

WIND WORDS

Newsletter of the Convair Sailing Club

August • 2024

Ensign Racing News!

The fifth race of the 2024 season took place on July 20th. The weather was excellent. The wind direction favored a seldom used course in the northern part of the bay (*eerily similar to the ill-fated SuperSloop race chronicled in this issue - see column 2*). Most



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Congratulations July Checkouts!

Rajeev Jain completed his Ensign qualification. He's a familiar face to both Victory and Ensign racing. He is also a consistent volunteer for boat repair and maintenance.

Jay Lakins completed his Victory Check! **Welcome aboard!** He will be looking for sailing hours. One place to look would be the SuperSloopers on Thursdays at noon.



Rajeev Jain

SuperSloopers Face Off Against US Navy!



Victory fleet temporarily flanked by US warships during a minor territorial dispute on San Diego Bay.

The SuperSloopers called the last race of the day, a dash across the bay from Tom Ham's to buoy G-19 near North Island and back. Little did they know that they would encounter one of the most lethal threats on the high sees, the US Aircraft Carrier Abraham Lincoln!

While on SuperSloop operations the Victory boats are in constant (*well, mostly constant*) radio contact. Races and start time count-downs are called out to the fleet moments before each race. The races are not preplanned. Every partic-

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Jay Lakins

Open House
August 10th
 11:00 AM to 2:00 PM

Bring A Friend
 Harbor Island West Marina
 Just Outside The Deli
See The Flyer
On Page 6
For More Information.

July Victory Race Standings.

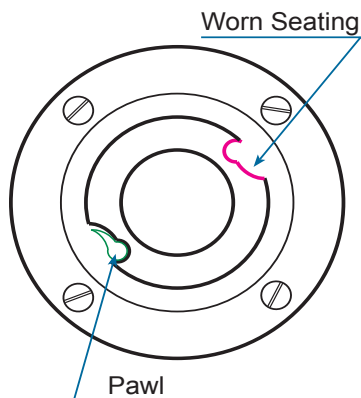
Skipper	Place	Points
Sandy Leon	1	18
Ryan Drobek	2	20
Terry Edlund	3	34
Peter Wells	4	39
Craig Unger	5	45
James Walker	6	48
Bruce / Robert	7	62
Dan Battiste	7	62
Hugo Day	9	66
Tom Bedford	10	70

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What to do when parts get old.


What's Wrong With This Winch?



Above: Tracy Williams and Robert Skillings working on the Ensign 2 port side winch. Above Right: Diagram of the winch. Left: A similar pawl and spring. Far Left: The damaged winch.



The new spinnaker pole (right) is half the diameter and substantially lighter than the old one (left). An added bonus, it floats!

Without winches it would be really hard to sail. Imagine trying to pull in the jib without them. Like everything else, these winches wear out, at least parts of them do. Normally the pawl (a spring loaded part that stops the winch from turning backwards) can last indefinitely. In fact, the pawls on the Ensign 2 were in great shape. The problem was the space they fit into, an area that has to be just large enough to hold the pawl snugly. That pressure we feel on the jib transmits down to this small housing, making it too large to hold the pawl in place. The solution: Paul machined a shim that restored the housing to the correct size. 

In addition to its upgraded jib winch, the Ensign 2 also has a brand new, custom made, carbon fiber spinnaker pole! In case you're wondering why a new one was needed, the E2's old one had a *Close Encounter of the Incompetent Kind*, with a marker buoy during race practice.* The pole tapped the edge of the buoy, dislodging the end fitting



* Faithful readers of WindWords, no doubt already suspect a likely culprit . . . and they won't be disappointed. Jeff Nelson, *Menace To Navigation*, was at the helm when it happened.

and cracking the collar that held it in place.

Paul Feldon examined it and suggested that undamaged parts could be salvaged for use on a new pole. The 722 recently made the same change, using a carbon fiber tube.

The tube was purchase and we planned for repairs in Paul's shop the following Monday. Tom Bedford and Jeff Nelson assisted.

The process started with cutting the end fittings and rigging from



the damaged pole. After careful measurements, we cut the carbon fiber

tube to the proper length (as specified in the manual). The diameter

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ipant receives the course at the last minute and must plan accordingly. You and your teammate decide on a plan and commit to it.

That's why, when the Lincoln was sighted, the call went out by radio,

and the reply came back: **"Damn the torpedoes - full speed ahead!"** (In other words, it was determined that there was ample room to safely cross in front of the Lincoln before she sounded a warning).

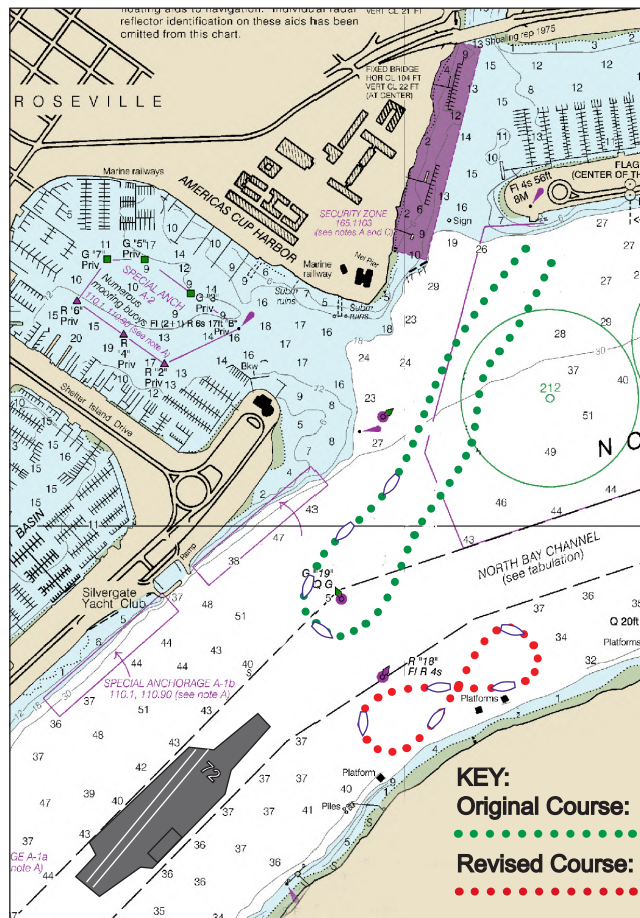
When the Victories safely arrived on the starboard side of the carrier they encountered a Navy Tug (C Tractor 7) and two Metal Shark's 40 Defiant high speed Force Protection boats with 50 caliber guns fore and aft, and **with their lights flashing!**

Still no warning signal from the carrier or the Force Protection boats (though it was clear they would have to sail southeast to the edge of North Island until the Navy passed).

Employing formation sailing techniques learned in SuperSloop training, they were able to maneuver within the tight confines of the space between the channel and North Island to the satisfaction of the Naval vessels. They never received a warning signal. Apparently, their boat handling was sufficient to allay any concerns on the bridges of the ships. **Or was the Navy keeping their distance from the Victories?**

After the Navy ships passed the SuperSloopers resumed their race.

While reporting on this encounter, WindWords reporters uncovered a *similar* incident. According to a substitute crew member in a recent



Ensign race (we'll call "Sanat"), it's not always possible to know where the Navy wants you to "stay clear". He was sailing off Coronado Island and was waved out of an area near shore by a similar Navy Force Pro-



Sanat, seen here with Vice Commodore and E2 Captain Tracy Williams, as he described his encounter with Navy Seals off Coronado.

tection boat. As soon as they cleared the area, a group of armed Navy Seals surfaced and started swimming to shore. Apparently Sanat had inadvertently sailed over their position and the Seals had to stay submerged until he sailed away! 🦋



Coincidence? This photo, taken by a WindWords staff photographer the next morning, shows the Lincoln on "our" side of the bay. Is the 72 looking for the Victory Fleet for a possible rematch? You can almost hear the theme from Jaws playing in the background!

Air Horn Signals: How to avoid being run over by an Aircraft Carrier.

San Diego Bay is home to a number of vessels, each with its own course and destination. Most of the larger ships rely on radio communications to avoid each other, but there are still some horn signals you should know:

- 1 Short Blast Warning: I plan to leave you on my Port Side.
- 2 Short Blasts Warning: I plan to leave you on my Starboard Side.
- 3 Short Blasts I am operating astern propulsion.
- 5 Short Blasts Danger, Interrogation. I did not understand your signal. In a practical sense, this means the other boat has **no idea** what you're doing but clearly wants you to do it **somewhere else**.

Need More?

Warnings extend to other areas of sailing that were less relevant to sailboating on the bay. For a full account, see "Harry's Horn Signals" on page 5

If its a Navy ship, they'll want you to do that **right now!**

Dock Off Limits



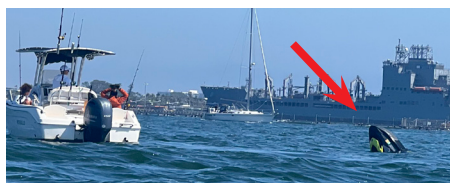
This photo makes you want a reservation right away, but that dock outside the window could wreck one of our boats, making it the most expensive meal you ever ate.

Just a reminder, the dock adjacent to the *Peohe's* restaurant on Coronado is incompatible with our boats and is off limits. At a minimum it could damage the paint and hardware. At worst, it could break the watertight connection between the deck and gunnel.

The height of the dock allows the Victory and Ensign hulls to be swept under the dock. Wake action can then lift them high enough to impact the underside of the dock.

In the near future *WindWords* will explore restaurants you can sail to. If you still want to sail to *Peohe's*, the Coronado Ferry docks a block away. 🚫

Steer Clear



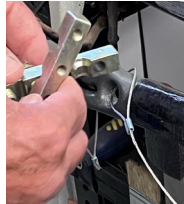
This partially submerged jet ski was seen from the E2 during race practice. It appears to have been abandoned in the middle of the channel.

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of the carbon fiber tube was slightly larger than the end fitting that were salvaged from the old pole. Brass shims had to be added while the end fittings were epoxied into place.



After the epoxy dried, they began the rigging process. The old pole used rope that was replaced with steel cable. The old one had also been fitted with independent release cables. Instead, a single cord was run from the release mechanisms at both ends.



The new pole was submitted for evaluation by the Ensign fleet's newest skipper, Jose Otero on his very first ever spinnaker launch. He did a great job, and so did the new pole. 🚫



Jose Otero seated just below the new pole, following his first launch.

What The . . . ?



This guy "drove" by our slips in his new "boat". And it's not just a gimmick. It was sighted from one of the Ensigns headed to Ballast Point doing what looked like 35 kts! 🚫

Free Sailboat



Tired of the long lines for CSC Club boats? If you act now you can pick up this sweet ride currently moored at the top of North Island Naval Base! Full set of sails (main and jib). May need some work on rudder and keel. 🚫

As is. No warranties.

Acquisition may be pending criminal investigations and possible Port Authority quarantine. Clear title may require Cost Guard inspection.

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July Victory Race Standings.

	Place	Points
Greg Roberts	11	72
John K / Joe R	12	77
Joe Curran	13	80
Fred MacDougall	14	81
Jack Cabeen	15	83
Gregory Herbster	16	91
Tabor's Pirates	17	97
Bob Lewis	18	106
Doug Bass	19	109
Mark Baker (MBC)	20	127
Kim Carter	21	128
Fernando Valera	22	131
Rajeev Jain	23	138
J Otto / D Gayon	24	139
Omar & Amy	25	139

If you have a story you'd like to see in *WindWords*, text to 760-533-8706. 🚫

Harry's Horn Signals



Harry Smith, seen here listening for warnings on the bay

The list of marine warning signals includes some that we are not likely to encounter sailing on San Diego Bay. However, it's worth mentioning them anyway.

The following is extracted from the *Inland Nav Rules*, which are different in detail from the *International Nav Rules*. The latter apply outside of the demarcation lines (e.g. line between Point Loma Light and Zuniga Jetty Light).

First, there are two types of blasts:
Short blast: 1 second duration
Prolonged blast: 4-6 seconds

Crossing:

For vessels in sight (daylight), within ½ mile meeting and crossing (Note: we don't hear these signals often because ships prefer to use VHF radio on CH 10 to arrange passing). If you hear one, it's probably best to see where it's coming from and get out of the way.

- 1S: I intend to leave you on MY port side
- 2S: I intend to leave you on MY stbd side
SHALL be answered by agreement (same signal) or danger/doubt signal.
- 5S: Danger/doubt
- 3S: I am operating astern

propulsion

1P: Nearing an obscured bend; leaving berth

Overtaking:

- 1S: I intend to overtake you on YOUR starboard side
- 2S: I intend to overtake you on YOUR port side
SHALL be answered by agreement (same signal) or danger/doubt signal

Restricted visibility

(fog, nighttime)

- 1P Every 2 min: power vessel underway
- 4P: Pilot boat

Examples you will hear around the bay:

- 5P: Danger, interrogation (I did not understand your signal)
- 1P Every 2 min: power vessel underway in restricted visibility
- 1P followed by 3S: vessel backing out of berth.



of the race was sailed at beam reach. None of the boats used their spinnakers. It was a fast race with strong winds. The race ended earlier than expected.

There was a lot of traffic on the bay. At times it seemed much of the race was avoiding other boats. The E2 and E722 spent so much time within a boat length that one E722 crew member asked if the E2 was using some kind of glue. This proximity problem was not shared by the E1122 which established an early lead and, well, stayed there.

Congratulation to Hector and crew for their first place finish. The 733 came in second.

As with the prior three races, the grouping of boats during this race demonstrated a growing competitive trend. In spite of all the varied approaches and the overall length of the race, most of the boats finished close to each another.



A glimpse of the 1122 before she sailed out of sight.



"The 722 was always right there, in case we needed them!" said E2 crew member Jeff Nelson.

August Ensign Race Standings

Boat	Skipper	SAT 16 Mar	SAT 20 Apr	SAT 18 May	SAT 15 June	SAT 20 July	SAT 17 Aug	Ocean 21 Sep	SAT 19 Oct	Throw Out Adjust	Total
192	Terry	2	1	2	1	6				-6	6.0
323	Paul	4	4	1	2	4				-4	11.0
2	Tracy	1	2	5	5	3				-5	11.0
1122	Hector	6	3	7	3	1				-7	13.0
722	Frank	5	5	3	6	2				-6	15.0
453	Bob	3	6	4	4	6				-6	17.0
Series Scoring: Lowest total score for series wins											
DNC	Did not come	# boats + 1									
DNS	Did not start	# boats + 1									
DSQ	Disqualification	# boats + 1									
DNF	Did not finish	# boats + 1									
JNS	Justified not start	# boats + 1									

Convair Sailing Club Open House

- Where:** Harbor Island West Marina deck area (next to the deli),
2040 Harbor Island Drive, San Diego, CA 92102
- When:** Saturday, August 10th, 2024 from 11 a.m. - 2 p.m.
- Purpose:** To introduce the club to prospective members. Drop by, take a look at our fleet and facilities, and talk to current members about affordable sailing. Join us to have fun, meet new friends and sail very inexpensively.
- Details:** At our booth close to the deli, we will have information on the club, photos of club events, and membership materials. We will escort you to the dock area to see our 16 keelboats and even take you for a short sail if time allows. Refreshments available from the deli.



- Further info:** If you have questions or to R.S.V.P., call the club at
(858) 621-3066 or email ConvairSailingClub@gmail.com
See our web site for details:
www.ConvairSailingClub.com