



wind currents

Newsletter of the San Francisco Boardsailing Association

SFBA, Preparing for Y2K

In case you haven't noticed, this is the first complete newsletter of the '99 windsurfing season. While the SFBA off-season began rather smoothly, as winter progressed and spring arrived, the lives of your SFBA volunteers went from manageable to hectic to torturous in a matter of weeks. In sound-bite summary, over the last several months

1. We've completely re-engineered and streamlined SFBA's membership and administrative processes;
2. The impacts of a proposed office-park development immediately upwind of the launch at Coyote Point are potentially so serious that we risk losing Coyote as a viable windsurfing site forever (see adjacent article);
3. Our SFBA Third Avenue contingent continue their battle to maintain and enhance adequate parking and rigging space (in the meantime please contribute to the SFBA gravel fund);
4. We've been working with City of San Francisco and Treasure Island officials to regain launch access, which over the next 18 months could phase from a special event/interim type access to full-time reality if we can adequately address their safety and access concerns;
5. Murphy's law continues to rear its burly head during the Crissy Field construction process, but SFBA concerns continue to be addressed and things are going well at the East Beach (see more detailed article);
6. Our Candlestick and Crissy Field Windtalkers both are in need of parts, and since the manufacturer has apparently gone out of business we are considering other options;
7. Racing at some windsurfing locations is requiring additional types of insurance coverage over and above that which SFBA has been previously purchasing from US Sailing each year, forcing Cal Cup competitors to pay for the additional insurance;
8. The cost of the port-a-potty at Larkspur Landing continues to increase, thus if you are a North Bay windsurfer, please contribute to the crapper fund;
9. Thankfully our East Bay contingent continue to enjoy great winds in Berkeley when the fog is shutting Crissy down and soon they may be able to launch out of Berkeley and lunch at Treasure Island

Bill Robberson, President SFBA (415) 885-1102

Coyote Point in Trouble!

On the bay in Burlingame, a major 5-building development, including seven and five story office buildings, and possibly an eleven-story hotel, will soon be up for approval by the City of Burlingame. The project is to be located at 301 Airport Boulevard — the old drive-in theater site — directly upwind from the launch at Coyote Point.

It is clear that buildings of this size would create a devastating wind shadow. Getting out to the wind line would be very difficult, maybe impossible with this wind shadow. If Coyote Point is ruined by the wind shadow, *all* other Bay Area windsurfing locations will suffer with much larger crowds. It would be a terrible loss for us all.

We Need You!

Coyote Meeting, June 14

Join us at 6:00 pm at ASD for a strategy meeting. Afterward we'll head over to Burlingame City Hall to for the 7:00 pm public hearing. City Hall is at 501 Primrose Road.

What Has Been Done So Far

The Initial Environmental Impact Report (DEIR):

In November of 1998 the city prepared a draft environmental report (DEIR) which discussed impacts from the development on recreation. George Hays of SFBA reviewed the DEIR and discovered that it included no impacts on windsurfing. In reply, the SFBA and

the windsurfing community sent in public comment letters. The response was phenomenal; over 350 faxes and letters poured in, from as far away as England, Texas, Hawaii, Berkeley. The Burlingame Planning Department reported that they have never received so many public comments on one project. Due to the public comments, the City was now obligated to study this issue further and include the results in the Final EIR.

The Re-circulated Draft EIR (RDEIR):

In response to the windsurfing community's concern, the city of Burlingame asked their consultant to do a study on the impacts of the project on windsurfing. In response, the consultant evaluated the results of a wind tunnel study of the development and solely focused on changes to wind speed. Not surprisingly, the study revealed that the wind speeds at Coyote would be decreased by the new development, however, the consultant viewed these as minor changes which would not impact wind surfing. Unfortunately, the consultant did not examine the turbulence data

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Seal Point Access: New Park near Third

Good News! Windsurfing access is in the San Mateo's preliminary plans for SEALPOINT PARK, the city park located between Third Avenue and Coyote Point (at the old City Dump on Third Avenue). Thanks to everyone who attended meetings and/or wrote letters encouraging access! Windsurfing is just one of many uses planned for the park, and as long as we are respectful of other users and understand that this will not be just a windsurfing park, then we'll have a great place to sail. In the preliminary plans:

Facilities

There would be parking for 90 to 100 cars on top of the hill (closest possible parking, and largest possible parking lot for the park to retain its desired balanced character), rigging areas near the parking lot, ramps and stairs down the hill to the Bay Trail, and a 20 foot wide ramp (or stairs) into the water.

The Skinny

Due to mud, Seal Point will probably only be sailable at times when there is a +2-foot or better tide (the same benchmark that many use to determine when Third Avenue is sailable with the ability to clear the sand bars there, etc.). That's not bad. Also, there will be a substantial walk from the parking lot to the water, but nothing unusual compared to when we arrive late at Crissy or Third Avenue and need to walk a long way from our cars. The walk will discourage some, but we should all be very happy to have this additional access—to relieve some pressure from super-busy Third Avenue, and the ever-threatened Coyote Point.

The Goods

Seal Point has side-shore wind in most sailing conditions and many consider the swells straight out from Seal Point to be the best around. Viewing the action from on top of the hill will provide a unique perspective.

What Should We Do Now?

Hang loose. No need to say much at this point. If things change and public input is needed again, we will spread the word, but you can send me an e-mail geohaye@hotmail.com if you want to see windsurfing access at Seal Point and stay informed. Please include your city of residence. I'll keep all those e-mails, then, if public input is needed over the coming year and a half, we'll be able to supply it.

When Will the Park Open?

It looks like the park will not be open for sailing until the year 2001. But the final project approval and the beginning of improvements to the park will occur next year.

Long-term Outlook

Windsurfing access is in the plans. Access will stay in the city's plans as long as we are low-key and appreciate that the city wants a balanced park - some open space, some parking — nature trails, nature center, dog run, windsurfing, picnicking, bird-watching, jogging... If we now demand a much larger parking lot, for example, our use may be seen as not appropriate for this city park.

Bottom Line

We really need this place. After two years of encouraging this access and following the process, I am truly appreciative that the City has placed windsurfing in the plans. I'm looking forward to sailing at Seal.

George Hays geohaye@hotmail.com

Crissy Field Update

1. As construction continues and parking/rigging space remains a challenge, remember that good things come to those who wait and that patience is a virtue;
2. East Beach grading is more or less complete, most of the "Sports Grid" (subsurface turf-binding material) has been applied to the soil in the parking/rigging areas (minus the overlook area), and after the seed is applied, anticipate *at least 30 days* for the grass to establish itself before parking/rigging can be accommodated;
3. East Beach paving (narrow corridors) is scheduled to occur June 7, 8 and 9, and the existing temporary parking will be closed in late June or early July as the East Beach is opened for limited parking on the paved areas. Expect to stick to pavement for awhile to give the grass some time to grow;
4. Restroom/shower construction bids have far exceeded the available budget, thus their construction will be delayed until redesigned to something less, well, costly (same size, same amenities, different roof structure). Beautiful port-a-potties will be provided in the interim;
5. Channel excavation (to the tidal basin) will begin soon (June) immediately adjacent to and east of the big pipe, and permanent rock steps will be built along the length of the big pipe to enable people to traverse the channel along the shoreline during high water, however,
6. The beams for the pedestrian bridge across the channel are not expected to be delivered until mid-August, which may make for an interesting jog or stroll along the promenade. For timely updates submitted by GGNPA, see our web site at www.sfba.org.

Bill Robberson (415) 885-1102



Changes at Call of the Wind

If you're a regular Internet user, you probably noticed some big changes at Call of the Wind's web site (www.windcall.com) this year. The biggest change started in May, the culmination of a long period of internal discussion and soul-searching, when we implemented our real-time wind reports as a subscription service and introduced [windcall.com](http://www.windcall.com) membership. We also added several new sites in southern California and Florida, a new "on-site reports" feature, and the addition of tide reports for a few key sites where tides matter. Lots of people have asked why we decided to charge for the wind reports, and what membership gets you. We're also frequently asked what's in store for the web site. Here are some answers.

From launching our web site in 1995 until this May, everything on our web site was completely free. We had hoped that we would be able to maintain and improve the web site through advertising revenue (sponsorships and banner ads). However, as web site publishers across the Internet are realizing, self-reliance based on advertising revenue alone is just not there yet except for a few really big sites (like the search engines). We did a lot of research on the best way to run a viable web site, and settled on the successful two-level subscriber model that ESPN, the Wall Street Journal, several stock quote web sites, and many others are following. We still offer most of the info on our web site for free, including the archives, the classified, and the rage page. Also, for those who don't need up-to-the-minute information, free wind reports are still available on the web site, delayed by three hours (www.windcall.com/reports/).

Although we expected and prepared for a negative response from the windsurfing community, we were very pleased with the overwhelmingly positive response that we received. Thousands of people have signed up, with typical comments from new customers being, "I don't blame you, good luck!" and "I knew it couldn't last forever." From long-time pager customers we heard, "It's about time; what took you so long?!" And traffic has continued to rise, with our biggest

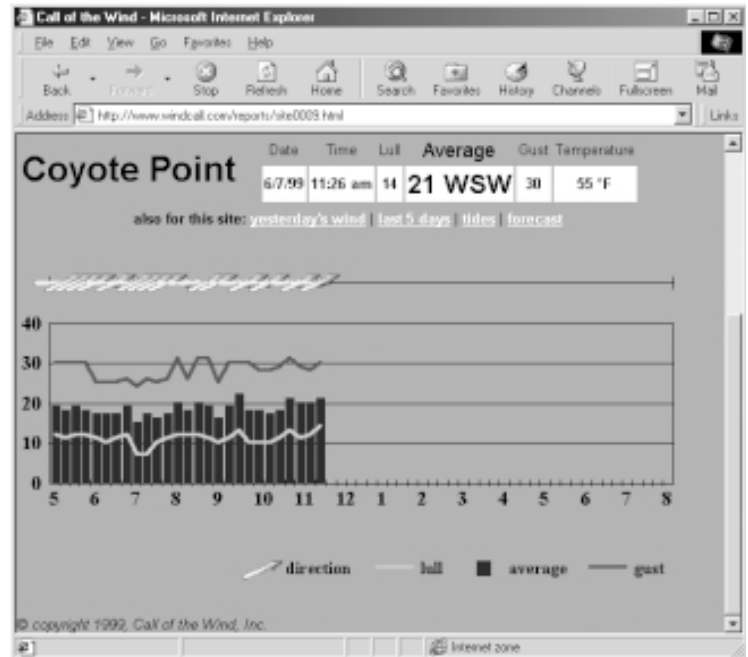
month ever (over 6,000,000 hits) occurring in June, after we initiated [windcall.com](http://www.windcall.com) members. It's good to know we have that kind of support.

So, what does [windcall.com](http://www.windcall.com) membership get you? Well, first there's Mike's twice-daily wind forecast for the Bay Area during the season (www.windcall.com/members/forecasts/), that have long been part of the pager service. And we've also added a new feature, which is starting to catch on: the "onsite reports" area (www.windcall.com/members/onsite/). We've set up a special toll-free number (888-SIGHTED) where you can call in a verbal report of a site you've visited, and we will put it on our web site. On the web site, a purple "onsite" button will appear next to the report and right on the wind graph. Just click on it to get the latest onsite report. The most important feature of [windcall.com](http://www.windcall.com) membership, of course, is that you get the wind reports at all of our sites in real-time (www.windcall.com/members/reports/). As soon as we know it's blowing, you know it's blowing!

We've added other new things to the web site, including several new sites: Huguenot Park in Jacksonville, Florida; Piedras Blancas and Topanga in southern California. Also new this year are tide and current reports for Sherman Island, Coyote Point, and

Crissy Field (www.windcall.com/tides/), which is something we've wanted to have for those sites for a while.

In the works for next year, along with a bunch of new wind sites in the Gorge and elsewhere, we're working on several things. Members will be able to customize their wind reports page, selecting which sites they want to appear and



in what order. And soon, we'll begin offering a new service for receiving wind reports on your non-windcall pager or message-enabled cellular phone. On the free side, highest priority is a maps and directions page for each of the sites. We're also planning a bookstore featuring windsurfing-related books and videos, and a windsurfing-only search engine (a la Yahoo!).

So, as you can see, we've had lots of big changes this year and we've got an ever-growing list of great ideas to put into action. If you have any questions or comments, please don't hesitate to let us know: Just e-mail us at support@windcall.com or call 800-WINDCALL. User input is our primary means of improving our service!

David St. John and Jim Martin

SFBA Administrative Note

If you paid your dues last season only to discover that it took months for SFBA to deposit your check, that's correct. As President of your all volunteer Board of Directors, I apologize for and to all concerned; if you'd like a more detailed explanation of what occurred, please see our web site, or just write it off as an early Y2K non-compliance issue. On the bright side, we are confident that with the renewed enthusiasm of new members on the Board and with the new and improved administrative system they have assembled, from here on out SFBA can ensure faster and more dependable service to you, our membership. Oh, and if you haven't paid your dues for this season, please write that check and stick it in the mail right now, as none of this information stuff reaches you for free.

Bill Robberson 415-885-1102

that was also collected in the wind tunnel study. The consultant's final report (included in the RDEIR) indicated that the development would have NO significant impacts to windsurfing, that NO mitigation measures were needed, and that the development should go forward as planned! The SFBA needed to mobilize the community once again to ensure that the city understood our concerns about the contradictory results of the study by the February 22 public meeting about the REIR.

how windsurfing works helped the consultants to understand how windsurfers are impacted by gusty winds, turbulence, holes and the like. The developer and city planner were interested throughout the meeting and asked a number of intelligent questions (so we knew that they were listening).

After receiving input at the public meeting, by letter, and from the direct meeting with SFBA, it appeared that the environmental consultant would seriously reconsider the wind issues.

expressed concerns regarding the technique used in evaluating whether or not there would be a significant impact to windsurfing and also stressed the importance of Coyote Point as a resource for windsurfing. The SFBA response also strongly argued for a standard that included turbulence impacts from the proposed buildings.

The Final EIR (FEIR)

On April 19, the City of Burlingame released a final EIR, containing their consultant's responses to our comments. At that time SFBA was notified that the Planning Commission planned to consider the sufficiency of the report on Monday, April 26. We had only one week to evaluate their responses to our concerns and let the Planning Commission know if their response was sufficient! Unfortunately, despite all our concerns, the city's consultant still claimed that there would be no impact to windsurfing from the proposed development. They also discounted all requests to consider turbulence, gustiness, etc. In some responses they claimed that their "wind speed"



How would you like to navigate an enormous wind shadow at Coyote? Probably not.

After the February 22 Planning Commission meeting — which was attended by approximately 60 windsurfers — the SFBA was invited to meet with the city planner, the environmental consultants and the developer. A group from SFBA attended the meeting on March 3. The meeting was primarily Q&A by the consultants who were interested in learning more about how windsurfers use the Coyote Point area. We had the opportunity to describe in detail how windsurfers use the area and were also able to give a primer on the mechanics of windsurfing. The information on

One day before the close of the public comment period, the consultant forwarded SFBA new wind tunnel data on turbulence that seemed to support our contention that impacts from turbulence would be significant. However, it remained to be seen how the consultant would interpret this data and relate it to impacts on windsurfing.

A 24-page response by the SFBA was submitted to the City of Burlingame on March 8. The response compiled the comments received from members and from the windsurfing community at large. The response

standard prevailed because we did not provide a specific alternative standard as a substitute. Since there have been no PhDs of windsurfing who have conducted detailed studies on what levels of turbulence intensity are significant - no standard was deemed relevant.

As mentioned above, just before the close of public comment, the consultant released turbulence intensity (TI) data generated by the wind tunnel tests to SFBA. The charts of TI showed serious areas of increased TI. The consultants response to SFBA's concerns about this date stated that

areas of decreased wind velocity R-value) and increased TI were closely correlated and then went on to argue that only the wind velocity changes should be considered: "Because there is a correlation between the values of R and TI, use of the R-value plots alone appears to be a more sensitive tool for distinguishing changes in wind condition and thus appears to provide a reasonable basis for evaluating the wind effects on the project." His response completely ignored our point that turbulence is a primary factor impacting windsurfing and it ignored the fact that the reduced wind and increased turbulence BOTH impact windsurfing in a compounding manner.

At the April 26 public hearing on the FEIR, Dr. Tischler and Peter Thorner of SFBA argued strongly that turbulence impacts are critical to evaluation of the development impacts on windsurfing. In response to SFBA's testimony, statements by several of the commissioners indicated that they were concerned and were ready to consider a vote to find windsurfing impacts from the development as significant - in conflict with the FEIR. Unfortunately, this vote on significance was delayed to a later date for procedural reasons.

SFBA's Response and meeting with the Developer

Dr. Mark Tischler, Karina O'Connor and Peter Thorner of SFBA met with the project developer on May 5. He indicated that the height of buildings nearer Coyote Point could be lowered if the lost floors were added to the buildings further back. One plan, called the 4-3-4-7-7 plan, would drop the heights of the buildings nearer to Coyote point from having 5/5/7 floors to 4/ ¾ floors but change the floors of buildings farther back from 5/3 to 7/7 floors to avoid any loss of square footage. Our review of his proposal indicated that the impact of the shorter buildings would pull back the turbulent area by 100-200 yards, but then turbulence cast off the new 7-story building at the back of the development would create additional problems.

The builder was and is still resistant to reducing floor area or relocating/reorienting buildings. Dr Tischler, SFBA's wind expert, suggested that a

wind tunnel analysis of the 4-3-4-7-7 plan be completed to determine the real impacts. However, the developer is not interested in further wind tunnel tests. Mark also has found aerodynamic info that indicates that the buildings would have a dramatic reduction in how far downwind they would cast turbulence if they were rotated narrow side to the wind. Therefore SFBA drafted a letter to the City of Burlingame suggested that the alternative proposed by the developer, and a few additional alternatives proposed by SFBA, be examined in the wind tunnel during the upcoming study session on the project.

FEIR Approved by City of Burlingame!

On May 5, the City of Burlingame voted 5 to 2 to approve the environmental documentation for the development without a finding of significance on wind impacts. Their vote was likely influenced by reports from the city and their consultant which argued that a strong standard for evaluating impacts to windsurfing would be incompatible with the city's desire to see further office development in the bayfront area. After the vote, two of the commissioners expressed concern about traffic and windsurfing impacts. One of the commissioners also stated that he expected the windsurfing community to pursue a lawsuit against the city. At the hearing SFBA was asked if we'd be willing to work with the developer to craft a compromise that would allow the project to go forward. In response, we stated that we had already tried to work with the developer and had found him to be unwilling to compromise on key aspects of the project design. After the hearing, SFBA discovered that the environmental documentation had been modified to include some additional mitigation to reduce the size of the buildings or move the buildings to better configurations. However, the lack of a finding of significance and the setting of an inadequate significance standard still make it important for SFBA to fight the document in court - which we are pursuing.

With completion of the environmental documentation, on May 24, the City of Burlingame began a study session on the actual proposed

development. A 'study session' (where no discussion from the developer or the public is allowed) was held for the commissioners to layout their initial questions and concerns. At the meeting several of the commissioners requested that alternatives proposed by both the developer and SFBA be examined by the City's 'wind expert' and expressed concern that the project is "too big" thus needed to be reduced in size and impact on traffic and wind.

Commissioner Stanley Vistica noted that the developer had been blindsided by the windsurfing issue and that he would like to see the developer take some time to address the wind issues. Commissioner Jerry Lee Deal asked that the developer address SFBA concerns. He also asked for an explanation of why the project was so tall and indicated that he would like to see rotation of buildings to reduce wind impacts, elimination of the building closest to the bulkhead nearest Coyote Point, and shifting of taller buildings to the west side of the site. He asked if new plans would go to the wind tunnel and was advised by City Planner Meg Monroe that the expert would review new plans.

What We Must Do Now

Stay involved. The next Planning Commission meeting is scheduled for June 14 at 7:00 PM. At this meeting the project will be up for final approval! The commissioners can either approve, deny or deny without prejudice the project (which would allow the developer to make changes and come back). Even if they deny the project, the developer can appeal to the City Council.

Come to the June 14 meeting in Burlingame City Hall. We will meet beforehand at ASD at 6:00 pm for a strategy meeting. If you're not already a member, join the SFBA, and use it as a vehicle to fight threats to our sport wherever and whenever they occur. Bookmark the SFBA web site, www.sfba.org, and check regularly for updates on this crisis.

Stay tuned. Otherwise, the off-season may be forever at Coyote Point.

Peter Thorner (510) 547-4422

Karina O'Connor (415) 661-9584

Third Avenue

Count Your Blessings

The season seems to be winding down like it started - in fits and starts, with really good conditions about every two weeks - but hey, its better than nothing!

- The main ramp repair has worked well so far, with added work and ongoing maintenance by Jay and his minions. We expect that Foster City will fix the other ramp in a similar fashion, maybe by next season.
- The golf ball situation is better than it was, in part because of the new fence at the end of the pitch and putt course, although not entirely solved.
- No one has died!
- The "no parking" signs along the driving range have been removed.
- The "old" access road from Third is still in place, and has had new gravel laid down to fill the potholes and reduce the dust.
- Plans to widen and extend the rest of Third Avenue past the old launch are moving forward, including preservation of curbside parking. The City staff is apparently still debating whether to provide more than curbside parking at the old launch.
- Inconsistency from Foster City police about where you can and can't park or rig has been resolved — see Jay's parking rules in the last newsletter.

Wetland Project Takes a Bite out of Rigging Area

This is another "glass half full" item. When the golf range and related roads and parking got built, Foster City had to agree to replace a certain acreage of wetland area that got filled. The only area left to do this was between the bike path and the golf range. Originally, the wetland restoration pond was going to use up the majority of the rigging area, but City staff got the consultant to redesign it to reduce the impact. It looks like about 20% of the area people used on a really busy day will actually be lost. SFBA and individual sailors made attempts get the pond moved further back, but the City says it has no flexibility on this, so we'll just have to live with it.

Concessions and Pay Parking

The City put out a request for proposals for a windsurf concession, with all sorts of fancy ideas about buildings, flush toilets, rinsing stations, etc. Only one shop even picked up the request, and clearly if anything is attempted, it will be more along the lines of a trailer or container than a real structure, and there is no proposal to charge for parking. We'll just have to wait and see how discussions go with the City, and if anything develops on this.

Meanwhile, many sailors have expressed opposition to the idea of paying to park or a launch fee, which is understandable since it's free now, but please consider the factors in the editorial below before you make up your mind.

Editorial: Why I Want to Pay to Sail at Third

While the current parking situation at Third is not that bad, people should remember that the old gravel access road with its overflow parking is due to be removed. Ideally, the old access road area could be used to expand the parking, which would then be twice its current size and the additional parking would be out of the golf ball zone. With all that extra parking, the rigging area could be made larger, plus there could be a second real rigging area near the beach.

However, the land where the old access sits is owned by Caltrans. Caltrans wants Foster City to buy the land if they want to use it long term. So they would have to lay out the money for the land plus the money to build the parking area to city standards. I'm guessing we're talking somewhere between \$100K and \$200K for the project.

Currently windsurfers pay nothing, and tend to complain about things that would not be an issue for the city if no one windsurfed at Third. Remember, Foster City was requested to build the current parking, and there was a lot of resentment at the City about this. What incentive does the City really have to spend any more money on us? While at least some City staff and representatives have come to think of windsurfing as an asset, it certainly isn't a financial one, and that's what counts in the end.

But what if the City could make money, or at least break even, on its investment in added parking and upkeep associated with windsurfing at Third? Then there is a good likelihood they would support the project. While a rudimentary concession operation might bring them a few bucks, it isn't directly tied to the level of use, so there's not much incentive for the City to invest anything.

What if windsurfers paid a relatively small amount to park - say \$25/ year for a parking pass, or \$2 a day. Perhaps Foster City residents could get it free.

Day parking could be by self-registration, like at many state and county parks. The police could ticket those who don't have a pass or a day receipt, although for the most part it would be on the honor system. If there was a concessionaire, they could sell the passes and help check on them. I'm guessing there are at least 1000 people who sail at Third seriously enough to buy the pass, plus a bunch of casual visitors who would pay daily. The City potentially could net something on the order of \$25,000 per year. This would easily justify the investment in expanding the parking, which would in turn help support a higher level of facilities related to a concession, like flush toilets, showers, rinsing stations, phones, a place to buy food and drinks, etc.

So think about it. Would you rather have less parking and space than we have now, and be begging for attention from the City on our issues and needs for the rest of time, or have lots of parking, more room to rig, better facilities, and a legitimate voice to ask for things we need, at a cost of \$25 per year?

Although I miss the Baja-like romance of the old unpaved parking area, and would rather not have to pay or deal with bureaucracy at all, I would choose to lay out the money and have the best potential future setup for sailing at Third, rather than loose ground from here on out. If something isn't done to pursue the Caltrans land option soon, the opportunity will probably be lost forever.

So think about it and let me know. We either move forward, being willing to lay something on the bargaining table, or we will be literally losing more ground.

Randy Anderson, e-mail randboz@aol.com

The Cal Cup 1999 Race Series

If you didn't already know it, course racing and slalom racing can be exhilarating, challenging, educational, intense, and yes, sometimes frustrating. But mostly, it's all of these. Throw in the social benefits and that's why it's my sport of choice above all. The Cal Cup Race Series is committed to delivering all these great emotions in 1999.

It's May and the successful 1999 race season has already begun. Consider the fact that the 1999 USWA Nationals will be hosted here in San Francisco, the Cal Cup series becomes more important to the racing scene. Some changes are in the wind... Don Lester and Emily Dale, our gracious hosts and Cal Cup organizers for many years now, are handing off the responsibilities to a new team. Thanks a million Don and Emily for all the great racing!

A new committee will be formed this winter from volunteers and interested parties. Right now we're setting goals (besides having fun and living large) for the new Cal Cup, so send us your ideas and requests related to Course and Slalom racing. We'd especially like to hear from non-racers who want to start racing.

Just check out our web page <http://www.calcupevents.com/>, to register for events, join our discussion group or check out photos from the latest race.

See you out there.

Bob Bauldusa74 e-mail: bbauld@dnai.com

CalCup99

15 Kilgo Ct.

Pleasant Hill, CA 94523

<http://www.calcupevents.com/>

If you're sailing the bay or the coast, it's really cold out there this year. Please observe the dress code.

Calling all Racers and Wanna-be Racers.

This season's race schedule is on the back page of this newsletter.

Don't be a

In the beginning of yet another marginally windy Saturday this season, I ran into my rather macho friend Wally (names have been changed to protect the ignorant) down at Crissy Field, rigging his 6.5. I asked him to join me for a session on the coast where it seemed to be blowing a bit more consistently. Wally replied, "Are you kidding me I've told you time and time again, I don't want to be shark bait. Didn't you see that article in Outside magazine—they are out there!"

Despite my pleas that he had a better chance of hitting his head on his mast and dying then getting attacked by our friend, Whitey, Wally continued to rig his 6.5 to set out for his schlog to Anita's Rock. The ironic part of this little story is that big Wally put on his 3.2 shorty to go sail out in the frigid waters. He's afraid of Whitey, yet he has no problem in risking breaking down in 55-degree water in his shorty!

"Wally, don't you get a little chilly out there?" I asked.

"Oh, NO! I am pretty warm-blooded and I rarely miss a jibe," he confidently replied.

"What if the wind dies or you break a mast?" I carefully questioned.

"I'll just swim it in," he said.

The reality of the situation is if Wally spends more than an hour in the water in his shorty, he will develop hypothermia. In my ten years of sailing at Crissy Field, I have noticed more Wally's than every before sailing in a shorty or even without a wetsuit in the Bay. It only takes one Wally to die of hypothermia to potentially jeopardize the regulation of one of our most prized sailing sites.

It is estimated by safety experts that half of all drowning victims actually die from the fatal effects of cold water, or

hypothermia, and not from water filled lungs. The loss of body heat is one of the greatest obstacles to survival when you are in the water. Cold water robs the body of heat 25-30 times faster than air. When you lose enough body heat to make your temperature subnormal, you become hypothermic.

Cold water does not have to be icy. It just has to be colder than you are to set water hypothermia in motion. A person who is wet, improperly dressed, and intoxicated can become hypothermic in 70 degree F weather. The rate of body heat loss depends on water temperature, the protective clothing worn, percent body fat and other physical factors, and most importantly the way you conduct yourself in the water.

Rules of 50

An average adult person has a 50/50 chance of surviving a 50-yard swim in 50F water.

A 50-year old person in 50F water has a 50/50 chance of surviving for 50 minutes.

Granted, wearing any kind of wetsuit will increase your chances of survival, but wearing a 3.2 shorty vs. a 4.3 suit will definitely hinder your odds. In the case of encountering a hypothermic victim, safety experts recommend basic treatment by doing the following:

1. Prevent further heat loss. Insulate from the ground, protect from the wind, eliminate evaporative heat loss by removing wet clothing or by covering the patient with a vapor barrier (such as a plastic garbage bag), cover the head and neck, and move the patient to a warm environment. Consider covering patient's mouth and nose with a light fabric to reduce heat loss through respiration.
2. Activate the emergency medical services system to provide transport to a medical facility.
3. Do not give alcohol.

Hopefully the number of Wally's can be diminished through some kind intervention. Don't let your friend be a Wally. Tell him/her about their odds of survival. Help them see the light.



Help Us Party!

We are still looking for an energetic and experienced person to organize a kick-ass SFBA party to accommodate everyone, from the fleece generation to generation-X to the baby boomers... Please contact Bill Robberson at (415) 885-1102

Events

Cal Cup Schedule

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Phone for Location</i>
June 12-13	The SF Classic	St. Francis	415-563-6363
June 18	Friday Twilight Series 5:30	St. Francis	415-563-6363
June 19-20	North ProAm	ASD	650-348-8485
June 26	CalCup	TBD	925-370-1570
June 30	Wed. Twilight Series 5:30	St. Francis	415-563-6363
July 10	CalCup	TBD	925-370-1570
July 14	Friday Twilight Series 5:30	St. Francis	415-563-6363
July 19-24	USWA Nationals	St. Francis, SF, CA	415-563-6363
July 30	Friday Twilight Series 5:30	St. Francis	415-563-6363
Aug. 13	Friday Twilight Series 5:30	St. Francis	415-563-6363
Aug. 14	CalCup	TBD	925-370-1570
Aug. 27	Friday Twilight Series 5:30	St. Francis	415-563-6363
Sept 4	CalCup	TBD	925-370-1570
Sept 10	Friday Twilight Series 5:30	St. Francis	415-563-6363
Sept 18	CalCup	TBD	925-370-1570
Oct. 23-24	Fall Olympic Classes (IMCO only)	St. Francis	415-563-6363

Swap meets

<i>Date</i>	<i>Location</i>	<i>Phone</i>
June 13	Windsurf Warehouse	(650) 588-1714
June 26	Helm Ski & Windsurf	(650) 344-2711

San Francisco Boardsailing Association

1592 Union Street, Box 301
San Francisco, CA 94123



FIRST CLASS
POSTAGE
PAID
MAILCOM

Shop List

This is the SFBA's current list of shops and rental locations in the Bay Area. If you have a location that needs to be added to this list please contact Karina O'Connor, (415) 661-9584.

A. Boardsports Marin
2233 Larkspur Landing Circle
Larkspur, CA 94939
(415) 925-8585
Hours: 10-7 T-F, 10-6 Sat-M, Sun 10-5
www.boardsports.com

B. ABK School of Windsurfing
101 Casa Buena Dr., Suite F
Corte Madera, CA 94925
(415) 927-8835
www.asdwindsurfing.com

C. City Front Boardsports
2936 Lyon Street
San Francisco, CA 94123
(415) 929-7873
11-7 M-F, 10-6 Sat, Sun
www.boardsports.com

D. San Francisco School of Windsurfing
#1 Harding Rd.
San Francisco, CA 94132
(415) 753-3235
www.sfwindsurf.com

E. Windsurf Bicycle Warehouse
428 S. Airport Blvd.
S. San Francisco, CA 94080
(650) 588-1714
info@wbw.com

F. Peter's Café
10 El Camino Real Blvd
Milbrae, CA 94030
(650) 697-2434

G. Advanced Surf Design
302 Lang Rd.
(650) 348-8485
11-6
www.asdwindsurfing.com

H. Helm Ski and Windurf
333 N. Amphlett Blvd.
San Mateo, CA 94401
(650) 344-2711
10-6 M-Tue, 10-7 W-Th, 10-6 F-Sat, 12-6 Sun

I. California Windsurfing
Foster City, CA
(650) 594-0335
Hours: 10-7 Tue-Sun

J. Spinnaker Sailing
3160 N. Shoreline Blvd.
Mountain View, CA 94043
(650) 965-7474
http://sail@spinnasail.com

K. Berkeley Boardsports
843 Gilman St.
Berkeley, CA 94710
(510) 527-7873
11-7 M-F, 10-6 Sat, 11-5 Sun
www.boardsports.com

L. Berkeley Windsurfing
1601 University Ave.
Berkeley, CA 94702
(510) 843-9283
11-6 M-F, Closed Tue, 10-5 Sat, 11-4 Sun
www.slip.net/~bwands

M. Cal Sailing Club
Berkeley Marina
(510) 287-5905

N. Cal Adventures - UC Aquatic Club
Berkeley Marina (rentals)
Classes
5 Haas Club House
1 Centennial Drive
U.C. Aquatic Center
Berkeley, CA 94704
(510) 642-4000
10-6 M-F

O. Windsurf Del Valle
391 Livermore Ave
Livermore, CA 94550
(925) 455-4008
10-4 M-F, 10-5 S-S

P. Delta Windsurf Company
3729 Sherman Island Rd.
Rio Vista, CA 94571
(916) 777-2299
10-5 M-Th, 9-6 F-Sun
http://www.windjump.com/delta/

Q. Windcraft Sailboard Center
17124 Sherman Island Rd.
Rio Vista, CA 94571
(916) 777-7067
10-5 M-W, 6-7 Sat, 6-6 Th,F,Sun
http://www.windcraft.com/

R. Windsurf Diablo
401 Sunset Dr.
Antioch, CA 94509
(925) 778-6350
11:30-5:30

LARKSPUR LANDING AND ROD & GUN CLUB

PT. ISABEL AND MARINA BAY

BERKELEY MARINA

CRISSY FIELD

TREASURE ISLAND

CROWN BEACH (LESSONS AVAILABLE THROUGH ABK)

3COM PARK (THE STICK)

COYOTE PT.

THIRD AVE.

LAKE DEL VALLE

SHORELINE PARK

WADDELL BEACH

RIO VISTA

SHERMAN ISLAND

CONTRA LOMA RESOVOIR