

WIND WORDS

Newsletter of the Convair Sailing Club

May • 2024

Ensign Racing News!

The second race of the 2024 season took place on April 20th. It was a fun day with a lot of wind.

Congrats to Terry and the 192 crew for their first place finish.

Winds were forecast at 8 kts. but there was plenty of time to experience heeling of 20 to 30 degrees on the upwind. Safety is always a concern when the wind picks up. Fortunately Paul, Rajeev, and Tom in the 323 were able to avoid a near-miss with one of the big boats out racing that day.



The race tightened up considerably at the end of the second downwind run where the 2, 1122 and 453

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Day Sail

Rich Bistany brought guests on SuperSlooter Thursday. They had four people in one Victory and still managed to place in most of the races.




New Guy On The Boat

Last month we welcomed what we thought was the only new addition to the 2024 Ensign racing roster.

The 323 team had other plans, adding Rajeev Jain in March. He competed for the first time in the



Saturday race on April 20th. He was a member of Sandy Leon's Victory 21 Mid-Winter racing team in February. 

April Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	7
John K / Joe R	2	17
Ryan Drobek	3	18
Terry Edlund	4	18
Bruce / Robert	5	27
Craig Unger	6	28
James Walker	7	31
Dan Battiste	8	36
Greg Roberts	9	41
Joe Curran	10	44
Fred MacDougall	11	45
Bob Lewis	12	46
Doug Bass	13	49
Tom Bedford	14	50
Peter Wells	15	51
Hugo Day	16	61
Tabor's Pirates	17	62
Jack Cabeen	18	65
Gregory Herbster	19	66
Mark Baker (MBYC)	20	67
Fernando Valera	21	71
J Otto / D Gayon	22	79

Congratulations Victory Checkouts!



Victory Sailors, Omar del Rio, Amy Violante, Matt Davison and Blaine Mullican recently complet-

ed their Victory Checkout! **Welcome aboard!** 

Congratulations Ensign Checkouts!

Tom Bedford will be no stranger to members who need help fixing



their boats. Same for Victory & Ensign racers. Tom completed his Ensign checkout with Tracy

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Can you hand me that anchor?

Quick Action Gets Victory Off The Sand.

The wind was blowing out of the southwest by the time they left the dock. Bill Burch & Jeff Nelson were on a port tack, about to raise the main, when they found themselves a bit too close to the beach in low tide. With another victory to port, there was no room to tack. Bill made the quick – albeit fateful – decision to do a 180 to starboard. At the conclusion of the 180, they went aground in soft sand.

This situation calls for quick action, with an assessment of where you are and what you have to work with.

Where you are: They were near the dock. Other Convair boats were in hailing distance. The water on the port side was four feet deep. There was sand and no rocks. The boat was level.

What you have to work with: Functioning sails, radios, an anchor, a whisker pole, an oar and a half dozen flotation devices from life preservers to dock bumpers. Access to wind data, tide charts and weather reports were just a tap away on cell phones, as was the Coast Guard. There were several gallons of water in the bilge, *but we'll get to that later.*

All of this is part of Crisis Management 101: **Step 1: Situation Analysis and Equipment Inventory.** Tak-

This month we'll take a break from repair stories to look at things you can break (if you're not careful). Specifically, we'll look at grounding the boat and ways to get it back to navigable waters. Hopefully you'll never run aground, but if you do, here are some ideas . . .

ing a few seconds to think about these two things can save you from serious, time consuming mistakes as you act to free the boat.

They were trapped in sand, eliminating a set of worrisome and expensive rock based problems. If the keel could be un-stuck before the tide went out, serious damage could be avoided. There are many ways to solve this problem. Here are a few that were within reach of the situation and equipment at hand.

1. Push the boat away: This requires something long enough to reach the bottom. The trick is to push from either the bow or stern to change the angle for sailing off

(when choosing between the bow and stern, remember the rudder is close to the bottom too).

One web source suggested pushing *while standing in the water*. **Please don't do this!** Theoretically, one crew member pushes while the other sails the boat away. Then what, the *wet* crew member presumably *swims to the boat*?

The Victory displaces 1,350 Lbs. (the Ensign is 3,000). You don't want to stand next to it in the water. It's difficult and dangerous to pull a crew member into the boat. If you freed the boat without injury, the only safe course of action would be to *wave good-bye from shore and walk back to snack bar.*

2. Halyard Heeling: If the boat can be heeled over so that the keel tilts toward land, the boat can drift

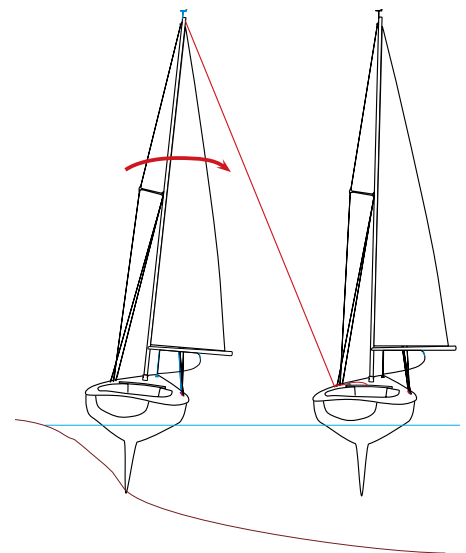


Diagram # 1: The assisting boat sails parallel to the grounded boat and receives a halyard at the shackle end. They run it out abeam of the stuck boat. Be sure to secure the bitter end so it doesn't go to the top of the mast. Proceed slowly.

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off and sail away. This requires assistance from another boat (see diagram #1).

3. Kedging Off: It may be possible to use your anchor to change the angle of the grounded boat (see diagram #2). You'll want

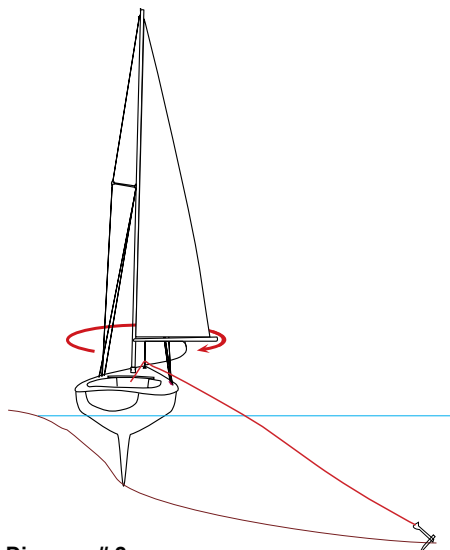


Diagram # 2: Set the anchor with plenty of scope (>5:1 if possible). Run the anchor line through the Jib cleat or one of the cleats on the stern for leverage. Turn boat toward the water.

another boat to ferry your anchor far enough away. The alternative (*you'd have to be alone and desperate*) is to gather together all the flotation devices mentioned earlier, tie them together and swim the anchor away. **Again, please don't do this!** No matter how careful you are, at some point you would be in deep water holding an anchor.

3. Boom Leveraging: In the unlikely event that fellow boaters shout some advice *and then sail away*, you may have to resort to leverage using dead weight attached to the boom. One of the sources suggested winching up the dingy along with its outboard motor. If we had a dingy we would

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These clouds look like they could be tro . . . Oh crap!, I'm running out of space! I'll finish this at the end of the

Is It Just Me, Or Do Those Clouds Look Sketchy?

We were rigging the boats when these clouds started forming to the west. It looked like a quilt was being pulled over the bay. This was right after torrential rains the week before.

We all need to be aware of weather conditions before and during the sail. Frequently it's simply a matter of looking at what's going on around you. Just looking at the water can give you a lot of information. During Victory training Doug Bass told me, "I check out the bay as I drive down Laurel Street on my way here". He explained that you can get most of the picture from the color and pattern of the water. Flat, glassy water means slower wind. If you want speed, head to darker, rippled water. "If you see white caps on the bay, don't sail." said Harry Smith, at a recent SuperSloopers meeting. White water is for surfing.

The tide doesn't just impact the depth under your keel. An ebbing tide means the current is heading west, out of the bay.

Wind direction is normally from the west but it changes frequently.

Here's something you don't see every day! The prevailing wind on the bay is normally from the west. But this map from Windfinder shows the wind heading almost directly south. Thirty minutes later the app predicted it would be heading east.

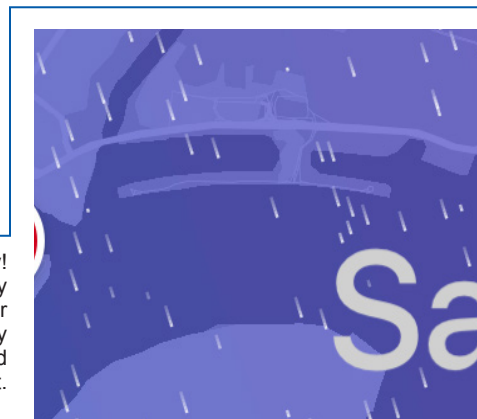
Once you're underway you can track it by looking at your tell-tails or weather vane but it helps to know this kind of information in advance, even before you set out from home. Fortunately, there are ways to find out without contacting NOAA.

You can find all you need online. There are also a bunch of free sailing



weather apps. Here are just a few. These apps supply a continuously updated data stream, monitoring: wind speed and direction, weather conditions, air temperature, wave height, and the current tide.

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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
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More Grounding Tips

- Wait for the tide to come in. This way the water does the work. Remember the reverse. If the tide is going out, you could be there a while and you risk damage to the keel.
- Call for help.
- Hail a passing power boat.
- If you're in an Ensign, use the outboard (in reverse) and point the rudder in the direction you want to go.
- Reduce the weight of the boat. *Now would be a good time to check the bilge.* If you have an assisting boat, transfer whatever you don't need to them.
- If you have favorable winds, direct the sails to power you away from the shallows and **hike out** (*really Hike Out*) as in all your weight as far as possible on the leeward with the gunnel almost in the water. If possible, borrow crew members from the assisting boat to hike out too.
- If the wind is pushing you into the shallows, its time to wait for high tide. Lower the sails, set an anchor in deep water (2 if you can) to keep you from being pushed farther ashore.

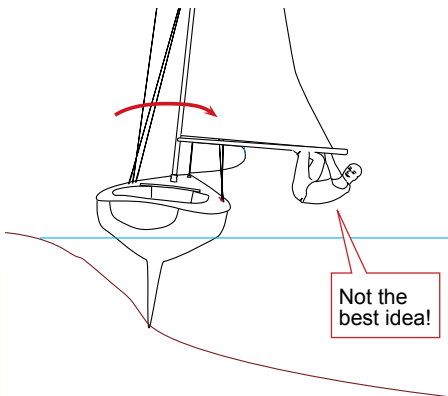


Bill Burch and Jeff Nelson celebrate in the rain after confirming that they didn't break the boat.

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have motored across the inlet and returned with an Ensign.

An alternative suggestion (*and I swear I'm not making this up*) "you could ask a crew member to hang off the boom over the water". Harry Smith once saw a crew of 10 men attempt this, to no avail. He



added that the Victory's boom is not really up to the task. Instead, hike out (*really Hike Out*) on the leeward side.

In the end Bill and Jeff used method #1. Jeff stood on the fore-deck and pushed a whisker pole into the sand. When the bow started to move, Bill worked the jib and sailed the boat off the sand. Total time: about 15 minutes.

The V634 was sluggish in each race. Rather than blame seamanship, they checked the bilge, which was flooded. After bailing, they placed second.

The next day Jeff remembered the water in the bilge! Worried that they might have damaged the hull, he picked Bill up at work and they drove down to the dock. The instant they arrived the rain started! **A total downpour!** They inspected the bilge using umbrellas. Fortunately, there was no evidence of damage to the hull! 🐾

Opening Day!

Last Saturday (April 27th) was the 2024 Convair Opening Day. The event was held poolside at the Harbor Island West Marina. 24 members RSVPed.

The event opened with the Pledge of Allegiance and a short presentation by the Board of Directors. This was followed by a BBQ that lasted until 2:30 PM. 🐾



Helpful Info.

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

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

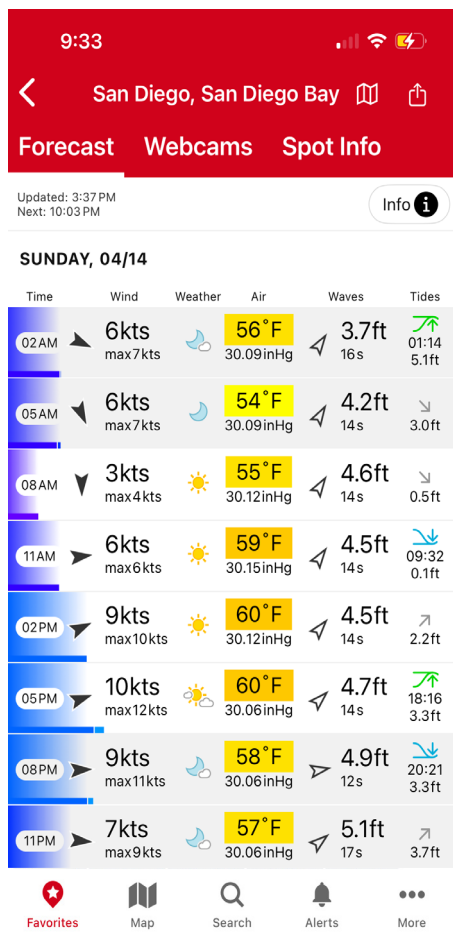
Convair Address:
 Convair Sailing Club
 P.O. Box 22981
 San Diego, CA 92192-2981

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

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

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And yes, you can use this information to free your boat if you get stuck in the sand!



This screen shot from the Windfinder app is a great example of the kind of data that's just a tap away while you're sailing or even before you leave the dock.

You can get some of this same information from the weather app on your phone: sun/rain, current wind speed and direction, even when the sun will set.

But, if the tide is going out and the wind is about to shift to the south and you don't know, it may take a bit longer to reach the slip. You might enjoy a lovely sunset on the bay, and then find your way back in the dark. 🏹

And what about those clouds? ➡

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were in shouting distance (Bob Keefe literally shouted "helpful" advice to a crew-member on the 2). As they made the turn, all three were less than a boat length apart.

A number of the boats experienced issues with their spinnaker halyards on the downwind leg of the race. The 722 had a simple

problem which they repaired at the dock using a telescoping poll with magnets at the end. The 2 required having someone hoisted up the mast. The 1122 was not so lucky, sustaining damage to the top of the jib furling hardware.

The next race is May 18th. 🏹

Here are the current 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
2	Tracy	1	2								3.0
192	Terry	2	1								3.0
323	Paul	4	4								8.0
453	Bob	3	6								9.0
1122	Hector	6	3								9.0
722	Frank	5	5								10.0

Series Scoring: Lowest total score for series wins

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Williams following the April 20th race.

Congrats also to long time Ensign racing crew member Jeff Nelson. He joined Convair three years ago in the mistaken belief they would let him skipper the Ensign right away. Tracy awarded Jeff points for completing his checkout without

grounding the boat or pulling any halyards off the mast. 🏹



Thinking Of Sailing At Night?

The bay can be a fun place to sail at sunset but consider the following for any boat use after dark:

- Winds around San Diego tend to die down after sunset, so don't rely on your sail power to get home after dark. If you think you'll be sailing late, take an Ensign and check the lights before you sail.
- Secure your return if the wind dies: Plan your voyage so that your return will take place when the tidal current is taking you in the direction of our marina.
- Get your bearings: Harbor Island (the location of our marina) stretches from west (Tom Ham's Lighthouse) to east (Island Prime Restaurant). Point Loma extends north to south into the ocean.



... OK, now I have more space! Thankfully we had the data to see that it was OK to sail.



We had similar clouds a week later. No problems. Just another day in paradise!