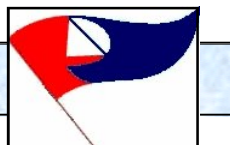


WINDWORDS

CONVAIR SAILING CLUB

January 2007

Commodore's Message



So what makes Convair Sailing Club such a good club? It's YOU.

As we head into 2007 we have over 200 great members and I'm proud to be one of you. Remember, as a member in a non-profit club the boats belong to you.



our Mystery Ship #634 (Dec. Windwords) and winning the team race against Torrey Pines.

There is no doubt in my mind that 2007 will continue to see Convair Sailing Club sailing along with strong but gentle breezes.

It's you who maintain them, fill the gas tanks, provide sailing instructions, do Dockmaster duty, organize regattas, open houses, Super Sloopers, Sail Fair, publish

Windwords and maintain our website.

We have had an excellent year putting new sails on all the Ensigns, enjoying evening sails and races,

Hope to see you on the water.

Kevin Cryan,
Commodore

People in the Wind



Membership Boom in '06

The year 2006 brought a record number of sixty-nine new members into the club. The three membership drives, along with the Qualcomm presentation, and our association with Mission Bay Aquatic Center were the big

draws for our increase in membership. First time sailing students were eager to learn and did well. The sixty-nine new students were trained in the safe usage of our boats for 2006. Many "THANKS" to all the instructors who volunteered their valuable time to our club to

ensure its success. It is a feeling of accomplishment to see our newly checked out members out sailing and racing our boats, sharing their newly acquired skills with family and friends.

The list of our new members follows on page 3.

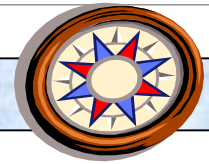
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I can't change
the direction
of the wind,
but I can
adjust my sails
to always
reach my
destination.

contributed by
Wes Bachman

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Course Correction

Correction

The last issue of the Windwords mis-identified the Secretary as the Treasurer.



Tracy Williams is the Secretary.



Bud Hale is the Treasurer.

Around the Bay



Jalal Sajadian with trophies in the background at the Christmas Party



Sandy Leon and Kevin Cryan with AEYA trophy



Tracy Williams



Kevin Cryan, Bob Coburn, and Alex Leondis



Terry Edlund and Kevin Cryan



Bob Coburn

Tae An
 Vincent Balian
 John Balogh
 Zvi Bloom
 Michael Borowski
 Peter Buitenhek
New Members Continued

Robyn Burns
 John Butler
 Jack Chambers
 Merle Chick
 Dick Chmiel
 Gary Crothers
 Tony De Lellis
 Melanie Dumas
 Ozgur Dural
 Jonas Ekblom
 Omar El-Mofty
 Damian Esparza
 Mark Gawlik
 Carl Gilman
 Mauricio Guerra
 Josh Haleen
 Michael Hampton
 Nicholas Hofmann
 Gene Hoppe
 Andrew Hoskinson
 Selwyn Hughes
 Eva Irving
 Thomas Jetton
 Ken Johnson
 Ed Kelly
 Abbi Kelly
 Kimberly Klos

Philip Koekemoer
 Gordon Krum
 Lori Lee
 John Luce
 Jim Mackie
 Shaun McArdle
 William McCullough
 Bob McGowan
 George Norrell
 Josh O'Briant
 Christina Orsini
 Elise Patkay
 Shane Poznikoff
 Iradj Rahimpour
 Mary Rahimpour
 Nelson Rasquinha
 Wes Schott
 Phillip Schwartz
 Lorraine Scudero
 Eran Shemer
 Victor Suarez
 Matt Sullivan
 Louis Swanpoel
 Luke Tunmer
 Jerry Voutila
 Ken Wells
 Bryan Wilson
 Bill Winternitz

Lost Overboard

Shaun McArdle lost a book, The Romantic Challenge by Sir Francis Chichester, at Registration Night in

the Community Room. With the book in a white envelope were a photo CD and Sony memory stick. If you have the book and property please contact Shaun at Shaun-McA@aol.com. Thank you.

“No Swimming” sign

The privilege to use the hot tub & swimming pool at the Marina is still withdrawn. If we receive a good word it will be passed along as soon as possible.

Word from the Board

Highlights from the January Board meeting:

Kris Valentino was nominated as Port Captain and was approved by unanimous consent.

Terry Edlund made a motion that the following items be the only activities eligible for sailing credits: Water Instruction and Checkout; Class Instruction; Maintenance, Repair, and Fueling; Windwords; Webmaster. The motion passed with unanimous vote.

Treasurer's Report: **Bud Hale**. The current cash balance is \$22,200. We had income of \$445 and expenses of \$13,164, including \$8,225 for new Ensign sails.

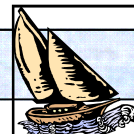
Fleet Captain's Report: **Brian Evans**

During December the following repairs/modifications were carried out:

1) **Kris Valentino** installed the new sails on all the Ensigns. On 192, she re-caulked the chain plates and

(Continued on page 5)

The Racing News



Disqualification in A-Fleet, 2nd Race, January 7, 2007

Sandy Leon, 648, protested John Killian, 634, while running from the weather buoy to the leeward buoy in the 2nd A-Fleet Race. I believe this was the last down wind leg of a Nr. 6, standard course. Both boats were on port tack with whisker poles. The Committee Boat (CB) was in the path of the boats and became the obstruction. 634 was overlapped, leeward, right of way, boat and elected to pass to the right of the CB, but did not allow room for 648 to also pass to the right, inside, of this obstruction. There was contact without noticeable damage between CB and 648. 634 did not perform a 720 degree penalty turn. On that basis, John Hutcheson, Committee, ruled to disqualify 634.

In Dave Perry's book, Understanding the Racing Rules of Racing near Page 151, (restated to avoid copyright infringement): Rule 18 applies within the 2-boat-length zone around a mark or obstruction and, in this case, probably at a greater distance due to high wind speed and time needed to react. The right of way boat, leeward boat, gets to choose on which side of the obstruction she will pass. If she chooses to pass to leeward of the obstruction, rule 18.2 (a) requires her to also give the weather boat, give-way-boat, room to pass on the same side, as long as the weather boat also wants to pass to leeward of the obstruction (between CB and 634).

Mr. Killian has agreed about Rule 18.2, but said that he feels the CB was not an obstruction nor a mark within the meaning of this Rule.

Here is the ISAF definition of Obstruction -- "An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her, give her room or, if rule 21 applies, avoid her".

The relevant part of this definition means: IF a victory sail boat were approaching an object directly in front of her and this object were only 21-feet from this victory, then the skipper, if able to see where the boat is going, must make a decision whether or not to avoid this object by changing course substantially. If the skipper would make this substantial change of course, then the object is an obstruction. If the skipper would run over this object, then it is not an obstruction. In this case the skipper would not try to smash the CB and so the CB is an obstruction. (Please understand this is a purely hypothetical test to understand what an obstruction is.)

To further explain an obstruction, Mr Perry tries to say (near Page 187) To apply this rule correctly, be sure you understand that a large object, like an anchored CB will satisfy the definition of being an obstruction and is always an obstruction. When the CB is used as a mark, it does not stop being an obstruction and becomes an obstruction and a mark at the same time. A much smaller object in the way of a sailboat, such as

an empty plastic bottle or a single leaf of kelp, is not an obstruction.

What this means is that the CB was the obstruction and the Committee was correct to disqualify 634.

Marny Leondis

Standings January Regatta

1	Michael Keane	3
2	Greg Anderson	3
3	Sandy Leon	7
4	Anderson Team	8
5	Joe Rollinson	9
6	Bob Coburn	10
7	Hutch/Gerbracht	11
8	Jalal Sajadian	12
9	Erich Hoffmann	12
10	Jim Mackie	12
11	Cryan/Farley	13
12	Alex Leondis	13
13	Harry Smith	15
14	Kantor/Merten	15
15	John Killian	16
16	Peter Politzer	16
17	Terry Edlund	18
18	Fred MacDougall	18

(Continued from page 3)

scrubbed the interior.

2) **Harry Smith** removed the hardware from the old boom on 647. Then **Brian Evans** welded an extension to the new boom and reinstalled the hardware with **Harry's** assistance.

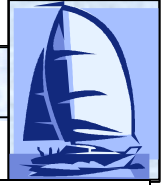
3) **Brian Evans** replaced the gooseneck fitting from 647 with a new one from club stock and welded a new tab on the old gooseneck fitting, and it is ready for installation on another boat when needed.

Now that we are in the rainy season, it is important for all boat captains to check the bilges on boats more frequently. The Ensigns in particular can pick up a surprising amount of water in a good rainstorm. Victorys can also pick up water. This is something the

January 6 & 7 Regatta Photos by Terry Edlund



Dockmaster



01/28/06	1PM-4PM*	9103	BALDWIN	GARY	619-463-7107	baldwin.gary@sbcglobal.net
02/03/06	10AM-1PM	1056	BARKDOLL	ROBERT	619-469-9165	robarkdoll@sbcglobal.net
02/03/06	1PM-4PM*	1348	BEARD	JOHN	619-275-5751	jebkqb@san.rr.com
02/04/06	10AM-1PM	9417	BEIHAGI	KAMYAR	619-846-7492	kamyar_beihagi@hotmail.com
02/04/06	1PM-4PM*	9381	BOWSER	JIM	619-200-7081	jabowser@earthlink.net
02/10/06	10AM-1PM	8263	BUSSETT	RAYMOND	858-271-4062	rbussett@san.rr.com
02/10/06	1PM-4PM*	9205	CARDOT	JIM	619-482-8910	cardot@mac.com
02/11/06	10AM-1PM	8624	COBURN	ROBERT	858-454-0817	colbobc@san.rr.com
02/11/06	1PM-4PM*	9409	CONRAD	ROBERT	858-451-2914	flashfoto@aol.com
02/17/06	10AM-1PM	9050	COOPERMAN	LAWRENCE	858-546-0560	LCOOPER-MAN@SAN.RR.COM
02/17/06	1PM-4PM*	9376	COPLAND	GEOFF	619-669-1932	nzplgrm@aol.com
02/18/06	10AM-1PM	9273	COSGROVE	RICH	858-273-4174	rich_cosgrove@hotmail.com
02/18/06	1PM-4PM*	9432	COUVRETTE	JEFFREY	619-922-7380	JEFF@COuVRETTE.NET
02/24/06	10AM-1PM	1052	COX	ROBERT	619-583-1051	
02/24/06	1PM-4PM*	9261	CRYAN	KEVIN	619-710-0236	endoftheroad@cox.net
02/25/06	10AM-1PM	9404	DARBY	LEE	619-444-8511	leedarby@juno.com
02/25/06	1PM-4PM*	9312	EDLUND	TERRY	619-299-1383	t.edlund@cox.net

What do you think?



Excessive heeling of the boat may be fun but it will also have the following adverse effects:

- (A) increases the leeway or lateral drift of the boat with the wind because the keel is no longer near vertical;
- (B) makes the boat harder to steer;
- (C) slows the boat.

Answer: all of the above

Windword of the Day



Wing and wing: sailing directly downwind with the mainsail on one side of the boat and the jib on the other.

Becoming a Better Sailor: Backstay and Vang Adjustments

Backstay

In traditional masthead rigs, with no running backstays, the permanent backstay controls both mastbend and headstay sag. Mastbend is the primary adjuster of mainsail fullness. As wind increases, so should backstay tension. (Victory backstays should not be adjusted without first talking to the boat captain, please).



We strongly recommend a powerful and “easy to use” backstay adjuster. If your masthead rig has running backstays, these are used to control mastbend. They also have an effect on headstay sag. At a given permanent backstay tension, more “runner” will straighten the mast (making the main fuller) and remove headstay sag.

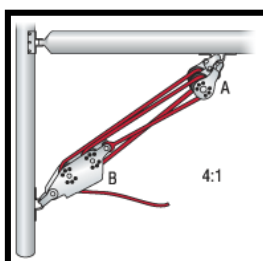
On a fractional rig, permanent backstay controls mastbend and the runner (attached at the hounds) controls the headstay sag. A fractional rig may also have a checkstay which controls lower mastbend much the way runners on a masthead rig work.

Whatever your rig configuration, you need to make your main flatter as the wind increases. Choppier water requires a bit fuller sail for a given wind strength.

You should also mark all adjustments so you can consistently reproduce fast settings.

Off the wind, the permanent backstay

should be eased right off unless you are power reaching, when about half of full tension should be carried to depower the sail and support the rig.



Vang

If you have a powerful vang, you can use it to induce lower mastbend if you want to flatten

the main entry down low.

In general, this is not necessary on most big boats. Off the wind, the best rule is to keep the top or second batten down (3 or 4 batten main, respectively) parallel to the boom. Close or beam reaching, you can also watch the top or second telltale down, as appropriate, and keep it flowing.

On a power reach where you are on the edge of a broach, keep a hand on the vang to dump it off if the rudder feels as though it is stalling.

Downwind in big waves and wind, you can help stop oscillation by “overvang” and hooking the leech.

Reprinted from June 2004 Windwords.

Note: from an Ullman Sails brochure.
[Submitted by Harry Smith]

Registration Night

The night was smoothly run thanks to the planning, with special help from **Rich Cosgrove**, and other volunteers from the Board of Directors. Money was collected, keys were handed out, and membership cards laminated in no time at all. A special thanks to Brian’s wife, Jan, for printing all the membership cards!



Tracy Williams records checks



Geoff Copland prepares for the rush



Kris Valentino staffs the Trouble Table

REGULAR CLUB EVENTS & ACTIVITIES



- **General Meetings:** monthly gatherings with speakers or other informative programs
- **Orientation Sails:** on the Ensigns and Commander will be given to club members and anyone interested in joining our club, on the 2nd & 4th weekends of the month. Contact John Beard at (619) 275-5751 to schedule a sail.
- **Membership Orientation and Sailing Class One:** First Monday of each month from 7 to 10 pm at the La Jolla Village Square Community Room.
- **Sailing Class Two:** Second Wednesday of each month from 6 to 10 pm at the La Jolla Village Square Community Room.
- **Sailing Class Three:** Third Monday of each month from 7 to 9 pm at the La Jolla Village Square Community Room.
- **Racing Regattas:** monthly, with 4 "fleets" to give everyone, at every level, an opportunity to win.

CONVAIR SAILING CLUB
P.O. BOX 22981
SAN DIEGO CA 92192-2981
WINDWORDS DECEMBER 2006

FIRST CLASS MAIL
Please Forward

www.convairsailingclub.org

