

WIND WORDS

Newsletter of the Convair Sailing Club

October • 2024

Hurry! Marine Navigation Class!



Act Now! A new Marine Navigation Class is being offered by America's Boating Club. But you have to act **RIGHT NOW!** The class starts on October 2nd! Flyer on Pg. 6. *R*

John Hysler, New Rear Commodore!



"I don't mind climbing a mast so long as I trust the sailor on the other end of the rope".

A 15 year member, Victory skipper, and Ensign 192 crew member, John's best Victory season was the year he crewed with his wife Kristina. Raised on power boats, he came to his senses and has been sailing in San Diego for 20 years on every type of boat he could beg, borrow, or steal his way onto. *R*

Victory Racing Explained!

Part II. *How The Race Is Run*



Ever considered trying your skill at Victory racing? Perhaps you recently qualified and are honing your skills with the SuperSloopers or you've been day sailing and are looking for a new challenge.

Victory races run every month. The regatta takes place over the
Continued on Page 4, Column 1.

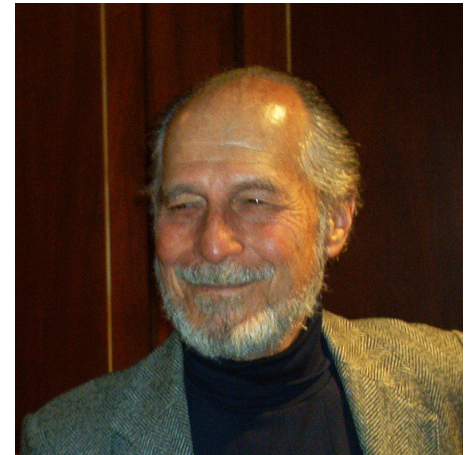
WindWord Labs Studies New Racing Breakthrough!



While conducting Ensign race training on Wednesday 8/19/24, Ensign 323 crew mate Rajeev Jain noticed an anomaly on the E1122.

Continued on Page 2, Column 1.

CSC Mourns The Loss Of Alex Leondis.



Alex's daughter Lisa informed us of his passing on September 23rd. Wanting to do justice to his massive contribution to CSC, we will wait for more information from her before preparing a proper obituary.

Victory Dorsey Cup Ocean Race!



This year's Victory Dorsey Cup took place off the coast of North Island on September 21st. The race consisted of four boats.

Continued on Page 7, Column 1.

2024 Victory Nationals!

Speaking of ocean races, the **2024 Victory Nationals** will be sponsored by MBYC this year and held (most likely) in the ocean off Mission Beach on October 12 & 13.

Continued on Page 7, Column 2.

The starboard jib cleat appeared to be rotated 90° from the normal position. Jain, an engineer by training, pondered the idea and eventually sent an email to the race leadership on the E1122.

From: Rajeev Jain
Subject: Burning Question
 To: Hector Smith, Robert Skillings
 CC: Jeff Nelson, Tom Bedford, Jose Otero
 BCC: WindWords Labs

Hi Hector, Robert,

I hope this email finds you both well.

My sailing colleagues and I have a burning question regarding the positioning of the starboard jib cleat on Ensign 1122.

The first photo is of the port jib winch and cleat. Here the cleat is positioned so the jib sheet can be easily clipped to the cleat from within the boat. The next photo is of the starboard jib winch and cleat. Here the cleat is positioned such that it is impossible (very difficult) to secure the jib sheet into the cleat from within the boat. In fact even from the aft of the boat it is tricky to lock the jib sheet into the cleat.

The sailors on cc and myself are so convinced this configuration, unique to Ensign 1122 is the single item which has allowed the boat to consistently propel itself to #1 position for the Ensign races we are starting an under ground movement to have all the Ensigns starboard cleats updated to match this configuration.

We do not understand why the starboard jib cleat is positioned as it is. Would you be kind enough to enlighten us?

Best,
 Rajeev
 From Mobile

The technicians at WindWord Labs were frankly shocked by the reply that Jain received from Robert Skillings, who recently conducted a major overhaul of the E1122 prior to kicking some serious butt in the



The photos referred to in the email (above) show the two jib cleats from the E1122. The starboard cleat, above, is rotated 90° to the aft.

last Ensign race (see Sept. WindWords).

From: Robert Skillings
Subject: Burning Question
 To: Rajeev Jain, Jeff Nelson, Tom Bedford, Jose Otero
 CC: Hector Smith

After extensive wind tunnel testing and rigorous hydrodynamic calibration the 1122 Racing team determined we were point zero two picograms too heavy on the starboard side causing a yawing motion away from the favored port side resulting in an excessive side slip coefficient.

Although there were numerous solutions to this bias, it was ultimately decided the aft facing cleat had to be rotated 90.07degrees. An alternate solution was to scrub the boat bottom in an anti spin wise direction while in motion. After an exhaustive training program none of the members of the team could hold their breath that long.

Robert Skillings
 Deus caritas est
 Sent from my iPhone.

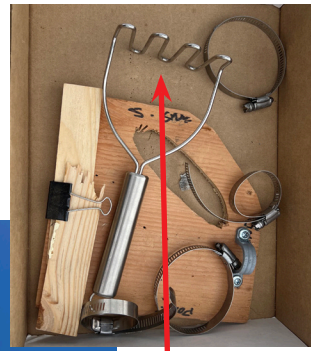
WindWord Labs was familiar with the concepts that he described in his email, but our technicians were unable to confirm the successful implementation of the work Skillings described. “At present we are considering an independent review to duplicate these results.” said Wind-Word Labs Chief Technician Tom Bedford. “Because the E1122 is the only boat known to use this approach we are making arrangements to have it moved to our research dry dock in Chula Vista where we can conduct the test Skillings described. We feel confident that we will be able to return the E1122 prior to a race we are told takes place sometime in October.”

We reached out to Hector Smith for comment but did not receive a reply prior to publication.

Full disclosure: Rajeev Jain, Tom Bedford and Jeff Nelson are Ensign race team members. But they assured us their actions were motivated by **science** and regret any inconvenience to the E1122 crew. 🐾

All kidding aside, we really would like to know why the cleat is sideways!

Snag That Line!



I thought I'd need a Bosen's Chair, but I was able to Snag That line on the second try! Thanks Snag-That™

Need help retrieving a halyard from the top of the mast? If it's not the “magnate end”, you may need the **Snag-That™** retrieval attachment featured in the September WindWords. Text **Snag-That** to 760-533-8706 for a location near you. 🐾

Plunk . . .



Ever worry about dropping some of that expensive marine hardware into the drink? With all that water, narrow dock and swaying boats it's little wonder we don't lose more of it.

Take a page from Robert's book and place an inverted umbrella under your work area. 🐾

Anyone Hungry?

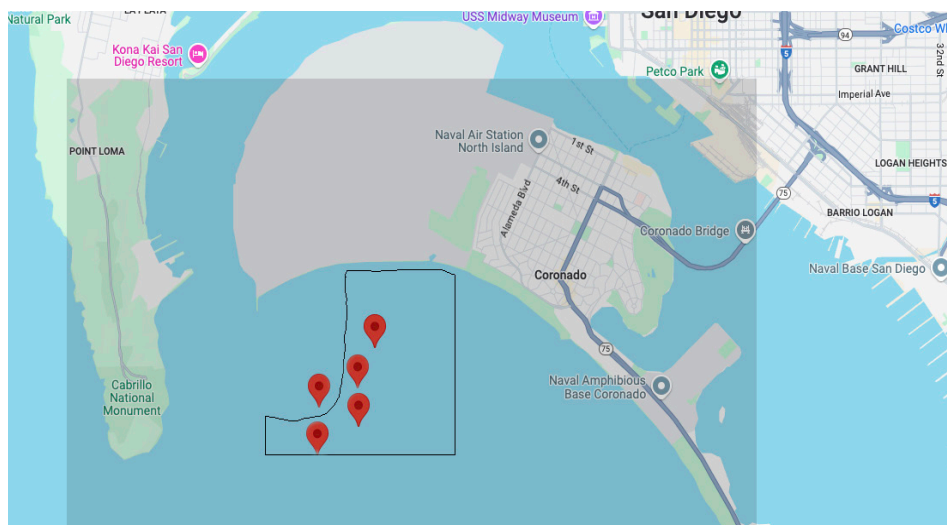
In the August edition of *Wind-Words* (Pg. 4 Col. 1) we reminded CSC members not to tie up at the Peohe's restaurant because the docks are not designed for our boats. It seems only fair that we should investigate alternative locations. So, starting this month, the *Wind-*

Words Epicurean Department is ready to release its first in a series of CSC Compatible Bay Dining Experience.

It was 1:45 PM on Wednesday the 18th, while conducting spinnaker drills, that the team had worked



Port Proposes New Aquaculture Farm Off Coronado. *You guys mind movin' your race?*



The largest of 3 proposed sites is the "boot shaped" zone south of Coronado. The red pins are 5 of the 10 CSC Ocean Race north west points we use to anchor the rest of the course.

The Port is currently seeking comment on three planned aquaculture locations as part of their Shellfish and Seaweed Aquaculture Program (SSAP). The plan would create an area that would restrict commercial and recreational use. The area impacts CSC ocean racing (the Dorsey Cup and Ensign Ocean races). As you can see from the diagram, the current course options would be severely impacted. The pins are a sample of points from which the race is plotted. The course then runs east for one mile. The plotting points are based on optimal wind and the available distance before you'd run aground on the Strand.

Since our current courses put us inside this zone for half the race, we may have to move east a considerable distance. From memory, we start pretty close to the Hotel del Coronado as it is.

For more information google Port Of San Diego Aquaculture. They have a link to the Discussion Draft (*a quick read at 103 pages*).

By the way, the other two aquaculture locations are in the south bay near the mouth of the Sweetwater River and just off shore of Imperial Beach. *You guys won't mind if I skip the seaweed salad?* 🐟

up an appetite. The location this month was the Fathom Bistro Bar & Tackle Shop on Shelter Island. We motored bow first into the small area in the lower west corner, made a U-Turn and tied up to the dock. No problems, but it's also possible to motor straight in.

We discovered that the bait shop and bistro are *separate businesses*. We actually asked about sandwiches at the bait counter. The owner gave us a look of combined exasperation and pity before pointing to his left.

Fathom has an extensive menu, far too long to list here, and that's just the beer! The food menu included a long list of sandwiches and sausages.

We sat outside but they have indoor seating as well. You order at a window but they bring the food to your table. As we sat there enjoying our lunch we all agreed that this place was great! Where else can you eat lunch with an unobstructed 180° bay view for \$20? *Not at Peohe's, that's for sure!* 🐟





Races are run from a Committee Boat.

They fly flags for different phases of the race. This one means "Stand by, the race has not started".

They also display a Standard Course Number for each type of race. Here they show a # 1 (for, "From the Start to the Weather Mark, then to the Leeward Mark, then to the Finish Line"). It's all explained in the book and on Pg. 5.

first weekend of the month (*unless there is a holiday*) and is divided into four separate fleets (A, B, C & D). Two fleets race Saturday and the others race Sunday. The four fleets are ranked by competitive ability, with "A" being the most advanced. So you could apply to the "D" fleet just for fun.

And in the spirit of "Just for fun", remember that you don't have to be an expert or fully understand Victory Racing to participate. Consider this quote from a veteran Ensign team member, "I just follow the other boats. Most of the guys in front of me know where to go."

To apply, simply email Sandy Leon leoncpa@cox.net. Once enrolled, you will begin to receive regular emails with information about the monthly race schedule. You'll also receive a PDF of the *Racing Instructions for Victory Class Sailboats*. It explains everything you need to know, including participation by another sailing club, the *Torrey Pines Sailing Club* (TPSC).

You only need to understand *your* fleet's scheduled and show up at the right time (*see September WindWords*). The fleet departs at the scheduled time and sails to the course area near Tom Ham's Lighthouse where the race committee will have marked the course. Once in place, boats communicate via

handheld radio. Resist the temptation to run out and buy one. The risk is two-pronged. You may find yourself *over-buying* some kind of "Earth Station" that does (*and costs*) a lot more than you need. Conversely, you could end up with a piece of junk that will tempt you to test their "waterproof" claim by pitching it into the bay. Your radio will have to communicate on a specific frequency - which most of them do. You'll want to make sure you don't end up with one that doesn't.



4.3 Stars on Amazon but they didn't last six months. They are waterproof though. Ask me how I know . . .

Ask other racers for advice (*do not seek advice from Jeff Nelson*).

These radios will broadcast to the fleet but are mostly for communication with the Race Committee boat. Victory races are administered by an official who does not participate in the race. They are responsible for calling the race and are "prepared to answer questions about the racecourse and take the initiative to see that all the competitors understand the racecourse." This is where you learn to appreciate all the sailing terminology they taught in your sail training. It's also where you learn that *knowing your boat's right of way can help you win races*.

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.

Rule 10 comes up **a lot**.

How the heck do you remember that?

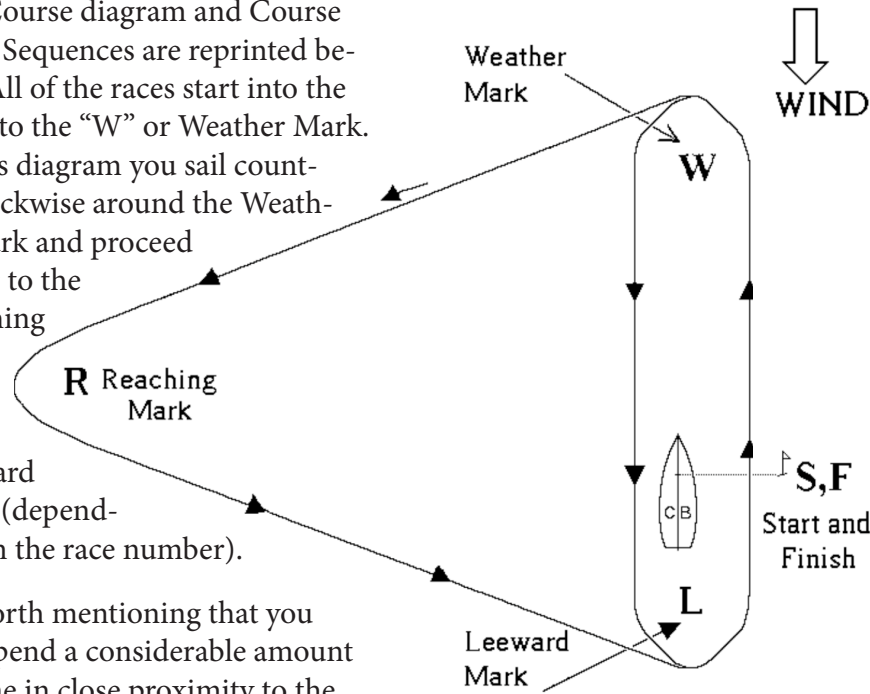
Simple: A boat on a **Starboard** tack has both sails pointing to **Port**.

Yes, it's ironic, but easy to recall.



The Committee boat will establish a Start / Finish line and designate the courses for both races. These courses are defined on page 15 of the *Race Instructions*. Participants will know which race is about to start by noting the race number on the committee boat. Questions? That's where that radio comes in handy.

The Course diagram and Course Mark Sequences are reprinted below. All of the races start into the wind to the "W" or Weather Mark. In this diagram you sail counter-clockwise around the Weather Mark and proceed either to the Reaching Mark or the Leeward mark (depending on the race number).



It's worth mentioning that you will spend a considerable amount of time in close proximity to the other boats (*that is, if you're doing it right*). It's just a part of Victory racing that you are up-close-and-personal. Boat handling is a lifelong pursuit of knowledge and hard won experience. Knowing the Right Of Way is something you can look up and start using today. In addition to the list on page 4, there are a plethora of arcane rules about approaching turns and boat lengths that will baffle all but the most experienced sailors. Knowing them could make you the life of the party on the Victory circuit.

One of the elements of the Victory Regatta is that courses (*while pre-programed by the race committees*) are announced just before the beginning of the race! That means, if you see a #5 on the Committee Boat you will have to know that this means: "From start, sail to and round Weather Mark. Sail to and round Reaching Mark. Sail to and round Leeward Mark. Then do all that again before sailing to the Finish Line". *Simple*. It's all right there in the Course Mark Sequence: **WRLWRLF**.

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

Standard courses are sailed as shown, leaving all marks to port and have the reaching mark at the LEFT side of the course. Reverse courses are sailed in clockwise direction leaving all marks to starboard with the reaching mark on the RIGHT side of the course.

Now re-read the "Just for fun" quote on page 4.

The Committee Boat also flies flags for different phases of the race (*see photo on pg. 4, top right*). We will take a look at them in the November issue.

Also in the November issue we will take a look at the starting clock. In sailing, the start is unique. All other races position the contestants at the starting line. *Not so for sailboats, where continuous motion is necessary*. We will look at the six minute race countdown and the flags used to manage race starts and false starts. 🚩

August Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	20
Ryan Drobek	2	25
Terry Edlund	3	40
Peter Wells	4	42
Bruce / Robert	5	46
Craig Unger	6	57
James Walker	6	57
Dan Battiste	8	72
Fred MacDougall	9	78
John K / Joe R	10	81
Tom Bedford	10	81
Greg Roberts	12	89
Joe Curran	13	94
Hugo Day	14	96
Jack Cabeen	15	99
Doug Bass	16	101
Gregory Herbster	17	104
Rajeev Jain	18	116
Bob Lewis	19	119
Omar & Amy	20	121
Tabor's Pirates	21	127
Kim Carter (MBYC)	22	128
Mark Baker (MBYC)	23	157
Fernando Valera	24	161
J Otto / D Gayon	25	169

Convair Sailing Club Board of Directors

There's a new guy!

Commodore.....	Sandy Leon
Vice Commodore.....	Tracy Williams
Rear Commodore.....	John Hysler
Secretary.....	Bob Keefe
Treasurer.....	Rich Gadek
Director.....	Paul Feldon
Director.....	Bill Burch
Director.....	Doug Bass
Fleet Captain.....	<i>Open</i>
Port Captain.....	Mark Sutton
Chief of Racing.....	Sandy Leon
Chief of Instruction.....	Robert Skillings



SAN DIEGO

Marine Navigation Class

Date : Wednesday, October 2nd, 2024 weekly for 10 weeks

Time : 6:30 – 9:00 PM

Place : San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA

Cost : \$75 for USPS members, \$95 for non-members

Contact : Doug Bass (dougbass1@gmail.com)



Marine Navigation is the first course in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails.

The course includes many in-class exercises, developing the student's skills through hands-on practice and learning. Ten classes of three hours each normally are scheduled for presentation of this course. In addition the students have seven days to complete the open book exam.

Topic: Marine Navigation Class

Time: Wednesday, October 2nd, 2024 06:30 PM Pacific Time (US and Canada)

Registration: <https://www.usps.org/cgi-bin-nat/eddept/800/getregformx.cgi?L-18142>



Sandy Leon submitted the following information.

The Notice of race was three pages in length. We provided the first page below, containing the basic race information and schedule. Contact Sandy Leon via email if you would like to see the entire Notice Of Race. (leoncpa@cox.net).

He is putting together a flotilla of Victories to sail to MBYC prior to the race and return afterwards. If you'd like to experience ocean Sailing, let him know. It can be a lot of fun! 🚩



**NOTICE OF RACE
2024 VICTORY NATIONAL REGATTA
October 12th & 13th
Mission Bay Yacht Club**



1. Rules.

1.1 The regatta will be governed by the Racing Rules of Sailing (RRS) and this Notice Of Race, except as any of these are changed by the Sailing Instructions or any appendices to the Sailing Instructions.

1.2 The organizing authority is the National Association of Victory Sloop Owners ("NAVSO").

2. Inspection and Measurement. Please ensure your sail numbers are applied in accordance with NAVSO class rules. Sails may be measured prior to racing, and may also be spot checked at any time during the regatta.

3. Eligibility and Entry. Victory 21 competitors.

4. Risk. It is the competitor's decision to enter the regatta and to start or continue any race. The competitors are ultimately responsible for the risks. The competitor will accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during, and after the regatta.

5. Schedule of Events.

5.1

Day and Date	Time	Event
Saturday, October 12 th	8:30 a.m. to 9:30 a.m.	Registration/Check-in
Saturday, October 12 th	10:00 a.m.	Skipper's Meeting (Clubhouse)
Saturday, October 12 th	11:59 p.m.	First Warning for 3 Races
Saturday, October 12 th	5:30 p.m.	Dinner - Juniors Building
Sunday, October 13 th	11:59 p.m.	First Warning for 3 Races
Sunday, October 13 th	4:00 p.m. (Approx.)	Trophy Presentation

Race Committee -- Ensign 2					
Tracy Williams / Colin McCarthy					
Victory Group	Start Order	Leeward Mark Rounding		Finish Order	Elapsed Time
		1st	2nd		
648: Sandy Leon	1	1	1	1	1:25:34
610: Doug Bass	3	2	2	2	1:28:39
647: Richard Bistany	2	4	4	3	1:28:44
634: Tom Bedford	4	3	3	4	1:29:34

Dorsey Cup. Continued from Page 1, Column 3.

Congratulations to Sandy Leon and his crew of two who helped him come to a #1 finish in the 2024 Dorsey Cup Victory Ocean Race!



It was a beautiful day to race with winds of 8-9 knots coming out of the West. When we set up the course, the winds were S SW, so we set the course up that way. The wind shifted west by race time. We then moved the leeward mark and compromised on Course #1 since the wind shift made the already set and anchored reaching marks out of alignment with the positions required for Course #2.

Sandy and crew started strong and kept a strong lead for the duration of the race, finishing three minutes ahead of the fleet. The other three boats vied for position and were all closely grouped, with all three finishing within a minute of each other.

Special thanks to Colin McCarthy for photography and for assisting me setting marks and running the Race Committee and to Terry Edlund and Robert Skillings for helping tow the racers to the course.

Hopefully we can get more Victory sailors out racing in the Dorsey Cup next year. 🚩