

WIND WORDS

Newsletter of the Convair Sailing Club

July • 2024

Ensign Racing News!

The fourth race of the 2024 season took place on June 15th. The weather was excellent for sailing.

The “Wake Challenge” portion of the race took place in the upwind legs this time with help from Hornblower Cruises™. All the Ensign crews got an opportunity to practice navigating the wake while surfing the downside when possible.

The race went to the 192 with the 323 coming in second. Congratulation to Terry and crew. Their victory was far from certain, having spent a sizable portion of the race in the back of the pack.



This trailing view from the E-2 was the last we saw of the 192 before she vanished from sight.

The same can be said for the 323 with a strong position at the first

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Victory Race Results

June Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	12
Ryan Drobek	2	16
Terry Edlund	3	26
Bruce / Robert	4	32
Craig Unger	5	34
Peter Wells	6	36
James Walker	7	43
John K / Joe R	8	47
Dan Battiste	9	49
Joe Curran	10	50
Fred MacDougall	11	51
Hugo Day	12	54
Greg Roberts	13	57
Tom Bedford	14	58
Jack Cabeen	15	66
Gregory Herbster	16	71
Bob Lewis	17	76
Tabor's Pirates	18	78
Doug Bass	19	79
Mark Baker (MBYC)	20	97
Fernando Valera	21	101
J Otto / D Gayon	22	109

Ensign Fun Race

By Robert Skillings,
Chief of Instruction and Fun Race Coordinator

The Ensign Fun Race on Sunday June 16th was a BLAST!

Despite competing with Fathers’ Day celebrations, the Ensign Fun Race saw another great turnout with 12 sailors and 4 Ensign boats racing.



Congratulations Ensign Checkouts!

Jose Otero completed his Ensign checkout with Tracy Williams at the end of May. He joins a growing community of Ensign skippers. Congratulations!

Jose, check out the Ensign Fun Race in column 3!



For those unfamiliar with our new Ensign Fun Races, they are designed to provide all members (*checked out or not*) an opportunity to connect with other members, learn each month about racing and then get out on the water. The Ensign boats are a perfect platform for this effort with enough room for 3 to 4 members in each boat. They give

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downwind turn which they reluctantly turned into a lead as they approached the end of the downwind leg.



It took the 323 eight minutes to close a gap of 7 boat lengths to overtake the 1122. At this point the 192 was still behind them, but closing fast. This photo was taken from the 2, while they enjoyed a few minutes in second place.

The grouping of boats during this race was similar to the May race, in that large separations were short-lived, clustering the boats together at key points. This allowed some of the trailing boats an excellent view of their competitors, as they made critical turns and when they crossed the finish line right in front of them. *FB*



June 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						6.0
323	Paul	4	4	1	2						11.0
2	Tracy	1	2	5	5						13.0
453	Bob	3	6	4	4						17.0
722	Frank	5	5	3	6						19.0
1122	Hector	6	3	7	3						19.0

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									

What's Wrong With This Picture?



This photo was taken from a Boson's Chair by WindWords editor and Menace to Navigation Jeff Nelson in 1987 while sailing with friends off the coast of San Diego. It's hard to tell from the angle, but we were sailing in two to three foot seas with relatively moderate winds.

Pop Quiz Answers!

Last month we challenged members to identify four things that are being done **wrong** and one that is being done **right**, in this use of the Boson's Chair. We regret that we did not receive a full set of correct answers, though some were close. The answers:

Wrong: 1. Only one crew member manning the hoist, 2. Crew not using the winch or blocks, 3. People in harm's way on the deck, 4. The boat is at sea.

Right: The person in the boson's chair used a camera to record things that need to be fixed, namely every part of the operation.

Review CSC Today!

It's easy to post a review. Just follow the steps below.

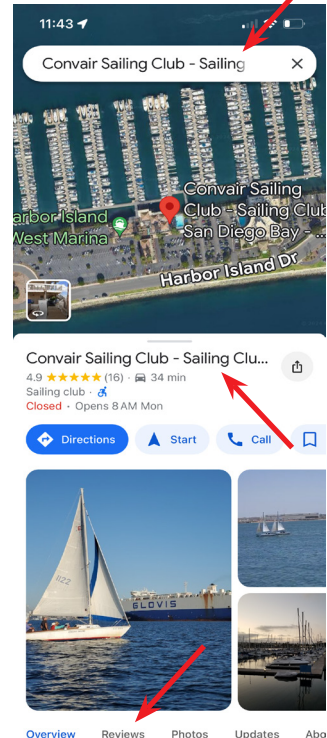
Go to Google Maps and search for "Convair Sailing Club".

The map will place a pin at the marina on Harbor Island. Right below, there will be a listing for Convair Sailing Club.

Drag the listing upward and find the "Review" button right below the photos.

From there, it's simple.

Reviews help with member recruitment. *FB*



“I Was Supposed To Clean The Garage.”

Confessions of a day sailor gone rogue.

The garage was a pigsty. I'd been meaning to clean it for months. I was just reaching for a can of old paintbrushes when my phone pinged. It was a calendar message but when I opened the phone it showed weather data for San Diego Bay (OK, I *may* have been looking at the Windfinder App a few minutes earlier). The wind was 8 to 9 kts and (*unexpectedly*) blowing from the south!

05 AM	max 6 kts	☁️	29.83 inHg	↙ 16s	04:14 -1.5ft
08 AM	7 kts max 7 kts	☀️	60°F 29.85 inHg	↙ 5.0ft 16s	↗ 2.4ft
11 AM	8 kts max 8 kts	☀️	64°F 29.85 inHg	↙ 4.9ft 16s	📶 10:33 4.3ft
02 PM	8 kts max 8 kts	☀️	65°F 29.83 inHg	↙ 4.7ft 16s	↘ 2.1ft
05 PM	9 kts max 9 kts	☀️	64°F 29.80 inHg	↙ 4.4ft 16s	🌧️ 15:35 1.4ft

I was about to call a sailing buddy when I looked at that can of paintbrushes and the debris field beyond it and said, “*The responsible thing is to clean the garage!*”

An hour later we pushed off from the dock. There was plenty of wind. Normally we'd look for darker choppy water for better wind but the whole bay looked like that. We were concerned that the waves would start to form whitecaps but that never happened. The wind was



The water looked like this everywhere in the bay. Too bad it wasn't a race!



brisk enough for 20 to 25 degree heeling but not high enough to be risky. The sun was bright and there were only a few puffy clouds.

We practically had the bay to ourselves, except for what appeared to be a race with some serious looking boats around noon. We thought they were racing in the bay but they put out to sea.

These boats pushed right past us and out to sea. There were a lot more of them but this was the best photo. It looked like they were headed for a race.

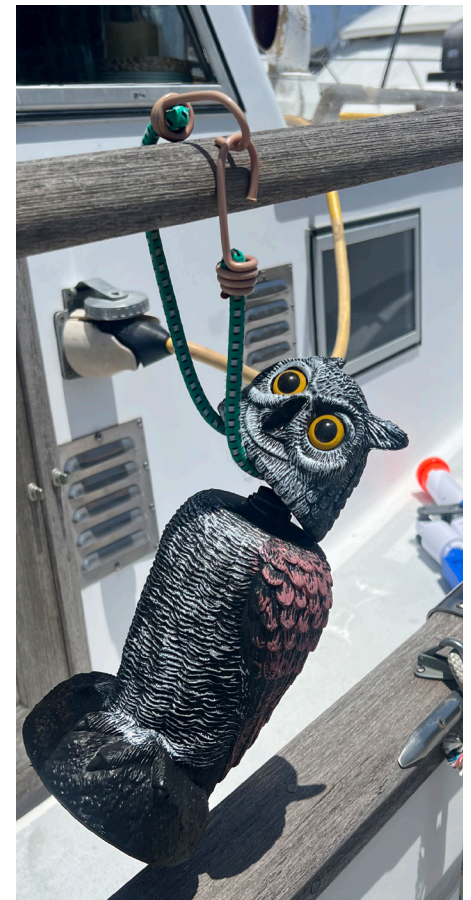
The one in the center looks like quite a Ketch!

We stayed in the top of the bay between the Ballast Point and Harbor Island in order to take advantage of the southerly wind, tacking at high speed to the top of North Island and flying back wing on wing. The only boat that came close was the Aolani catamaran filled with tourists. We gave them a wide berth.



Eventually I went home to clean the garage. I found some tools I had planned to donate to the club. Maybe I should drop them off tomorrow, say around 10:00 AM! 🐉

Really?



Most boats use a fake owl like this to scare off seagulls. *But I think this guy is trying to send a message to the owls!*

Convair Sailing Club 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 *Open*
 Port Captain Mark Sutton
 Chief of Racing Sandy Leon
 Chief of Instruction.....Robert Skillings

Lost & Found



This Columbia jacket was found in June. It was placed in the dockside box. If you lost anything, be it a jacket, hat or a PFD, let us know. We'll report lost items right here.

Same for things you find:
 Text "Lost & Found" with a photo to to 760-533-8706 to post it in WindWords. *R*

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

Donated Wind Gun Undergoes Testing

John Yoon donated an analog wind gun. It's currently in the custody of the 722. We weren't familiar



with the technology so we sent it to the **WindWords Laboratories** for testing. Our objectives were to determine:

- a) Could the device actually measure wind speed?
- b) Could we operate it properly *without* reading the instructions?
- c) Would the device do a better job than the weather service?

The **Airguide 918** passed all three tests with flying colors. Technicians were able to get wind speed readings easily. The analog scale showed us 10 kts instantly (*disturbingly, the scale was prepared to also read wind speeds up to 70 kts!*)



The instruction manual was *not* needed (*though one technician thought it was not necessary to point it into the wind*).

It was indeed better than on-line wind predictions. Here is the **WindFinder** data from 12:39 PM, contemporaneous with the photo at the bottom of column 2. As you can see, the **Airguide 918** is mea-

Time	Wind	Weather	Air	Waves	Tides
02AM	3kts max3kts	☁	59°F 30.00inHg	2.9ft 16s	01:17 5.3ft
05AM	3kts max3kts	☁	59°F 30.00inHg	2.9ft 16s	2.8ft
08AM	3kts max3kts	☀	60°F 30.03inHg	3.0ft 16s	09:03 -0.3ft
11AM	6kts max6kts	☀	65°F 30.03inHg	3.1ft 19s	0.6ft
02PM	8kts max8kts	☀	66°F 29.97inHg	3.3ft 19s	3.2ft
	7kts	☀	65°F	3.3ft	

suring 10 kts while the **WindFinder** app is predicting between 6 and 8 kts for the same time frame. The boat was moving fast. Felt like 10 kts to us.

The **Airguide** comes equipped with a compass on top and a wrist strap to keep you from dropping it overboard. And, yes, *there is an instruction manual*. *R*

Helpful Info.

Convair Web Site:

<https://convairsailingclub.com/contact/>

Convair Sailing Club on Facebook:

<https://www.facebook.com/ConvairSailing>

Convair Address:

Convair Sailing Club
 P.O. Box 22981
 San Diego, CA 92192-2981

Coast Guard Safety:

<http://www.uscgboating.org> *R*

us the opportunity to mix experienced racers with those interested in racing. We also connect new members with other sailors to go recreational sailing.

During our first Ensign Fun Race last month, the word of the day was 'Caution' in order to avoid collisions with other boats.

Right Of Way Rules:

- Rule 10 - Boats on OPPOSITE Tacks – STARBOARD Tack Boat has the Right of Way over the PORT Tack Boat
- Rule 11 - Boats on SAME Tack and OVERLAPPED – LEEWARD Boat has the Right of Way over the WINDWARD Boat
- Rule 12 - Boats on SAME Tack and NOT OVERLAPPED – Boat AHEAD has the Right of Way over the Boat BEHIND
- Rule 13 - While YOU are Tacking YOUR Boat – you LOSE Right of Way and YOU MUST KEEP CLEAR of all other Boats.
- Rule 14 - Avoid contact so there are NO Collisions with other boats.

When recreational sailing, you control how close you allow other boats to get to you. When racing, you may find other boats as close as a boat length away limiting where you can go. Knowing the Right of Way Rules is a must!

During our Father's Day Ensign Fun Race, we reviewed Race Courses and Course Numbers; **Race Courses** – courses are defined by a starting line and a series of floating buoys (called Marks) around which racers must sail to and around in the order indicated by the Course Number. While racing, the racer must follow all Right-of-Way Rules, their boat

How the heck do I remember that?

Simple: A boat on a Starboard tack has both sails pointing to Port.

Yes, it's ironic, but easy to remember



cannot touch a mark and unless indicated otherwise they must sail around each mark so that it passes on the left-hand side of their boat.

Course Numbers – course numbers indicate the marks of the course included in a race and the order in which they must be passed. As noted above, racers

Standard Course Number	Course Mark Sequence
1	WLF
2	WRL F
3	WL WL F
4	WRLWL F
5	WRL WRL F
6	WL WRL WL F
7	WL WL WL F

must sail the course so that they pass each mark on the left-hand side of their boat. To illustrate this using the two highlighted course numbers above, racers participat-

ing in a race using course #1 must sail from the starting line to the windward (W) mark, then down to the leeward (L) mark and then to the finish (F) line. Course #3 follows a similar pattern but must sail to and around the windward / leeward marks twice, i.e. from start to windward, then to leeward, then back up to windward, down to leeward and then to the finish line.

If you're interested in learning more about sailboat racing or just want to come out and sail with a group of people, we would love to see you next month. Mark your calendars for Sunday, July 21st, meet us at the Blue Box at 10:30 AM.

Topics for future 'chalk talks':

Why do most boats start the race on Starboard Tack and near the right side of the Starting Line?

Starting techniques, what are they, which one should I use and when?

How do I know when to sail on Starboard or Port tack up the course? - preferred Tack and Side of Course.

How to sail faster - Sail trim, Tell Tales, Footing off and Heading up.

How to go around the Marks – RRS Section C, Rule 18

How to deal with obstructions – RRS Section C, Rule 19

How to know if I fouled someone and what do I do? RRS Part 5, Rule 61.1 and RRS Part 4, Rule 44

Tactics to consider when sailing Upwind / Reaching / Downwind

Join us next time and find out! 🏁

