


# WIND WORDS

Newsletter of the Convair Sailing Club

February • 2024

## The Californian Celebrates Its 40<sup>th</sup> Anniversary

How does this relate to CSC?  
We were among the first to see it!  
Check out the story on page 3. 




The Californian sailing past Coronado Island.

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## CSC Registration Completed



Our new year started on January 13th with Membership Registration on the pool deck. New and existing members paid dues, filed paperwork and received their 2024 lock box keys. If you missed


registration and still need to pay dues and receive your key, contact the club. Special thanks goes out to everyone who sacrificed their Saturday morning to volunteer to put on the event. 

**If you haven't renewed your membership, contact CSC right away.**

For Contact Information See "Helpful Info". Page 5 Column 2.

## Lost & Found

This jacket was found on the dock on Saturday January 27th. It is in the dock-side box.

By the way, if you find items like this, text "*Lost & Found*" with a photo to 760-533-8706 to post it in WindWords. 



# CSC Outboard Tips.

Supplied by Paul Feldon

Here are some step-by-step troubleshooting tips that you can use to start your outboard and keep it running smoothly.

- **Give the motor and fuel system a general “once over”**

- o Check the bracket clamps and tighten if loose
- o Check the fuel level in the tank

- **Fuel System**

- o Open the fuel tank vent if present (the newer tanks don't have a vent knob)
- o If the boat has a ventless tank, loosen the tank cap to release any built up pressure-then retighten
- o Attach the fuel line connector to the motor (be sure it is oriented correctly and clicks into place). On some motors considerable pressure must be applied until it seats fully and clicks in place.
- o Pump the priming bulb until it is hard
- o If the bulb remains soft, check the connector and connector-hose junction for leaks
- o **TILT THE MOTOR** into the vertical position **AND LOWER IT INTO THE WATER USING THE HANDLE ON THE STERN BRACKET**
- o **NOTE:** Ensign 323 (blue boat) does NOT have a stern bracket. Just tilt the motor into the vertical position

- **Starting**

- o Be sure the safety key is in place!
- o Choke should be all the way

Reprinted from the December 2023 WindWords. You can never know too much about outboards!

out (for a cold start)

- o Throttle should be in the “Start” position
- o Gearshift must be in the neutral position
- o Pull the starter rope out (gently) until it is under tension, then pull rapidly to start
- o The motor should start after no more than 5-10 pulls
- o If the motor does not start, check the priming bulb
- o If the bulb is soft, check again for air/fuel leaks at the fuel connector-motor junction (listen for air leaks while gently squeezing the bulb)
- o If the bulb is hard, try spraying starter fluid (kept in the tool dock box) into the carburetor air intake, then pulling starter rope
- o If the motor does not start after using starter fluid spray 1-2 times, contact the boat and/or fleet captain, write a note in the maintenance log, and tag the boat out of service

- **After starting**

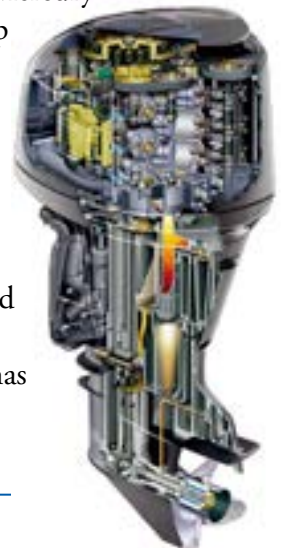
- o **BE SURE COOLING WATER IS STREAMING FROM THE BACK OF THE MOTOR!**
- o If no cooling water is coming out-shut down the motor and tag the boat out of service as well as noting in the maintenance log and contacting the boat and/or fleet captain
- o **DO NOT STAND ON THE BOW** with the motor running without another person in the cockpit to bal-

ance the boat as this will pull the water intake of the motor out of the water and result in the motor overheating

- o On most motors, a small indicator light on the front “panel” will flash red as the starter rope is pulled. However, if this light stays lit (red), there is no oil pressure and the motor should be shut down and the boat tagged out of service
- **Motor shutdown**
  - o Detach the fuel connector while the motor is running and let the motor run until it stops
  - o Raise the motor out of the water with the stern bracket and then tilt the motor forward (the gearshift must be in the forward position to allow the motor to tilt)

- **RECOMMENDED VIDEOS**

- o The Skinny River channel on YouTube ([https://www.youtube.com/channel/UCcD\\_\\_8BTghZ3u5-hVA0BgLA](https://www.youtube.com/channel/UCcD__8BTghZ3u5-hVA0BgLA)) has excellent videos on troubleshooting and maintaining motors identical to CSC's.
- o Note that Mercury 4,5, & 6 hp 4 stroke outboards are identical to those branded Tohatsu and Nissan and that CSC has a mix. 🐝





Forty years ago this month, the WindWords newsletter ran a brief article about an upcoming event for CSC members:


*“On February 22, a special program will be presented to the Convair Sailing Club on the new tall ship The Californian, built at the Spanish Landing in San Diego. This ship is a replica . . .”*

That issue of WindWords also reported on safety issues, man-over-board training, new board members, a special thanks to members Blake (Willie) Barton and Gene Gunn for securing the boat lines in advance of a threatened storm. There was even an announcement about an upcoming novice race regatta and “*underwater disco dance*”. The cost, \$8.00 for the half day event!

There was also poignant wisdom from then *WindWords* editor Dan Betry, that *still* resonates with us after *four decades!*:

**“In and effort to make the WindWords more interesting and informative, I will accept articles from anyone in the CSC Sailing Club concerning club issues. These articles can be just information you would like to share, a complement if someone has done a good job, or complaints about the club.”.**

I can be reached at:  
[Nelson.Jeff.C1@gmail.com](mailto:Nelson.Jeff.C1@gmail.com)

Don't forget to include your name in case I have questions. 



## *What Ever Happened To The Californian?*



Well, after we inspected her on February 22nd, 1984, they decided to proceed with the launch at Spanish landing. Here's the official story.

*“The Californian was built from the ground*

# The Californian

Continued from Page 3.

up in 1984 at Spanish Landing in San Diego Bay. She was launched with great fanfare for the 1984 Summer Olympic Games in Los Angeles. In July 2003, the Governor signed a bill into law designating the Californian as the official tall ship of the State of California. She is the only ship to carry this prestigious title.


Since her launching the ship has played host to thousands of adventure travelers, sailing enthusiasts, students and history buffs up and down the West coast. She has also made voyages to Hawaii, Mexico and the East coast of the United States. Californian casts a distinctive and instantly recognizable silhouette and has become one of the most well known tall ships in America.

The Californian is a replica of the 1847 Revenue Cutter C.W. Lawrence, which patrolled the coast of California enforcing federal law during the gold rush. The Revenue Cutter Service, along with four other federal maritime agencies, was consolidated into the United States Coast Guard in 1915.

The acquisition of the Californian by the Maritime Museum of San Diego in June 2002 was made possible by the Hughes and Sheila Potiker Family Foundation. In 2003, she underwent a complete overhaul including a



haul out, re-stepping the masts, replacing the standing rigging, new sails and mechanical systems and a re-design and re-furbishing of the areas below deck. The work was completed with a grant from the California Coastal Conservancy. The Maritime Museum of San Diego uses her for a variety

of dockside and at sea educational programs along with public adventure sails ranging from a half-day to more than a week. Her annual tour of the California coast each summer offers residents and visitors throughout the state an opportunity to enjoy the State's Official Tall Ship." 



The Californian firing it's cannons. Note that they face away from the Navy Base. You can never be too careful! **Wait, doesn't that mean they are pointing their guns at downtown?**



## Convair Sailing Club Board Seeking Members To Fill Two Vacant Positions

### Meet The New CSC Board Of Directors

Commodore.....Sandy Leon  
Vice Commodore.....Tracy Williams  
Rear Commodore..... *Open*.  
Tracy Williams (interim only)  
Secretary..... Bob Keefe  
Treasurer..... Rich Gadek  
Director.....Paul Feldon  
Director.....Bill Burch  
Director..... Doug Bass  
Fleet Captain/Chief of Maintenance.. *Open*  
Port Captain ..... Mark Sutton  
Chief of Racing ..... Sandy Leon


**O**ur new year began with new positions on the board. Thank you to our members who stepped up to take on these vital roles!

As you can see, we still have to fill the positions of *Rear Commodore* and *Fleet Captain/Chief of Maintenance*. CSC is also looking for additional Instructors.


If you'd like to discuss the possibility of filling one of these positions please contact:

**Tracy Williams**  
tw.cscsail@gmail.com

Or

**Sandy Leon**  
leoncpa@cox.net 

## Cracks In The Concrete!

**R**enovation of the docks is moving forward. The CSC Board expects to hear from Harbor Island West Marina in February. We will keep you up to date on the process as it moves forward. 



### Helpful Info.

**Convair Web Site:**  
<https://convairsailingclub.com/contact/>

**Convair Sailing Club on Facebook:**  
<https://www.facebook.com/ConvairSailing>

**Convair Address:**  
Convair Saling Club  
P.O. Box 22981  
San Diego, CA 92192-2981

**Coast Guard Safety:**  
<http://www.uscgboating.org> 