

CURRENTS

Christmas Party..... Friday December 12th(see page 10)

Season's Greetings

Thanks to the 'Old Regime'

Its been another year of pleasant affiliations with the CCWA's membership. That is pretty much due to our outgoing leadership and I'd like to thank each one for their numerous successes and dedication to the CCWA. There will be some musical

chairs within the present Executive Committee which will bring it needed experience as well. I'll start at the top with Hans Anderson our Com-

modore for the past several years. The Velocity Games and our recent corporate status are both due in large part to Hans. Behind Hans whenever needed was Vice Commodore Mike Spielman. We'll probably lose Mike due to his job taking him away from Corpus Christi at some point this coming year and therefore he would not accept nomination for any office next year. Thanks for all your help Mike and I hope you'll have good winds where ever you go next. Nick Antrobus will remain as our Treasurer next year and will also take on the Secretary label restoring those jobs to one position (as called for in the by-laws). This will be Nick's third tour of duty in the Treasurer/Secretary role and he does a first rate job. The two 'lame ducks' are Secretary Gary Motl and editor Roy Tansill. Gary had a very rough year and health problems removed him from an active role midway through the year. I've been telling anyone who would listen, I'm taking 2004 off. Come on out to the party and vote in the new regime; then help them make the CCWA even better next year- they'll need and appreciate YOUR help.



Mike Spielman, Vice Commodore triumphant at the Aransas Triangle.



Out going Commodore Hans Anderson 'working' at the CCWA 4th of July Bird Bash



(L) Gary Motl and yours truly above- the '04 lame ducks



Nick Antrobus becomes the senior member of the Executive Committee in 2004

Take a look at the CCWA Web site:
www.corpuschristiwindsurfing.com



11/18 Monthly Meeting Notes

The meeting came to order after we all took our best shot at an abundant buffet courtesy of Larry Haas from the kitchen at the Seaman's Hall. I'm sorry that more weren't there to enjoy the spicy sausage, the chicken nuggets or ground beef/rice concoction that was right tasty. There was a hefty amount of leftovers which I hope the visiting Seamen get to enjoy.

After we all wolfed down the buffet's offerings, Lisa Edwards brought the finalized corporate papers for the Executive Board's signatures after which they were tucked away in a dungeon beneath the... well, you get the idea. Actually there are several annual paperwork requirements that will be added each year after the annual meeting- so it won't be that carefully protected.

The 50 (3) c tax exempt status is proceeding also thanks to Lisa and our accountant Mannti Cummins. The treasurer's report mandated a bit of belt tightening due to promised funds not being delivered. This does not bode well for our relationship with the Velocity Games folks- I'd like to hear their side.

This led into a discussion of our expenses, the largest of which is the annual insurance through US Sailing. It was suggested since the club was now a corporation there was no need for that expense. I would like the insurance to stay in place since it would be quite necessary if the club sponsors any event and I believe it would also cover our potential club sailing site- neither need is currently definite and there is still time before we have to make that payment. The upcoming party is another matter and with a dramatic increase in the initial estimate from Howards (due to skyrocketing cost of beef) it was decided to send our appointed negotiators back to Howards to cut some costs. One item already cut is the side dishes and we'll be counting on members to replace those items with a pot luck to cover side dishes and desserts. It was decided to replace the beef ribs with pork if the beef cost were the cause of the near 100% increase in estimated cost. Last year more than half of the beer purchased for the party was later donated to one of our sponsors since it was not consumed. We will not be providing nearly as much beer this year so the BYOB policy was also suggested.

The progress on the future club launch was reported by Roy. This resulted in some suggested additional moves beyond the request initially sent to AEP (the owners of the land we need right of access from). A copy of that complete document is available to members via our web page like our newsletter is currently available and the print only is here on page . John and Susan both talked about the CCWA stickers and Susan has come up with a reduced cost supplier here in Corpus Christi. We will have a few remaining CCWA T-shirts available at the party. A question was asked, 'what can be done to increase attendance at the club meetings?' A number of suggestions were made ranging from that we try bi-monthly meetings to no meetings at all beyond the annual meeting (aka Christmas Party). Alternative locations were also mentioned. The current place is just about perfect in my view despite my 30+ mile round trip from way out on the island. This is something that needs to be addressed if the club is to survive in its current form. Simply put, we want to see more of you at these meetings particularly when we are making decisions that alter our direction. Entertainment will be provided at this year's party and once again Larry Haas has made it happen. Larry has arranged for Bobby Carter to perform for us beginning at 8:00. Let Arleen Ward (949-0232) know if you plan to attend- we don't want to run short on food!

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It's About Time!

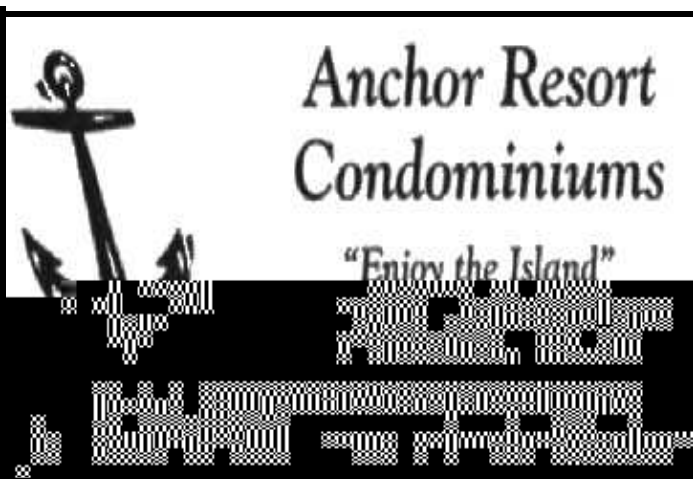
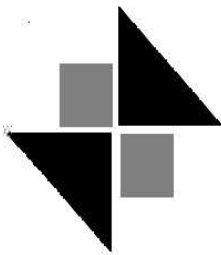
My reaction to Hot Sail Maui's blurb about their latest creation, was "it's about time" and a mental note to replace my aging 5.6 race sail with a colorful Hot Sail Super Freak I have always maintained part of our sports decline in popularity was caused by the sudden drop in it's visibility brought on by the industry's move to monofilm. Its been more than a decade since a major sail maker sold a sail that wasn't mostly monofilm (or now the X-ply stuff). I always suspected it was a planned obsolescence conspiracy to make me replace sails far more often and really disliked monofilm's lack of visibility.

Finally someone broke the mold and is again making a sail that won't rot in the sun, won't look like a ghost on the water and they even let me pick my own colors. It took me several years to let go of fully cambered race sails and try an 'older tech' RAF- now, I like them. I suspect I'll really like a unique colorful Dacron sail also- I better because it would be around more than 2 or 3 years. One other plus struck me while writing this, I'll be sailing in the shade half of the time when 'hidden from the sun' by that colorful sail (that'll be great in May!) Here is Hot Sails Maui's sales pitch:

'The Super Freak is the renewal of solid colored woven sail materials combined with the newest ground-breaking sail construction. Using his knowledge of modern sail construction, Jeffrey Henderson developed a sail constructed exclusively from Dacron and PVC that is structurally reinforced with a liberal use of Kevlar®. Henderson explains, "I wanted to revive the colors and brilliance of windsurfing with a sail construction using the most modern technologies." The resulting Super Freak is exactly that...one of our lightest weight sails, nearly unaffected by UV radiation and extremely durable. The majority of the Super Freak's sail weight lies in the PVC window and padded mast protector, which are weights that lie at a low and forward center-of-gravity, resulting in a feather lightweight handling-feel.

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(Continued on page 7)

 <p>Anchor Resort Condominiums</p> <p><i>"Enjoy the Island"</i></p>	 <p>CONCENTRA Medical Centers</p> <p>Guy J. Racette, M.D.</p> <p>4025 SPID (361) 852-8255 Corpus Christi, TX. 78414 Fax (361) 852-0212</p>
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CCWA & Other Texas EVENTS Schedule

Dec 6 2003 STWA Fall Racing Schedule Contact Jon Bright at (361) 655-6058

Dec 12 Annual Christmas Party and officer elections at the **Bay Yacht Club** 7-11PM. It will be catered by Howard's BBQ but bring a side dish or desert for all to enjoy. Please have your annual dues 'in pocket' if at all possible. Nick Antrobus (CCWA Treasurer) will be set up near the door for your convenience and bring a non perishable item for the folks at Timons Ministries. The club will deliver our donations to Timons Ministries to help make their Christmas a little better.

Jan 01 New Years Day sail (weather permitting!) at Yorktown launch area Contact Roy at (361) 949-1982

Jan 06 Baby Shower for Guy & Jennifer and the CCWA's youngest new member. 7:00PM contact Pam Hulme at 937-6629

Jan 20 Monthly meeting (place TBA)



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Corpus Christi Windsurfing Association Membership Application

Name: _____ **Phone:** () _____

family membership, list names of family

members: _____

_____ **E-mail add:** _____

Address: _____

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Please enclose \$20 for individual; \$30 for family (1 year) Mail To: CCWA, PO Box 81453, Corpus Christi, TX 78468
Annual memberships are from January through December, members joining after October are credited for the next year

CCWA 2004 Executive Committee (pending election)

Commodore:	Wolfram Verlaan
Vice Commodore:	Lisa Edwards
Treasurer/Secretary:	Nick Antrobus
Public Relations:	Vacant
Newsletter Editor:	Hans Anderson

CurRants...Letters to the editor

Send Letters to CCWA Editor at: 16117 Pionciana St. Corpus Christi, TX 78418 e-mail: LooseClu@prodigy.net

Teaching on a WIDE board (from rec.windsurfing)

Awhile back someone asked the question how do you teach beginners to stay upwind on the new wide boards. Roger Jackson replied with this answer:

'Well, there are 2 principle reasons for the "myth" that it's difficult to stay upwind on a Start or other wide beginner board vs. a longboard with a large retractable center board or daggerboard.

First, with correct selection of center fins (not necessarily the ones supplied with the boards) we've never really had a problem with our new sailors getting "downwinded". Depending on the conditions, we move the larger 40 cm fin up to the center fin position and use a smaller "cleaver" type fin in the rear fin position. Or, we use a smaller rear fin altogether. Depends on the conditions (on shore, sideshore, side off shore), the rig size, and the sailor's size. If you take the board out for a few minutes, and figure out what is needed, there usually in no problem with "down winders".

Secondly, with the current US Sailing Basic Windsurfing Techniques, we give the new sailor more than one way to "steer" the board. With the current stance (front foot facing toes forward, about 4-6" behind the mast foot and about 4-6" upwind of the board's centerline; rear foot about a shoulder width behind the front foot, facing slightly forward of "across the board" with the rear heel centered on the board's fore/aft centerline), the new sailor is able to simply lift the rear heel (unweighting the rear foot pretty much) and the board turns downwind. If they lift the front heel (unweighting the front foot) and concentrating their weight on the back foot, the board will turn upwind. Combine this with basic "rig steering" and it's very powerful, and virtually all newbies can sail upwind fairly well. There's a bit more to the current technique than this. We no longer have them "sheet in" as the act of pulling the sail "IN" with the back hand simply turns them upwind and causes them to "stall" and drift downwind.

We teach them to balance the rig on the mast foot (the mast is vertical fore and aft) and inclined upwind (across the board) until it is balanced, and weighs virtually nothing as the entire weight is supported on the mast foot. Then we have them simply rotate the upper body, from the hips about 5-10 degrees, bringing the mast upright and pretty centered directly over the mast foot. The rig powers up and they sail off "across" the wind. They do not go off downwind, and they do not turn instantly upwind and stall, then drifting downwind. Whenever the board has forward speed, it can be steered. When ever the board is "dead in the water" or stalled upwind, it will simply drift downwind. Bringing the rig to the balance position, and then rotating the upper body, shoulders, arms, and the rig just enough to power it up and get the mast vertical (both axes) sends them off across the wind and they can easily steer using rig steering, foot/weight steering, or a combination of both. So, to those who are instructing people on wide boards, who have not become familiar with the current instructional methods, all I can suggest is that they learn the new instructional techniques that work better on the modern wide trainer boards, and seem to work just as well on older longboards. So, with proper selection of fins, use of the current training techniques, a little time on a simulator to get the basics and

some of the terminology, and a short ride with an instructor either on the board, or on another board in very close proximity, maybe one student in 50 has any sort of a downwind problem. And, when we see this, we go and work with them to correct

whatever it is that's giving them this tendency and nearly always have them sail back upwind on their own.

Hope this helps,
Roger

Ed's Note: I think I had been sailing for at least a year before 'foot steering' even became a goal. Its obvious that teaching has changed along with modern boards' waistlines.



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Text of the Initial Letter to AEP

Below is the written portion of the letter sent to Mr. Julio Reyes at the Austin offices of AEP. The accompanying photos (which didn't show needed details in black & white) are on the CCWA web page in full color in the same area the monthly newsletter PDF files are located. After several weeks of waiting for a reply, I phoned Mr. Reyes who told me he had forwarded the request to the local AEP office here in Corpus Christi and he was surprised that we had not as yet been contacted by the folks there. He also said he would follow up his initial note to the Corpus office and that I should expect a call from them 'soon'. To see the referenced photos, go to: <http://www.corpuschristiwindsurfing.com/pdfnewslet.html> and look for the 'AEP Point.PDF' file.

Dear Mr Reyes,


The Corpus Christi Windsurfing Association is pending tax exempt status as a non profit corporation. We have existed since 1982 and now wish to establish our own beach area along the mainland side of the Laguna Madre in Corpus Christi. There is state owned property available to us at a very reasonable cost but we must secure access to the property before the state will agree to the lease. We are requesting a right of encroachment from AEP for access to this state property. The encroachment would be for a strip of land approximately twenty feet wide and less than one hundred yards in length along the existing northeast border of AEP property for the Barney M. Davis facility located in the Flour Bluff area of the city.

Currently there is a rusted fence blocking access to the land. We would like to replace one section of that fence with a lockable gate and reclaim the overgrown dirt roadway which leads out to the point. The point is the last parcel of state owned land along the mainland side of the Laguna Madre which would meet our needs. The photographs show the land and the area referenced above.

Windsurfing is the second largest tourist draw in Corpus Christi according to the city's Planning Commission (eco-tourism, including fishing and bird watching is first). Many of our 90+ members are in the form of family memberships as the sport appeals to a wide range of ages. The shallow flat waters of the Laguna Madre with their predominantly onshore winds offer a safer area in which to sail than any of the current launch sites within the city.


The photographs below show the area in question and the location of the land to which we request the right of encroachment. Please contact me (at: Loose-Clu@prodigy.net) if there are any questions regarding this request or any suggestions you may have that could be helpful to us in this matter. The photographs below show the area in question and the location of the land to which we request the right of encroachment.

Cordially,
Roy Tansill (CCWA Editor)




The Jimmy Wilson Group


The Online Newsletter for www.TheJimmyWilsonGroup.com




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REALTOR®, GRI, ABR,
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361-946-2921



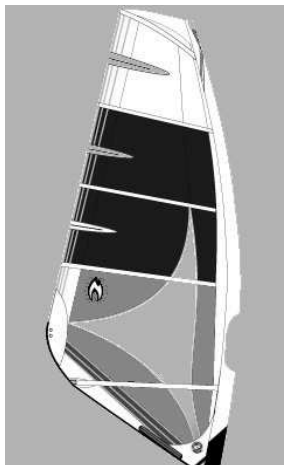
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Bill Williams
Loan Officer
361-993-3244

'Bout Time Continued from page 2

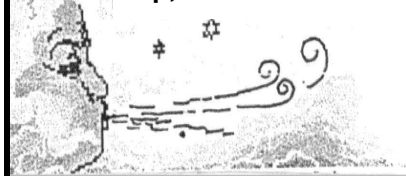
Super Freak is dead silent while sailing...each shock, bump, and flip of the sail is damped through the Dacron membrane...you've never sailed a sail as user friendly and as forgiving as this freak of nature...the ultimate Super Freak for waves, freestyle and bump & jump conditions. With today's advancements in Masts, booms, and sail construction Hot has been able to produce a sail with all the vibrancy of old and all the performance that today's sailors demand. Jeffrey Henderson semi-soft Enduro Dacron panel layout design Lightweight Dacron "membrane" construction. Sail may be crushed, smashed and folded with no performance loss. Semi-Customs colors...every sailor will have the opportunity to choose their own unique color scheme. 5 battens. 2 battens above the boom are 90% full length for smooth transitions. 2- ply, 3 piece hi-tenacity-weave luff sleeve in 240g Dacron Huge PVC window for un-compromised down the line vision. All stitching double backed reinforced providing the distinct HOT strength of sail construction. Full integrated mast pad Exclusive: HOT Padded "Skid" pad on foot of sail to protect stitching as well as your legs in tweaked maneuvers. Leather Mast tip and batten end protectors. Exclusive Dacron/Kevlar anti-stretch design. Light weight adhesive backed batten pockets Index boom height measurements Double clew grommets Hassle Free Low-Profile batten tensioners RDM or Regular Mast compatible 15000 denier - 450 Kg Break strength Kevlar skeleton Rope Sizes: 3.5, 4.2, 4.5, 4.7, 5.0, 5.3, 5.' (see <www.hotsailsmaui.com>)



Black & white doesn't capture this red, blue & white Hot sail's charm.

Wind Peaks

Sep, Oct & Nov 2003



	Sep	Oct	Nov
01	12mph	25mph	21mph
02	10mph	26mph	21mph
03	11mph	21mph	21mph
04	16mph	19mph	21mph
05	17mph	18mph	19mph
06	17mph	25mph	24mph
07	15mph	27mph	22mph
08	20mph	29mph	22mph
09	23mph	23mph	21mph
10	27mph	26mph	14mph
11	30mph	20mph	21mph
12	38mph	13mph	12mph
13	20mph	14mph	30mph
14	31mph	27mph	22mph
15	29mph	25mph	20mph
16	27mph	16mph	21mph
17	33mph	14mph	22mph
18	35mph	20mph	47mph
19	20mph	12mph	13mph
20	26mph	12mph	13mph
21	14mph	14mph	23mph
22	18mph	13mph	32mph
23	17mph	14mph	40mph
24	14mph	21mph	21mph
25	19mph	19mph	15mph
26	12mph	30mph	12mph
27	17mph	18mph	36mph
28	28mph	15mph	34mph
29	23mph	23mph	13mph
30	22mph	25mph	16mph
31		24mph	

Used Gear

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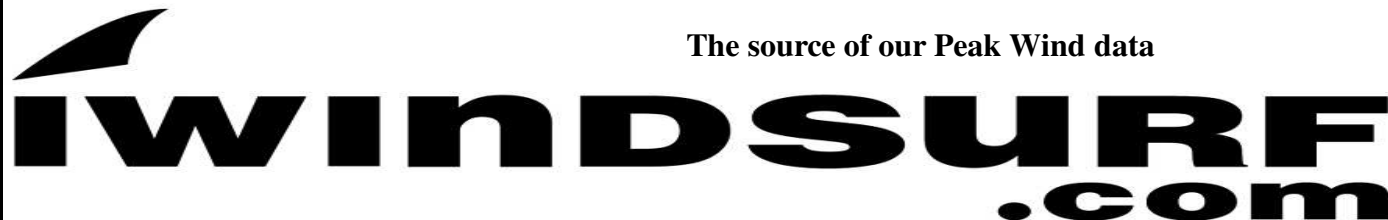
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The source of our Peak Wind data





Editor's Puffs *by Roy Tansill*

Ahhh, my last issue- its like an early Christmas present. This year its also my last year as your editor. Its time for a change even I recognize that. The chaos

that has replaced my plans continues but some steps have been taken. You can now phone me without getting a busy signal- my new Laptop doesn't connect to the web via a phone line. Early morning around here is still 10 AM; earlier calls generally will get very groggy responses. I'm still going to be involved with the newsletter and hopefully useful to Hans before hitting the road for an overdue adventure. I also plan to contribute a monthly page from the road. It will be Red Cloud (our dog), me and Mrs. T... along with whatever sailing gear that can be stashed on/in an RV looking for wind- oh, and also stuff Berniece wants to see. Well that's the plan but those plans are delayed.

While browsing through rec.windsurfing newsgroup and thinking about the Open I began to think what would it take to get more than a few local members to participate in the 2004 Open. The obvious answer was get some younger members but that's another whole can of worms I won't get into for now. For me it would definitely have to be a day with no chop... which also means not enough wind. We had 2 days of that at last year's Velocity Games and nothing happened for 2 full half days except for a few wake boards trailing behind their jet skis. This would be a great spot for a retro fleet race- those antique longboards that could actually move in 5-7 knots of wind. Set a box course nearby shore and there is an alternative and visual activity to fill in the doldrums. Have it ready to go if the forecast is weak but not run whenever the wind gets above the formula minimum. I think there are some pseudo-class rules: only production boards made before 1990, newer rigs permitted (extra points for original rig?) and normal course rules but nothing that would require a judges scrutiny. That would get me on the Bay since my knees would not have to contend with that chop and I would not end up totally exhausted somewhere near C Mark. Is there anyone else out there who might be interested in such a 'stand-in' race class? This is primarily aimed at the older members but age would not be a class factor- its old gear not old sailors. Need a board for it... I have an '89 Lite Cat for sale. Now that you've stopped laughing, I would like to hear what might bring more members out to participate at the Open. It seems to be pros and really dedicated amateurs with no niche for most of us who are several rungs down on that ladder. What do you think?

Since this is my last issue, I'm going to tread on a few toes while the opportunity is still here. What do you think- seems like no one wants to say (or do) much within our membership. The last meeting had a buffet set up for us by Larry Haas (thanks again Larry) and it was good; unfortunately, only 9 members were there to enjoy the free chow. What does it take to get you folks to attend a meeting? We've tried having them at members' homes until we ran out of members willing to take on that task. We've moved them from the island to downtown and back and seldom have we had more than a handful of members show up. We've tried holding meetings combined with other activities, on the beach, on weekends and still only a few of the 90+ members show up. It seems something is wrong- if you know what it is PLEASE TELL US! There is a full page (or more) each month in this newsletter devoted to that but how many locals take the time to send in a letter to the editor and speak their minds? While I'm yelling at most of you, I'd better thank members like Barry Ritchey and Leo DeVigil (both out of state) who have regularly sent in their thoughts. So what would it take to get the majority of our members to attend a regular monthly meeting? That won't be a problem next month- everyone shows up for the Christmas bash.

While thinking of that Dec. 12 party, don't forget you have a few items to bring with you in addition to hunger. We will be collecting nonperishable goods (can goods, toiletries & dried foods) for the Timons Ministries so bring along something to contribute to that effort. While the party is being catered by Howards we are counting on the membership to bring side dishes and deserts (and BYOB too). The last thing to bring is your annual dues for 2004; Our treasurer, Nick Antrobus, will be camped near the entrance waiting to greet you. You won't be turned away if you can't pay but it makes Nick's task a lot easier if you get the dues out of the way on time- and the new newsletter editor may not send the next issue if you haven't paid your dues.

Despite my grumbling, I've enjoyed my run as editor; I hope the next editor will feel the same. Its been work but at least once a month someone has said thanks for doing it and that has made me feel more a part of this crew. The CCWA is our club and I'd like to say thank you to all of the members for putting up with my often odd rantings. I'll be providing some input for the next editor but hopefully you'll add some too- I know the new editor will appreciate it.

I Hate That Greasy Goo !

by Roy Tansill

I know our local playgrounds are located closer to the equator than I lived for most of my life and therefore I really should do something about protecting myself from exposure to the sun. It only took me 4 years of sailing here and one removal of a cancerous skin growth to finally condescend to use some protection. I experimented with a number of different 'slather on' creams and ointments and found they all worked with some outlasting others and even a few that not only lasted all day but required a thorough scrubbing with soap to get off even after sailing all day. As you readers know, I lurk about the newsgroup rec.windsurfing often- always looking for the advice gem that will improve my sailing. I often lift stuff from those pages for inclusion here. What follows is an interesting alternative to either slathering on the goo or fully covering up with lycra while sailing. I'm not recommending you try this- but let me know if you do. I'd be glad to help if you need it.

December 2003



Newsletter Editor
16117 Pionciana Street
Corpus Christi, TX. 78418-6509

Christmas Party

**Friday December 12th at the Bay Yacht Club
100 Lawrence Street T-Head**

**The Club will be providing the main course
(catered by Howards) The side dishes and desserts
are up to you also BYOB**

bring something delicious with you to share.

The festivities begin at 7:00

Entertainment provided by Bobby Carter

Directions:

1. Shoreline to Lawrence Street then turn East onto the T-head.
2. At first intersection, turn Right. (You will see the BYC on your Right before you turn.)
3. There is plenty of parking in the lot at the end of the T-head.



**This is a great time to renew your annual membership
(And don't forget to bring a nonperishable donation for the Timons Ministries)**