

# WIND WORDS

Newsletter of the Convair Sailing Club

September • 2024

## Ensign Racing News!



Recent articles in *WindWords* have described the increasing competitiveness of the fleet by describing the close grouping of boats and the difficulty in passing or overtaking competitors. The August race was a stunning departure! Looking back at the race, it was as if the Ensign captains didn't know each other and "just happened" to show up and round the same buoys at similar times. The E 323 left the pack early in the race, heading south-east when the pack turned southwest. The E 1122 and E 192 also chose a different path (a faster one)



*This photo is almost a metaphor for the race since all of the Ensigns are headed in different directions, but this was just jockeying for position at the starting line.*

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## Ensign Fun Sail!



It was a great day out on the water this past Sunday (August 18<sup>th</sup>) as the club hosted its 3<sup>rd</sup> Ensign Fun Race this year. A combined 12 members and guests joined us for a dockside chat and then three races out on the Bay.

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## 21<sup>st</sup> Century Research Uses Ancient Propulsion!




This Sailerone research vessel was sited from the E2 during Ensign race training. It's a wind and solar-powered unmanned drone capable of up to 12-month data

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## Victory Dorsey Cup Ocean Race Scheduled For September!



This year's Victory Dorsey Cup will take place on September 21<sup>st</sup>! It will be held along the coast south of Point Loma and just west of the Del Coronado Hotel.

Vice Commodore Tracy Williams will plot the course and committee the race from the E2. Two other Ensigns will be provided to tow the Victories out and back. 

## Victory Racing Explained! Part I. Schedules

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. A first look at Victory racing may seem confusing, but the program is designed for everyone from seasoned racers to newcomers.

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# I thought they were to keep you from falling overboard!

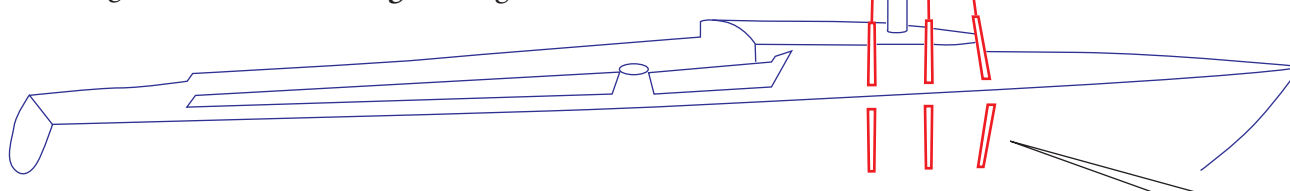
## Shroud Surgery Performed On Ensign 1122.

Nothing lasts forever, and that's true for the Shroud connections on the Ensign fleet. The shrouds are anchored to the fiberglass on the inside of the boat extending to below the waterline.

The shrouds are under stress from two major sources. First, they are tensioned from side to side to help support the mast. Then they get a real pounding from the wind all the time they are under sail.

In time, the materials and components need additional support. The

Ensign 1122 underwent orthopedic surgery, receiving the implants you can see in the "After" photo below. The 1122 rested a few days before **winning** the August race. *R*



Inside View, Before



Inside View, After

## Halyard Retrieval

The E 2 fell from 3<sup>rd</sup> to 4<sup>th</sup> place in the Ensign race after it dropped its spinnaker into the bay. Loyal readers will recall that this is **not the first time this happened this season.**

The good news is that we now have a new recovery technique. Last spring we used a boson's chair (*WindWords, June Pg. 2*) but this time *Menace To Navigation* Jeff Nelson was able to retrieve the halyard single handedly, using the extension pole and a small garden tool. The halyard had a knot

at the bitter end that held it at the top of the mast. The rake was able to catch it and bring it down.

The fact that this has happened with such disturbing frequency prompted Rajeev Jain to suggest that, perhaps Jeff should consider purchasing his **own** extension pole and stowing it on the E 2 for future use. *R*



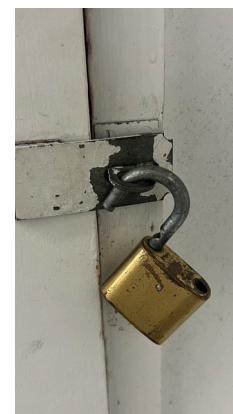
The rake snagged the knot at the end of the halyard on the second try.

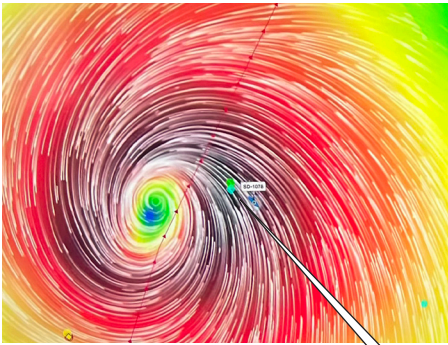


The gardening rake was attached to the extension pole with two hose clamps.

## The Lock That Wouldn't Lock!

The locker in the HIWM building was unlocked when I arrived. I got the extension pole out and tried to lock the lock but a second later it popped open again. I tried scrambling the combination and, again, it opened. Then I reset the combination to open, held the lock closed and scrambled the combination. It stayed closed. The problem with *this* solution is that each thing I tried held the lock closed just long enough to convince me it had worked, before it opened. **So be sure to check it before you leave.** *R*






Can they take a punch? Sure. Here is the GPS position of the SD 1078 as it collected real time data on Category 4 Hurricane Fiona in 2022. Glad I didn't have to go!

collection missions on the open ocean. And the fun part is that it sails the open ocean just like we do, using sailing principles developed centuries ago. Their current design has a 23-foot hull (making it about the size and displacement of an Ensign). It's powered by a 15-foot wing, which is effectively a sail, but shaped similar to an airplane wing. A small tab on the end of the tail attached to the wing controls the angle of attack. A rudder controls the direction of the hull, and the keel keeps the Saildrone upright.

An impressive part of the story is that they are designed to operate independently. "Drone" suggests that there's an operator behind a desk at their headquarters in Alameda using a joystick to send it this way and that. In fact, the Saildrone is given way-points and other instructions and then *sails itself*, frequently over thousands of miles of open ocean, detecting and avoiding other vessels, following and station-keeping with research vessels, even sailing into hurricanes if needed.

We'll have to confirm this with Tracy Williams but the Saildrone might be able to pass CSC boat handling qualifications without taking lessons from Robert Skillings.

The Saildrone is used primarily for data collection and ocean mapping. Saildrone supplies the vessels to public and private research organizations like NOAA on a turnkey basis. Saildrone retains ownership and responsibility for their maintenance and performance. 



Normally they sail themselves right back home but this one was being towed. "I wasn't anywhere near that thing!" said Jeff Nelson. "We were sailing AWAY from it when I took the picture!"

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Dockside, they learned where our monthly club races are held, how the courses are set up, the sequence of horns and flags used to signal the start of a race and how to determine which marks to round and in what order.

Splitting up into 4 separate crews, we got warmed up with a simple



Saildrones on a research mission off the coast of Hawaii.


They operated autonomously for months and can travel thousands of miles using only wind and solar power.

They navigate using GPS but rely on the same sailing techniques used by manned sailing ships for centuries.



course (Windward / Leeward) then got a harder course (Windward / Reach / Leeward) and finished with a marathon (Windward / Reach / Leeward / Windward / Leeward).

The starts were crowded as each boat jockeyed for position. Teams hiked hard to keep their boat flat on the upwind leg, then sailed wing on wing on the downwind leg.

Ensign Fun races are scheduled for the 3<sup>rd</sup> Sunday of the month. For those interested in joining us, keep an eye on the calendar on the club website. 



First of all, it's a long regatta but you don't have to be there for all of it. Victory racing takes place every month. The regatta takes place over the weekend and is broken into four separate fleets. There are two races

per day, so you really only have to show up for your race. The four fleets (A, B, C & D) are ranked by competitive ability, with "A" being the most advanced. So you could apply to the "D" fleet just for fun.

Captains and crew members are configured by the race coordinator(s) in advance and sent out by email before each race weekend. We included a sample race schedule below. It's a bit confusing, but we'll explain it.

**CSC/TPSC REGATTA – Final – 2024 August 3, 4 August 2, 2024 Fleet order = C,A,B,D**

<b>Fleet C PRO = Fred MacDougall</b>			<b>Sat, August 3, 1030 AM</b>
Skipper	Sdav	Boat	
Jack Cabeen	4.651	TPSC	
Gregory Herbster	5.808	Cancel	
Rajeev Jain	7.250	610	
Omar & Amy			

<b>Fleet A PRO = Fred MacDougall</b>			<b>Sat, August 3, 1330 PM</b>
Skipper	Sdav	Boat	
Sandy Leon	2.116	648 *	
Ryan Drobek	2.356	611 *	
Peter Wells	2.506	634 *	
John K / Joe R	2.741	Cancel	
Joe Curran	2.974	610	
Bruce / Robert	3.049	632 *	
James Walker	3.325	647	

<b>Fleet B PRO = ???</b>			<b>Sun, August 4, 1030 AM</b>
Skipper	Sdav	Boat	
Doug Bass	3.395	610 *	
Fred MacDougall	3.658	TPSC	
Craig Unger	3.811	647 *	
Terry Edlund	3.832	648 *	
Dan Battiste	4.104	632 *	
Greg Roberts	4.421	TPSC	

<b>Fleet D PRO = N/A</b>			<b>Sun, August 4, 1330 PM</b>
Skipper	Sdav	Boat	

\* Boat sails only once this day. Skipper must rig and furl.

## Here's How It Works

If it looks confusing, you're right. It took me 10 minutes to figure it out but it's really simple once you see how it works.

The secret to understanding it is that you only need to know *your* part.

Let's follow the sailing adventures of Rajeev Jain:

- Fleet:** Rajeev and his crew mates are part of Fleet C
- Date & Time:** Fleet C sailed first that month, Saturday at 10:30 AM
- Boat:** Rajeev was assigned to the 610, a fortunate choice, one of the fastest in the fleet.

If you don't know anyone in Victory racing, you'll meet a bunch of them on the dock before the race. Remember, because of the A, B, C, D ranking, you'll be racing with people at your skill level.

Next month we will cover Part II - **How The Race Is Run:** how races are called and what you need to know before race day. 🏁

## August Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	18
Ryan Drobek	2	19
Peter Wells	3	32
Terry Edlund	4	34
Bruce / Robert	5	37
James Walker	6	44
Craig Unger	7	45
Dan Battiste	8	59
Hugo Day	9	66
Fred MacDougall	10	68
Tom Bedford	11	70
Greg Roberts	12	72
John K / Joe R	13	77
Joe Curran	14	80
Jack Cabeen	15	81
Gregory Herbster	16	91
Doug Bass	17	92
Tabor's Pirates	18	97
Bob Lewis	19	106
Rajeev Jain	20	116
Omar & Amy	21	121
Mark Baker (MBCY)	22	127
Kim Carter (MBCY)	23	128
Fernando Valera	24	131
J Otto / D Gayon	25	139

## Ensign Race Standings!

Boat	Skipper	SAT 16 Mar	SAT 20 Apr	SAT 18 May	SAT 15 June	SAT 20 July	SAT 17 Aug	Ocean 19 Oct	Throw Out Adjust	Total
192	Terry	2	1	2	1	6	2		-6	8.0
323	Paul	4	4	1	2	4	3		-4	14.0
1122	Hector	6	3	7	3	1	1		-7	14.0
2	Tracy	1	2	5	5	3	4		-5	15.0
722	Frank	5	5	3	6	2	5		-6	20.0
453	Bob	3	6	4	4	6	6		-6	23.0
<b>Series Scoring: Lowest total score for series wins</b>										
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								



establishing an early lead that they retained for the rest of the race. In spite of the E 323's contrarian first move, they arrived at G19 at the same time as the E2 (and the 722 and 453 which passed them going 90° in the other direction)! Soon the E 453 charted its own path going long toward the edge of Shelter Island, twice. As with the 323, the gambit worked and they arrived at G17 (and the downwind turn) along with most of the fleet. The second upwind showed more similarity. The downwind was a contest between the 1122 and 192 with the 1122 coming out on top. Congratulations to Hector's team! 🏆



This quick spinnaker launch by the 323 gave Paul's team an edge on the downwind. We later learned that the 453 had to do the same thing with a two man crew!

## And The Bronze Goes To ...

Every so often there's a close finish, and we had one for 3<sup>rd</sup> place in the Ensign race. During the 2<sup>nd</sup> downwind the E 323 was battling the E 2 which had held third place for most of the race. A foul-up on the E 2 gave them their opening. The E 2 dropped their spinnaker at the top of the downwind run and had to fly wing on wing for the entire leg. The E 323 relentlessly closed the distance, passing the E 2 at the end of the run, rounding the R 20 and sprinting for the finish. The E 2's only advantage; they didn't have to lower their spinnaker or deploy their jib! The 323 had a four boat lead after the turn but the E 2 closed the distance until the two Ensigns were side by side at the finish. 🏆



This photo finish shows the E 323 edging out the E 2 by less than three feet. To do this, the 323 had to close a distance of more than 15 boat lengths during the downwind run. **Pop Quiz:** Who do you think dropped the E 2's spinnaker in the bay?