

# WIND WORDS

Newsletter of the Convair Sailing Club

August • 2025

## Commodore's Corner

Dear CSC Sailors,  
It's now August and Summer is in full swing. As you've noticed when arriving at the Marina, the Marina Renovation Project has commenced and parking is more limited than it's been in the past. Thanks for each of your cooperation these past few weekends – I've noticed quite a few

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## Ensign Free Concert Is A Big Success!

Last month the *Ensign Social Club* hosted 14 members for a **Free Concert On The Bay Sailing Adventure!** The Club sponsored this free sailing trip to see *Earth Wind & Fire* at the Rady Shell.

Three Ensigns made the trip. When they arrived they were rafted together so people could walk from

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The Rady Shell as seen from the Ensigns.

## SuperSlooper Sleuths Solve Missing Mark Mystery

It was the end of the last race of the day. V648 (skippers Unger and Walker) led the way to the finish line. It was a close race. The second position Victory (skippers Edlund and Komives) "... snuck up from behind on

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Harry Smith and Craig Unger are infrequent WindWords contributors.

## Careful! Lane Change Could Send You Flying!



The **right** lane on Harbor Drive now goes **ONLY** to the Airport.

Use the **Left Lane Only**.

The change started last week and sent several CSC members to Terminal 1.

## Duck Derby Continues

Convair Sailors continue to participate in the Friday evening Duck Derby according to Fleet Captain Tom Bedford and CSC Registrar Rajeev Jain. Convair crews are asked to assemble at the docks at 4:45 PM on Friday evenings with a planned departure time of 5:15. Registration is easy. The course is laid out in the north bay between Harbor Island and North Island. Everything is covered on the Duck Derby website:

<https://duck-derby.com/>

We wanted to see for ourselves so *WindWords* sent reporter Jeff Nelson who filed this report:

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Captain Robert Keefe

## New Victory Sails!



Last Saturday the Victory fleet raced with **new main sails**. They were just completed by Ullman Sails and were installed on Tuesday the 29<sup>th</sup>.

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### Some Of These Boats Look Like New!

#### July Work Parties

The July 13<sup>th</sup> event was an extremely successful work party! The objective was to remove the woodwork from two of the Victory boats so that they could be stripped of their old varnish and refinished for installation by a second Work Party on July 26<sup>th</sup>.




The installation work party had to be delayed because the refinishing took longer than expected. Judging from this photo, it will be worth the wait!

One thing became clear to everyone: There are a lot more wooden parts on the Victory than expected. Then there's the stripping of old varnish. Most older members recall the good old days of chemically lethal paint remover. "Modern paint removers just don't have the punch!" said one old timer. "The old stuff would melt a ceramic coffee cup!"



The re-varnished woodwork was installed on July 26<sup>th</sup>.

Tom Bedford achieved spectacular results using less carcinogenic solvents. It looks like he took a belt sander to them! 

In early July, work parties were scheduled for woodwork on the Victory fleet.

Ongoing work to the 2 and 1122 saw substantial progress. Soon the 722 and 323 will go to the shipyard for keel painting.

Repairs to the Ensigns damaged in the June race were completed before July.

#### Repairs to the 1122




**Above:** Robert Skillings and Paul Feldon perform surgery on the E1122 woodwork, restoring planks where serious decay had occurred.

**Below:** A closeup of the repaired section. The center of the board had to be removed and replaced with an inlay.



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It took a few hours to rig the boats. Just in time for the race on Saturday. 



Rajeev Jain, Tom Bedford, Sandy Leon and Robert Skillings installed the new sails on Tuesday in time for the August Race.

See race photos, Page 4, Column 3.



## SuperSloopers Impress Skeptical Research Vessel Captain



Stephanie Jaeger is a new contributor to WindWords.



Photo Credit: S. Jaeger



Convair member Sephanie Jaeger contributed these photos of the SuperSloopers from America's Cup Harbor.

"Hi Jeff,

I wanted to send these pics to you in case you wanted to include in the newsletter. I was dockside on the vessel that I work on in America's Cup Harbor by Tunaville when I saw the Thursday fleet sail past on July 10.

As a side note, our captain (who is a research/power vessel captain who is not a fan of sailboats) was watching intently as a large fishing boat was coming into the channel at the same time. But the Convair fleet stayed clear and all was well.

Cheers, Stephanie".

Since her workmate was impressed with the Supersloopers' skill with the fishing boat, we sent her a copy of the WindWords Oct, 24<sup>th</sup> article about them using the same skill set to evade the aircraft carrier USS Lincoln.

## June Ensign Race Tests Limits Of Physics

For July results see page 4.

The Ensign captains chose Course B for the second month in a row.

Normally this would make for great spinnaker sailing but winds from the west were at 12 to 15 kts. The Ensigns were all heeling in excess of 20° for much of the race.



The 1122 (left) had its pulpit ripped from the deck. There was also damage to the deck and struts.

The 192 (below) had the opposite, its pulpit flange was pushing into the deck.



The collision also damaged the forward port side struts on the 1122.

The only boat to launch a spinnaker was the E323, on the second downwind leg. This novel use of the spinnaker while sailing at beam reach was what two of Paul Feldon's teammates spent all of the prior Wednesday practicing.

"Two objects cannot occupy the same space at the same time". This law of physics (known as the Pauli Exclusion Principle) was challenged by the E1122 and the E192 at G19 as both boats collided approaching the downwind turn. The collision occurred at the pulpits on both boats. The E192 withdrew from the race while the E1122 continued.

The E722 took the lead as the 1122 tried to hang on to their 1<sup>st</sup> place streak. It was not to be. 1<sup>st</sup> place went to the E722. The 1122 followed in 2<sup>nd</sup> and the E323 took 3<sup>rd</sup>.

## June Victory Race Standings

For July results see page 4.

Skipper	Place	Points
Bruce / Robert	1	14
Sandy Leon	1	14
Terry Edlund	3	23
Rajeev Jain	4	32
James Walker	5	39
Doug Bass	6	41
John K / Joe R	7	42
Tabor's Pirates	7	42
Tom Bedford	7	42
Craig Unger	10	50
Omar & Amy	11	53
Bob Lewis	12	64
Gregory Herbster	13	69
Joe Curran	14	83
Ryan Drobek	14	83
Fred MacDougall	16	92
Dan Battiste	17	105
Jack Cabeen	18	112

## June Ensign Race Results

For July results see page 4.

Boat	Skipper	SAT 15 Mar	SAT 19 Apr	SAT 17 May	SAT 21 June	SAT 19 July	SAT 16 Aug	Ocean 20 Sep	Throw Out Adjust	Total
1122	Hector	1	1	1	2				-2	8.0
323	Paul	3	3	5	3				-5	9.0
192	Terry	6	2	2	6				-6	10.0
2	Tracy / Jeff	2	5	3	5				-5	10.0
453	Bob	4	4	4	4				-4	12.0
722	Frank	5	6	6	1				-6	12.0
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								

## July Ensign Race Tests Patience Of Wind Forecasters

The Ensign captains chose Course B for the third month in a row. This month the Fiasco Race (*it's actually called that*) took up the entire bay. Before the Fiasco, HIWM management created a fiasco of their own, closing down more than half of their parking, causing the Ensign crews to scramble for spaces\*.

The race, which started an hour late, was met by some of the most unpredictable winds we had ever encountered. In spite of the winds, the E1122 took an early lead that they commanded throughout the first two thirds

of the race. Left in her wake were the E2 and 722 to battle for 2<sup>nd</sup> and 3<sup>rd</sup> place. But clear spacing could only be seen on the downwind legs. Upwind was totally unpredictable with each boat on a different path (*in unpredictable winds*).

Competitors that were left behind seemed to appear from nowhere and then head off in another direction, only to reappear at the mark.

One such encounter occurred approaching G17 at the top of the second upwind run. The E2 was

surprised to find itself a few boat lengths behind and starboard

The 453 (seen here passing the E2) had a great start.



The E323 and 722 had a right-of-way dust up early in the race but neither boat filed a protest. Frank and Paul either settled it amicably, or with pistols at dawn.

of the E1122. The E2 was closer to the mark but both boats would need to tack to make the turn. Then that unpredictable wind seemed to direct the 1122 to port, allowing the E2 to take the lead around the mark.

After the turn, the E2 launched their spinnaker for the first time and expanded their lead. The



E722 challenges the 1122 for second place position.

E1122 and E722 rounded the mark and proceeded to battle for the second position.

In spite of a considerable lead by the E2, the E1122 and E722 proceeded to close the distance and met them at the finish line.

\* See Pg. 8 for more information about HIWM parking.



August 2nd saw the first Victory race using the new sails.

## July Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	16
Bruce / Robert	2	21
Terry Edlund	3	31
Rajeev Jain	4	36
John K / Joe R	5	48
Tabor's Pirates	6	52
Doug Bass	7	53
Tom Bedford	8	56
Craig Unger	9	59
James Walker	10	69
Omar & Amy	10	69
Gregory Herbster	12	86
Joe Curran	13	92
Bob Lewis	14	94
Ryan Drobek	15	113
Fred MacDougall	16	122
Dan Battiste	17	135
Jack Cabeen	18	142

## July Ensign Race Results

Boat	Skipper	SAT 15 Mar	SAT 19 Apr	SAT 17 May	SAT 21 June	SAT 19 July	SAT 16 Aug	Ocean 20 Sep	Throw Out Adjust	Total
1122	Hector / Robert	1	5	1	2	2			-3	5.0
2	Tracy / Jeff	2	5	3	5	1			-5	11.0
323	Paul / Tom	3	3	5	3	4			-5	13.0
722	Frank	5	5	5	1	3			-6	15.0
192	Terry	6	2	2	7	6			-7	16.0
453	Bob	4	4	4	4	5			-5	16.0

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



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Column 3.

I arranged to sail with veteran captain Bob Keefe who had not sailed in the

E323 took an early lead right after their spinnaker launch.

Duck Derby prior to that night. As he checked the rigging I asked him if he was nervous about sailing a new course. "Oh yeah!" he replied. "We should probably look at a map!" He also indicated that there were staggered start times, an issue that was clarified by Tom Bedford (*who had been running a countdown clock for several hours*). The Duck Derby has a staggered start. Ensigns are in a class that starts earlier than most of the other boats.

We sailed to the line and had a pretty good start - *meaning that we kept and eye on the E323 and went when they did.*

The E323 took the lead, choosing a more northerly route. Keefe (*sailing the E1122*) stayed closer to the center of the bay. Both Ensigns launched their spinnakers as soon as possible. For a time, Convair was well in the lead with the E323 about two boat lengths ahead of the E1122




The E1122 moments after the arrival of Sandy Leon in the V648. The E323 can be seen a few boat lengths ahead of the Victory.

Skipper, Bob Keefe  
Tiller, Jeff Nelson  
Spinnaker, Richard Bistany

as we approached the upwind turn near downtown.

Then, without warning, the V648 passed the E1122 and positioned itself right behind the 323. All three Convair boats made a successful turn at the downwind mark with the E323 still in the lead. But the other boats in the race converged on the turn and the upwind leg was in full swing with a crowded field.

As the sun set, the E1122 saw the E323 in the distance to the west. In time we would catch up, but not until they'd crossed the finish line. As for Sandy Leon, we didn't see him until the after-party!" 




Each Ensign is staffed with a crew familiar with anchoring, night sailing and night docking. The boats are equipped with lights consistent with Coast Guard regs. Guests can just relax and enjoy the trip.

Everyone brought food to share. This first cruise required some experimentation but the perfect acoustic location was found,



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boat to boat. Everyone brought food to share. Once anchored, the Ensign cockpit is a perfect "conversation pit" with seating for 6.

The concert was great! And, with the boats anchored just off the island, you could hear the music just like the people inside the Shell. All this without the driving and parking hassle. Each Ensign was under the command of an experienced skipper. They sailed down and (*since it was dark by then*) they motored back. We'll write about The Beach Boys next month! 



We got to see the sunset before the concert.



starboard tack and attempted to push 648 off the course at the finishing mark.” said Unger. Both boats were on starboard tack and right next to the mark. But Edlund and Komivis gained the right-of-way because they were the leeward boat. Unger and Walker took a penalty turn before crossing the finish line, *but the mark was nowhere to be seen.*

Several Victory boats participated in the search, including the V648 which had started to develop some mechanical difficulties.

The mark wasn't getting found and the 648's problems weren't getting better. They decided to throw in the towel.

V610 (*skippers Bistany, Jain and Smith*) stuck around in case the 648 crew had to abandon ship while the other boats headed for port.

They decided to sail to the pump-out station behind the fuel dock where the 648's crew leaned out to the far side, heeling the vessel. That's when they discovered the missing mark and rope wound around the keel. Rajeev Jain (*at some personal risk*) succeeded in unwinding the rope and recovering the mark undamaged. *R*



Jim Walker and Craig Unger showing off their "catch of the day".

## Commodore's Note

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folks carpooling and using the public lots. Please continue to do so, and remember that when exiting the Marina parking lot, return the Convair parking permit to the attendant so that other, newly arriving Convair sailors will be able to park. *Under no circumstances are we to keep the permits and use on multiple days.* Instead, use it while you are sailing and promptly return it to the attendant upon leaving.

It is very likely that we will be moving our boats to new docks within the Marina in the coming 30 days. As soon as we have specifics on where our new location will be and instructions for using those docks, (particularly as pertains to departing and returning to dock) a plan will be formulated and distributed.

Sometime in the next 45 days, our blue key box will move to a new location. We are working with the Marina on those details and we will let you know.

I wanted to inform you of some changes on our Board of Directors. One of our officers, John Hysler, was recently promoted and took on new regional duties with his firm which involves much more work and travel. As such, John reluctantly announced his resignation from the Chief of Instruction and Rear Commodore duties. At the August BOD meeting, new officers were appointed for the roles of Vice Commodore (Paul Feldon) and Rear Commodore (Jeff Nelson). Please join me in thanking John for his service these past 10 months, and for Paul and Jeff being willing to contribute their time and expertise to helping lead the club.

You may have noticed that we now have new main sails on the Victo-

ries. The August Victory fleet races were the first use of those new sails. Now the fleet has new (last year) jibs and new mains. There has also been progress made on wood finishing on some of the Victories and Ensigns. Deck painting of some of the Ensigns has been done, and soon the Ensign 323 and 722 will have new paint jobs on the deck and topside, in addition to new bottom paint. It is great to see the fleet getting spruced up. If you would like to assist with any of these activities, please contact Tom Bedford at:

[tombedford@san.rr.com](mailto:tombedford@san.rr.com)

Happy Sailing!

Thank You!

Tracy *R*

## New Shop Vac Loses Vital Part On Day 1

Out of nowhere Tracy Williams said, "If this thing bursts into flames you have to get me out of the boat". The shop-vac next to him made a strange noise and smelled like burning electricity. Then it coughed and died.

The old shop-vac spent most of its life inflating race marks. The new one will do the same thing. It has an attachment that fits the inflatable markers just like the old one. Last week someone was asking where it was. Two hours later I retrieved this vital attach-



ment from the water. It was floating past the bow of the E2. *R*

## ***Marina Renovation And Parking July 25 Update***

*Commodore Tracy Williams sent an email to the membership detailing the current status of parking. Here is the email in its entirety.*

***NOTE: The email suggests the use of carpools. We attached a PDF of the current member roster to the email that accompanied this issue.***

Dear CSC Sailors,

As mentioned in my email last week, due to the Marina renovation project, the parking available is significantly impacted. Last weekend the situation was very frustrating for our members. The Marina has worked hard this week to develop countermeasures. Parking will still be limited but there will be ~30% more spaces than was the case last weekend. While this is good, it's still going to be a bit challenging, so please review the info below.

### ***Parking for CSC Members:***

The Marina will allocate six spaces to CSC for this weekend. The Marina staff will be at the parking lot entrance and will keep a running list of the CSC sailors in the parking lot. Once the six spaces are used, CSC sailors will need to find other parking.

### ***Loading Zone:***

If you arrive at the Marina and there are no CSC spaces left, but you have gear or supplies, the Marina employees have been informed that CSC members will be allowed to enter the parking lot briefly to drop off gear or supplies next to the Red Fire Zone curb on the left

(west) side of the former Ullman shop. The idea here is that we will enter, unload, and then immediately depart. Upon finding parking elsewhere and returning to the Marina, we can then take the gear/supplies to our boats.

**IMPORTANT:** If you are able to park in the Marina parking lot, since this is a first come, first served situation – please remember to stop on the way out of the parking lot and have your name removed from the list of CSC sailors on premises so that this will free up the space you've vacated for another CSC member who arrives after you've departed.

### ***Near-term Changes Being Implemented to free up more Parking Spaces at the Marina:***

1. The Marina will no longer permit boat worker or vendor parking.
2. The Marina will eliminate boater's guest parking for the balance of the summer.
3. Each weekend (Friday, Saturday & Sunday) the Marina will have an employee at the main entrance to monitor cars for approved parking permits. In the past, this was done on holiday weekends but now this will be a regular weekend measure.

### ***Future Changes Being Implemented to free up more Parking Spaces at the Marina:***

1. The General Contractor will consolidate their activities and move the fenced area to make room for more parking. This will add an additional 50 spaces from what was available last weekend.



2. The Marina has secured off site parking for Marina employees. This should free up another 10 to 15 spaces for boater parking.

### ***Other Potential Changes to be Implemented:***

The Marina is working with the Port of San Diego to find and secure off site parking on Harbor Island. In years past the Marina used off site parking for 4th of July overflow parking. During those overflow parking times there was a van service to ferry boaters to and from the HIWM lot. This option is not finalized yet and still needs approval, but the Marina is hoping to offer something in August.

### ***Other Options to Consider:***

Park at Harbor Island Park. It is less than a block from our parking lot and it is a Port public parking lot. There are about 90 spaces in this lot but it does not allow for overnight parking so plan accordingly. It should also be noted that this can be a very busy lot during the summer so it can fill up by mid-day on a busy Saturday or Sunday.

The key in all of this is to arrive a bit early, to arrange for carpooling to every extent possible and to anticipate some delays. Liberty Station parking is another option that you may wish to plan with others to utilize. Please reach out to me as needed with any specific information. As more information becomes available, I will continue to share it. - Tracy! 