

WIND WORDS

Newsletter of the Convair Sailing Club

February • 2025

Registration Day A Big Success!

Registration Day took place on Saturday the 18th and was attended by a majority of the members. “It was great to see our members and I think they appreciated how well organized the event was and the chance to mingle.” said Commodore Tracy Williams.

This year we were confronted by a fee increase but most members took it in stride. During the event there were no objections to the fees or even any questions for that matter.

People arrived all morning and hung out for a while before either leaving to sail or go out to lunch. The event went overtime by a half

Routine Tech Investigation Takes Dangerous Turn!



WindWords first reported on an investigation by Senior Researcher Tom Bedford into the possible use and origin of strange device discovered among donated sailing equipment in the January issue (Pg 1 Col 1). At that time we quoted Mr. Bedford as saying, “His friends at CSC aren’t talking”, referring to the numerous

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hour while people talked about upcoming events and a few latecomers

submitted their applications and paid their fees. 



A team of a dozen CSC members processed membership renewals at HIWM on January 18th. This year a majority of members renewed at the event. The balanced renewed by mail between then and February 1st.

Commodore’s Corner

Dear CSC
Members,



Thanks to each of you who signed up in January at our Sign Up Day. Since that time, we’ve also continued to see a flow of renewals arriving at the club’s PO Box. We are now off and running for the year.

I am happy to report that we have met the first criteria that our Sustainability Committee set for the club in its work last year which was to Survive. We are now clearly in good

Survival territory, and this year we will initiate efforts and investments to improve our fleet’s appearance, reliability, and performance. These changes won’t be completed overnight, but you will notice improvements, boat-by-boat as each month progresses. We will also highlight our progress in the newsletter. These changes will transition us to the next stage, which is *Thrive*.

It’s an exciting time for the Convair Sailing Club, and I’m very happy to see the dedication and commitment of the members who renewed in 2025. *Thank You!*

Tracy 

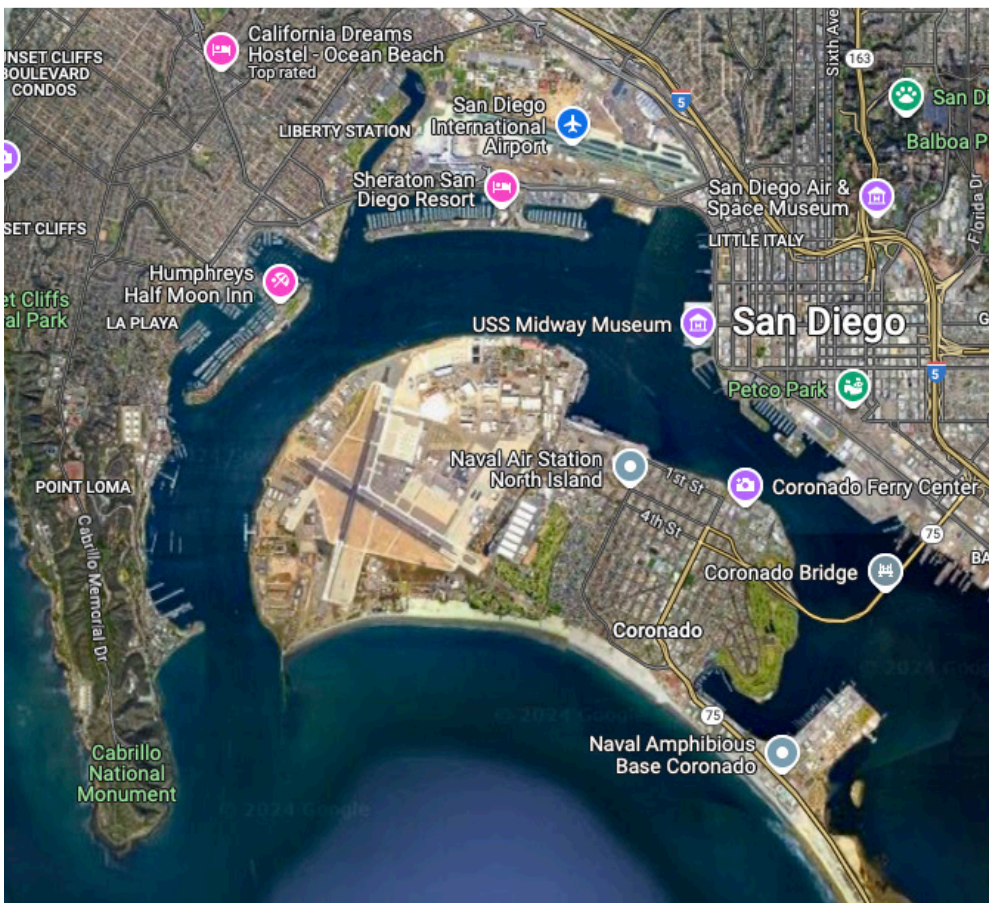
Winter Repairs To The Fleet.

Minor repairs never stop, even when sailing slows down for winter. Boat Captains have been using this time to catch up on repairs that are hard to do during the racing season.

Newly appointed Fleet Captain Tom Bedford had a challenging few months, hosting a Work Party in December and managing re-rigging of several boats. This on top of his

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It Used To Be A Lot Bigger



The 1930's era map (above) shows a substantially larger San Diego Bay compared to 2025. And check out where the airport use to be! There is some consolation in losing all that sailing water. If not for these changes there would be no place to dock our boats. 🚢

January Victory Race Standings.

Skipper	Place	Points
Bruce / Robert	1	3
Sandy Leon	1	3
Doug Bass	3	10
Tom Bedford	3	10
Terry Edlund	5	11
Rajeev Jain	6	12
Tabor's Pirates	7	13
Dan Battiste	8	15
Omar & Amy	8	15
Craig Unger	10	18
Bob Lewis	11	21
Gregory Herbster	11	21



Abdulla Salahudeen submitted these photos from the January Victory race. Salahudeen helped man the committee boat for this part of the regatta.

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friends and known associates of Mr. Leondis at Convair Sailing Club.

We were therefore surprised when his longtime friend Harry Smith came forward this week with the following statement: *“Well, it’s a ballpoint pen, similar to the attached. Not sure about that appendage though, have asked Sandra* to research.”* Then, in an odd and possibly sinister turn, Smith supplied the photo to the right of the “ballpoint pen”, which WindWords Senior Ballistics Expert Rajeev Jain described as a high powered sniper rifle. Jain then confiscated the mystery device from Mr. Bedford as well as his research and photos. We attempted to contact Jain but he replied that he was busy compiling member renewal data and would get back to us “sometime later”.

Then, on January 4th WindWords received a surprising email from Harry Smith. The Subject line simply said, *“Rocket Science”* and contained the following, *“This is the definitive explanation of that mysterious object that was discovered among Alex’s*

* Here Smith is undoubtedly referring to his wife Sandra. In the interest of full disclosure, WindWords relied heavily on her research for an article on *sailing backwards* in our last issue.



This photo, supplied by Harry Smith, was identified as a sniper rifle. It is seen here resting on what was described as a “braided rope” favored by expert marksmen during the first Gulf War.

stuff. It comes from another rocket scientist: Had you asked me I would have told you about the item. It was part of a surveillance system GD used in their factory to catch employees stealing paper clips and staples from the office supply room and cinnamon from the cafeteria kitchen”. The Rocket Scientist was not identified.

Hoping to draw him out, we suggested that we had our own paperclip theft problem at WindWords and asked if he knew any more. Smith was too clever for this ploy and responded, *“Apparently the technology is still considered top secret as it’s used by the US government to protect presidential papers.”*

He then sailed his Victory backwards faster than we could keep up. 🏹

Sandra Smith with her actual husband Harry at a recent CSC holiday party.



Midge and Bob Coburn at a CSC mixer.

Belated Apology


Loyal readers will recall that Sandra Smith was mis-identified as Midge Coburn in the January 2024 issue of WindWord (Pg. 1 Col.2). WindWords offers our sincere and long overdue apologies. This embarrassing incident resulting in the firing of WindWords Editor and Menace to Navigation, Jeff Nelson after just 28 days on the job. 🏹

Mr. Nelson was later reinstated after a request went out which used the sentence, *“Would anyone like to fill this position?”* It was an unfortunate choice of words which the Board regrets to this day.

Lost & Found

This water bottle, lunchbox and shirt were found on the boats. **Hay, wait a minute! That's MY water bottle!** It's a good thing I read *WindWords* cover to cover.

These items (except the water bottle) are in the dock side lockbox next to the sign-out log books.

By the way, if you find items like this, text "*Lost & Found*" with a photo to 760-533-8706 to post it in *WindWords*. 



Convair Sailing Club Board of Directors

All Convair Members are welcome to attend the Board meetings. They are held on Zoom the first Wednesday of each month. Contact Bob Keefe for a Zoom link. bkeefeunc@gmail.com


Commodore.....	Tracy Williams
Vice Commodore.....	<i>Open</i>
Rear Commodore.....	John Hysler
Junior Staff Commodore.....	Sandy Leon
Secretary	Bob Keefe
Treasurer.....	Omar Del Rio
Director.....	Paul Feldon
Director.....	Rajeev Jain
Director.....	Tom Bedford
Fleet Captain	Tom Bedford
Port Captain	Mark Sutton
Chief of Racing	Sandy Leon
Chief of Instruction.....	John Hysler
Chief of Communications	Jeff Nelson
Registrar.....	Rajeev Jain
Membership Chairman.....	Tom Bedford
Chief of Checkout - Ensign....	Paul Feldon
Chief of Checkout - Victory	<i>Open</i>

Helpful Info.


Convair's New Email: _____

Convair Web Site:
ConvairSailingClub.com

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

Coast Guard Safety:
www.uscgboating.org 

ConvairSailingClub-info@GoogleGroups.com
We Agree. It's A Really Long Address.

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

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own Boat Captain responsibilities on the V634.

That's why I was happy he had time to help with the re-rigging of the spinnaker and topping lift halyards on the E2. The spinnaker halyard has always been about two yards short, making it difficult to manage during races. The topping lift was fine until a week ago when it mysteriously shrunk by eight feet.

I assumed replacing the halyards would require the use of the Boson's Chair (see *WindWords*, 6/24 pg. 2) but Tom had a better idea. We taped a string to each of the existing halyards and pulled it through the blocks at the top of the mast. We were then able run these strings along the entire working path of the halyards and determine the exact length needed for each. Then it was off to Downwind Marine to buy the rope for each.

Back on the dock, we used the existing halyards to pull the new ones in place by simply taping the ends together and gently pulling the taped sections through the blocks.

This is an example of the kind of repair that can be done by most maintenance volunteers with a small amount of help and supervision the first time.



Tom Bedford wrestles Fleet Captain keys away from predecessor Paul Feldon.