and flotsam. What results is an engaging ride that feels fast yet comfortable, helped by the SR's domed deck.

Straight lines were definitely all smiles but we did wonder about round corners due to it being so rapid. We needn't have worried, however, as the rails bite upon engaging yet the Super Ride's design helps cushion transitions making it a good choice for anyone learning to gybe. It's another board that bucks the short and stubby design trend with the board's length aiding those planing exits.

As JP say themselves, when you have equipment that's easy to use you tend to get the most out of it without actually having to concentrate and try. That's certainly the case with JP's Super Ride 124L. You can almost use the board on auto pilot and still achieve similar levels of straight line performance to that of racier machines.

And as far as bump and jump goes? You can certainly get a little daylight between the board and water, although



this isn't quite what the Super Ride likes. Instead it's a proper burn and turn sled that loves chewing up the opposition.

### Conclusion

JP's Super Ride 124L displays many slalom esque traits, albeit in easy access mode, that many sailors will fall for. Rapid from the get go it's a high riding machine that flies from the tail and keeps clear of chop and flotsam as you boost along straight lines. As a transitional piece of kit it carves eloquently and will help with planing gybe exits no end. For anyone looking towards easy access burn and turn blasting this may light your fire.





# Big/beautiful

## Witchcraft Karma 5.9m sail



Info: <https://witchcraft.nu/sails/karma/> Price: €770

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**THIS IS THE BIGGEST SAIL FROM WITCHCRAFT WE'VE TESTED TO DATE, AS WELL AS BEING THIRD FROM THE TOP IN TERMS LARGEST ACROSS THE WHOLE RANGE. ONLY A 6.2M AND 6.5M REMAIN IF YOU NEED SOMETHING BIGGER. DISPLAYING THE SAME TRAITS ACROSS THE WHOLE RANGE THE 5.9M IS BUILT TO WITHSTAND A LIFETIME OF HARSH ABUSE IN CANARIAN WINDSURF ENVIRONMENTS. HOW DOES THIS TRANSLATE TO THE UK? EASY! IT MEANS IT WON'T LET YOU DOWN ON THESE SHORES...**

Rigging in the same fashion as previous Karma sails we've tested it likes a little less downhaul than you'd think for a five batten sail. The bottom end is impressive and we guarantee you'll be on smaller sizes while other riders will be using bigger.

The Karma is pretty grunty, with similar traits to what you'd find on lower aspect four batten sails for instance. So for anyone looking to punch onto the plane quickly (all of us then), in the least amount of wind possible, and/or have enough drive to see you over white water without issue, yet looking for balance in your rig, then perhaps a WC Karma is the way to go.

Talking balance again and it's noticeable just how composed the

5.9m is. Once you go beyond certain sizes of sails swing weight increases, simply from having more sail cloth area. And while there's no getting away from this WC's 5.9's delivers a very well mannered feel and is easily throw about if you need it to be.

Setting up for jumps, for instance, there's plenty of boost to get you into the air, while through rotations that easy feel will be welcome by loopers or riders who throw down manoeuvres such as takas and the like. And of course, for float and ride, pure wave sailing scenarios, there's plenty of oomph to get windsurfers out to the peak and in the right spot for take offs.

The 5.9m has also found favour with us here at WSUK HQ for windfoiling

adventures. That low end power pops riders onto foil early whilst the sail's balance and poise gives confidence during straight line flight as well as round foiling gybes.

### Conclusion

For a 5.9m Witchcraft's Karma is a tough cookie that displays many handling traits of something more akin to a 5.3m. Easy to power your sled up with yet being agile enough for the most proactive of wave sailors it's a light wind weapon that many will find favour with. Then there's the sail's crossover performance that'll suit freeriders and windfoilers alike. If you haven't looked at five batten sails for a while then this could be worth scoping out.







# Keep it simple...

## XO Sails EOL 7m



Info: <https://xosails.com/en/eol.php> Price: £489

**WORDS:** WINDSURFING UK **PICS:** JAMES JAGGER  
**AS A WINDSURFING UK FIRST WE WEREN'T SURE WHAT TO EXPECT WITH XO SAILS' EOL 7M. THE WINDSURFING SAIL ARM OF FRENCH WATERSPORTS BRAND EXOCET, THEIR EOL RANGE ARE BILLED AS TOOLS FOR FLAT WATER AND FREERIDE. IT WAS THEREFORE WITH HIGH ANTICIPATION WE UNFURLED THE 7M VERSION.**

Firstly, we have to say the EOL's 'in the flesh' looks are impressive. For some reason we'd perceived XO to be a more budget friendly brand. And whilst they're certainly not as expensive as some there's no lacking in quality, production and attention to detail. In fact, in the early spring sunlight, the EOL 7m looks the biz.

One thing we appreciate wholeheartedly at WSUK HQ is 'simple'. The least amount of faffing the better. Getting to the beach and getting on the water is what it's all about after all. With that in mind it's welcome to have a sail that's not super critical to rigging. We won't go as far as saying you can rig the EOL any old way, but equally, you don't need to be scientific either. And actually we found the EOL 7m to work pretty well with minimal downhaul.

Setting with a tight leach the EOL's belly displays dependable fullness. On the water this translates to low end power which is obviously great for early planing. But it's not a mannerless sail either. At full chat there's plenty of composure – the 7m doesn't bend riders out of shape. And for those with advanced technique all that power can easily be transferred to forwards momentum and speed.

Round corners the EOL is efficient with a welcome driving pull. Gybing newbies may need time to dial in their technique, but then that's gybing in general. Experienced transitionalists, however, will be able to turn that drive into planing exits without too much bother.

### Conclusion

**XO's EOL 7m is a nice looking sail that's quick to rig and delivers**



**regardless of shoddy settings. Obviously with a bit more concentration riders will be able to get more out of it. But as far as a simplistic product goes, that'll put a smile on ya chops, you can't really knock it. A powerful bottom end transfers directly to early planing and speed whilst the handling round corners is dependable and drivey. We should also note the XO Sails ELO 7m makes a good choice of windfoil sail as well.**





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