

# WIND WORDS

Newsletter of the Convair Sailing Club

September • 2025

## Commodore's Corner

Dear CSC Sailors,



It's hard to believe that we're already past Labor Day. It's been a busy 2025 to date, and the Marina Renovation project is gaining steam.

Thanks again for your cooperation and understanding regarding parking. I've noticed quite a few 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 them on multiple days. Instead, use it while you are sailing and promptly return it to the attendant upon leaving the parking lot.

Within 3-4 weeks, the Marina office will move to their new mobile office. Within the next 30-45 days, our blue key box will also move to a new location. We are working with the Marina on those details and once available we will let you know.

COMMODORE: Continued on Page 7, Column 2.

## No One Remembers Who Came In Second, Till Now!

See CONTEST FOR 2<sup>nd</sup> PLACE:  
Page 7, Column 2.



The E-323 (left) at anchor in front of the Rady Shell for the Beach Boys on August 9<sup>th</sup>.

## Ensign Social Club Hoists Up The John B's Sail To Beach Boys Rady Shell Concert!

Last month the *Ensign Social Club* hosted 24 members on a **Free Concert On The Bay Sailing Adventure!** this time sailing to see *The Beach Boys* at the Rady Shell.

Four Ensigns made the trip. As the date approached, more members piled on. The day before the concert, Ensign Social Club *Czar Of The Waters*, Rajeev Jain invoked the "Enough Is Enough"\* rule, capping enrollment.

\* **Enough Is Enough Rule explained:** If a crew becomes too large, people may "sing along". There is a danger of teens jumping overboard rather than hear their parents sing. "The paperwork is staggering!" said Jeff Nelson, Manager of Flotsam & Jetsam.

Members met on the dock at 5:00 PM, chose their Ensign, rigged the boats and attended a Captain's

CONCERT: Continued on Page 3, Column 1.

## August Ensign Race. Is there a new Sheriff in town?

The Captains chose Course B for the fifth time in a row. This year has seen little interest in course A – a favorite in years past. The E323 established a start line facing into the wind. The E1122 managed the start.



Robert Skillings,  
A frequent contributor to WindWords.



Photos: Lori Skillings

The E-722, E-1122 and E-Two seen circling the start line before the race.

When the race started, three boats crossed near the buoy, the other mid-line. E323 was the first to cross, leeward of E1122, with E-Two and E722 close behind. Crews on

ENSIGN: Continued on Page 4, Column 3.




## Just Slap A Coat Of Paint On It!

### Victory Sail Fixes Completed

Some adjustments were needed for the new main sails for the Victory fleet necessitating that they be returned to Ullman sails the week after they were installed (see *August WindWords*). They are *back* and were installed on the fleet on Thursday August 8th just in time for the SuperSloopers.

#### Special Thank You To:

Rajeev Jain	Michael Snare
Jim Walker	Terry Edlund
Bob Lewis	Craig Unger
Richard Bistany	Richard Leung
Hans Klein	Tom Bedford 

Newly modified main sails were re-installed on the Victory fleet.

Restoration on the E-Two is completed. The 722 sailed to the shipyard for keel painting.

### E-722

Lots of new things are happening on the 722. Immediately following the race, its engine was removed and it was sailed to the Koehler Kraft boatyard the next day. Ko-

ehler painted the keel. Then, a group of volunteers replaced the topside paint. The 722's green hull was repainted with the

722: Continued on Page 4, Column 2.

### Working Solo

When you discover there's no one around to help you remove a nut *that's* inside the cuddy.

### Alarming Discovery




This loose attachment bolt on the boom rigging of the E-Two was discovered during painting.

As concerning as it was, what we found next was even worse!

Story on pg. 4 Col 1.

### E-Two Restoration Completed

Work began on January 1st. It included varnish on all the wood surfaces, fiberglass repairs, the replacement of damaged hardware, repairs to the starboard seat, replacement of several halyards, and all new deck paint from bow to stern.

The next stop for the E-Two is the shipyard for keel paint and repairs to her rudder. 



Fiberglass repairs started on the bow, but eventually extended to the stern.



**Before and After:** Seats and gunnels in need of sanding and new Cetol.



The rusty remains of hardware that had been holding a cleat by only one bolt.



Where needed the replacement hardware was routed through heavy plastic buffers.



Below deck the washers were pulling into the fiberglass.

White and anti-skid paint was applied to the deck, inside of the cockpit, on the cuddy walls and behind the seats.





CONCERT: Continued from Page 1, Column 2.

Meeting where *Tetrarch Of All That Floats*, Tom Bedford briefed all of the participants on safety protocols and the plan to raft the boats. Shortly after that, the fleet set sail for San Diego.

Winds were light but the direction favored a straight downwind sail wing on wing to the Shell. Once there, the boat captains went to engines and maneuvered around the mega-yachts while two of the Ensigns (*E-323 and E-Two*) set their anchors. Once they were stationary, the other two Ensigns (*1122 and 192*) came along side and rafted to each of the anchored boats. *This was by far the most difficult part of the sail* because people had clear choices of which pot-luck food they wanted to share. Rafting to the right boat was *critical* to your dining experience.



Anchorman Bill Burch

We wanted to raft all four boats together but there is a practical limit to how much weight an anchor will hold. Three boats will work but four

turned out to be too many.

Rafting the boats involves setting an anchor, a standard skill for Convair skippers. But getting two boats



Boat Captains Jeff Nelson and Tom Bedford preparing to raft the E 192 during our first rafting attempt. We wanted to raft all four boats together but it was too much weight for the anchor.



Anchorman and Fashion Icon Omar Del Rio



Crew of the E-192



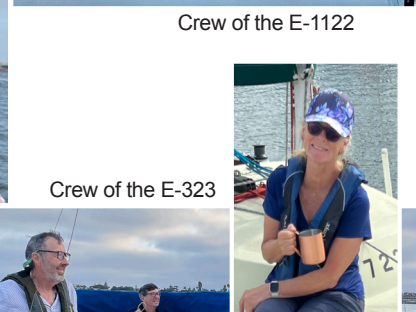
Captain's Meeting



Crew of the E-Two



Crew of the E-1122



Crew of the E-323



to anchor in the same spot so that the other two can sail up and raft to them is a practical impossibility because there are too many variables in setting an

anchor. Instead, we split into two sets of two.



The E323 and E 192 rafted just north of the E Two and E 1122.

CONCERT: Continued on Page 5, Column 1.



## Alarming Discovery



As concerning as this loose retaining bolt was, what we found next was even worse!

**T**his loosened hardware was discovered while painting the stern section above the rudder. The above photo from the July 19<sup>th</sup> Ensign race shows the bolt working its way loose. Tracing it back through photos of the E-Two shows that it was not loose even a week earlier.

When we discovered it, our first question was, "How did it get loosened in the first place?" The bolt is attached to a nut that is below the fiberglass hull. When we took it apart we discovered that there were *no washers or lock-washers* between the nut and the fiberglass! *FW*



This photo shows the restraining bolt with its matching nut near the hole from which it was coming loose. No lock washers or other washers were attached.



This close-up shows the hole with a super-imposed tracing from the actual nut shown in the photo to the left.

The nut was well on its way to un-threading itself, but it could just as easily have broken through the fiberglass.

722: Continued from Page 2, Column 2.

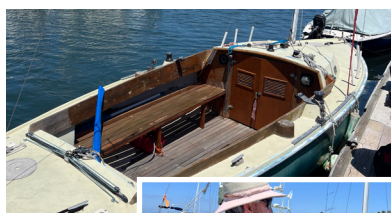
same dark blue used on the 323. Painting was scheduled to be completed the last week of August

Both the 722 and 323 were damaged in a collision last year. A cash settlement was reached. Topside painting by volunteer club members will allow the bulk of that settlement to be used for much needed work on other boats.

### Special Thank You To:

Frank Long	Paul Feldon
Jim Walker	Craig Unger
Tom Bedford	

The 722 has also had some bad luck with their boom. It became disconnected from the mast before the 2024 Ocean Race and again prior to the July race. *FW*



Repaired boom delivered by Paul Feldon, Tom Bedford and Bob Lewis.



## Special Report

**W**indWords can neither confirm nor deny rumors that Frank Long sailed to victory in the August Ensign Race *without the use of a boom*. Long filed a report on the race (Pg. 6 Col. 3) but made no mention of a missing boom. Members of Paul Feldon's race team can be seen, in photos above, *delivering* a boom to the 722, but our reporter left before the boom was "installed". While it is unlikely that Long would have sailed without one, it's worth mentioning that he won the 2024 Ocean Race with a boom that was attached to the mast with string.

ENSIGN: Continued from Page 1, Column 3.

all four boats were hiking hard in a brisk wind. At G19 some boats headed to the North Island side, others stayed closer to Shelter Island.

### Which side would have the favorable current?

The correct answer that day; stay near North Island.

Even though E1122 overtook E323 and passed G19 first, she was overtaken by E323 and E722 as they crossed back from North Island. E722 was the first to round G17 and head downwind, followed by 323, 1122 and E-Two.

As E722 stretched out her lead, E323 and E1122 mixed it up, flying spinners downwind. E323 was in the lead with E1122 coming behind fast. If E1122 was able to get an overlap on E323's leeward hip as they got within 3 boat lengths of the mark,

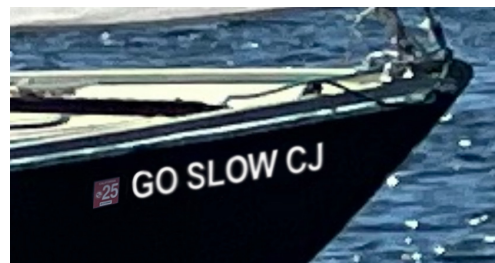
ENSIGN: Continued on Page 6, Column 1.

We reached out to Paul Feldon for comment. He responded by email that he would get back to us "when I have time".

E-Two co-captain Jeff Nelson produced new hull numbers for the newly painted E 722.



Feldon seen here with Rajeev "RJ" Jain who did not help deliver the boom. Jain reportedly left the country shortly after the August race.



WindWords obtained this photo which appears to show incorrect numbers. This could possibly disqualify the 722 from the September Ocean Race. "Don't worry!" said Nelson. "We got the numbers from Amazon. We can get our money back if they're wrong". *FW*



CONCERT: Continued from  
Page 3, Column 2.

The sun set and the band started up. The sound was clear over the water. The prior sail to *Earth Wind*




## And Then There Was The Food!

Food at the Free Concert is also Free, except that you have to bring something to share.




& Fire had allowed *Tetrarch Of All That Floats*, Tom Bedford to scope out the best location. Our boats had a clear line of sight to the stage and excellent acoustics. The Beach Boys played all the hits. It was like being a teenager all over again. They did play *Sloop John B*, thrilling all the freeloaders anchored with us, and they saved *Good Vibrations* until near the end.

After the show, the boats weighed anchor and motored back to Harbor Island. Docking was smooth and flawless. Much of the de-rigging had been done before the boats were rafted, so there was little to do upon our return. 



## Victory Dorsey Cup Ocean Race!



This year's Victory Dorsey Cup will take place off the coast of North Island on September 20<sup>th</sup>. The race will run simultaneously with the Ensign Point Series' Ocean Race. Participants in the Dorsey Cup race will come from the Victory racing roster below. Here are the current standings. 

## August Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	11
Bruce / Robert	2	20
Terry Edlund	3	31
Rajeev Jain	4	34
John K / Joe R	5	48
Craig Unger	6	50
Doug Bass	7	52
Tabor's Pirates	7	52
Tom Bedford	7	52
Omar & Amy	10	67
James Walker	11	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



Rule 18 would give E1122 mark room at R20.

### One problem, the mark was still quite a distance away.

As they sailed downwind, E323 was able to stay ahead. Finally, E1122 caught a puff and was able to get the overlap on E323's leeward side. As the leeward boat, E1122 now had right of way but she couldn't attack E323 due to Rule 17 On Same Tack; Proper Course which states E1122 could luff E323 up only as high as E1122's proper course to the mark. And with the mark dead ahead and the current behind them, her proper course was a straight line to the mark.

E1122 was able to get a burst of speed to put her bow slightly ahead of E323 but she couldn't sustain her drive as they got deeper into E323's wind shadow. The two boats were in a stalemate: E323 had better wind but couldn't get in front and break the overlap. E1122 was the leeward boat but couldn't force E323 off the line above her proper course.

Minutes passed as both crews watched the other from just feet away. A gust of wind could push a spinnaker into the other boat, a momentary lapse in attention minding the tiller and the standing rigging of the two boats would touch each other.



Cue theme song to Gilligan's Island, "If not for the courage of the fearless crews..." contact from either boat could result in a protest. The tension was rising as they continued downwind until finally, the stalemate was broken as they entered the 3 boat zone around R20.

With E1122 overlapped and on



The E-1122 had an early but elusive lead over the E-722.

the coveted inside line, Rule 18 required E323 to give E1122 room to sail to the mark but it wouldn't exonerate E1122 if her spinnaker or equipment hit E323 as they approached.

The lead between these two boats would be determined by the crew that could dowse their spinnaker, get their boat trimmed for upwind and take the higher lane. Spinnaker drops for both boats went well, no mistakes and no contact. As E1122 and E323 rounded the mark, they both trimmed their boats well, but E1122's inside line allowed her to keep E323 behind her and take the upper lane.

E722 had rounded a minute before with E1122 behind her by 10 boat lengths, E323 right behind her and E2 bringing up the distant rear.

E722's ability to point higher than the other boats kept her in a commanding position and extended her

lead. By able to sail in a higher lane, she was sailing a shorter distance than the rest of the fleet. E722 would have to make a serious mistake for the other boats to catch her. That mistake never came. On the final upwind the other 3 Ensigns jostled a bit with each other as they crossed on separate tacks but the die was cast. E722 would continue to extend

Photos: Lori Skillings



After the 722 "Left The Building" the 1122 and 323 were left to duke it out for 2<sup>nd</sup> place.

her lead and take 1st place, E1122 would pull away a bit and take 2nd, with E323 in 3rd place. **Next month, it's the Annual Ocean Race!** (see story on Page 7)

## Look At Frank. He's Way Over There!

We saw so little of the 722 that we needed Frank to describe it: "It's nice to finally say it was "a fun race", and really mean it. 😊 Actually, Jim and Craig and I have entered into group therapy as our lead was so great we fear we traumatized ourselves with separation anxiety, acute. It was a lonely place being out there all by ourselves. 😊 Ha ha lol etc. But seriously... in reality, the only thing I can say is that we played our strength of upwind Sailing. And it worked. Still working on making downwind as successful."



This is Frank's first contribution to Wind- Words in 2025

## August 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	1	1	2	2	2		-2	7.0
2	Tracy / Jeff	2	5	3	5	1	4		-5	15.0
722	Frank	5	6	6	1	3	1		-6	15.0
323	Paul / Tom	3	3	5	3	4	3		-5	16.0
192	Terry	6	2	2	7	6	5		-7	21.0
453	Bob	4	4	4	4	5	5		-5	21.0
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								

## 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](mailto:bkeefeunc@gmail.com)

Commodore.....Tracy Williams  
Vice Commodore.....Paul Feldon  
Rear Commodore.....Jeff Nelson  
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.....Open

## Helpful Info.

Click on **Blue** text access:

Convair's **New** Email:

Convair Web Site:

[www.ConvairSailingClub.com](http://www.ConvairSailingClub.com)


Club Address:

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

Coast Guard Safety:

[www.uscgboating.org](http://www.uscgboating.org)

ConvairSailingClub-info@GoogleGroups.com  
Yeah, it's a really long email address.

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

## Contest For 2<sup>nd</sup> Place



Photo: Lori Skillings

**Who's on second?** This photo, taken just after the August race, shows that second place contenders are more than a hand full.

The Ensign Point Series Perpetual Trophy is up for grabs - *but the only team doing the grabbing will be the E-1122's*. With points tallied from the 2025 season, the 1122 will win even if they don't show up! Congratulations to their team and good luck in the race for the Ensign Ocean Race Perpetual Trophy!

That said, there is a spirited competition for *second place* with **half the fleet** in contention.

The E-323 has the most consistent performance with a sequence of four 3<sup>rd</sup> place finishes and one 4<sup>th</sup>. By contrast the E-Two is all over the board with a *poker hand straight* of 5<sup>th</sup>, 4<sup>th</sup>, 3<sup>rd</sup>, 2<sup>nd</sup> and 1<sup>st</sup>. The E-722, with a 5<sup>th</sup> and two

DNCs early in the season followed with a 3<sup>rd</sup> and two 1<sup>st</sup> place finishes. They *are* the come from behind Kings!

There is another numerical quirk: The remaining Ensigns who are not competing for second place have **ZERO impact on the outcome**. They could *all* finish *ahead* of the second place contenders and still, one of them (the E-Two, 323 or 722) will hold 2<sup>nd</sup> place!

*And 3<sup>rd</sup> and 4<sup>th</sup> place as well.*

The Ocean Race is traditionally a wild card with less predictable conditions and a long, unfamiliar course.

*Frankly*, anything can happen. Just ask *Frank*. 

COMMODORE: Continued from Page 1, Column 1.

The Marina will be commencing demolition of the main building and the 100/200 docks near the end of this year. In preparations for this, the Marina is playing Tetris (<https://play.tetris.com/>) as they attempt to find openings throughout the Marina for all the 100/200 dock boats. It's still unclear if our fleet will need to relocate within the Marina away from our current slips in the 1100 docks. If a location change for our fleet is required, we will communicate that as soon as we are notified.

You may have noticed that the Ensign 722 is back from the boat-

yard sporting a new midnight blue topside and black bottom paint. The deck will be painted gray in the near future. Our Fleet Captain has a schedule and reservations with the boatyard for bottom paints for four more Ensigns and three Victories between now and the end of the year. If you are able to assist in moving the boats to/from the boatyard and would like to help, please reach out to Tom Bedford ([tombedford@san.rr.com](mailto:tombedford@san.rr.com)).

Happy Sailing!

Thank You!  
Tracy 





*Dedicated to safe boating through education*

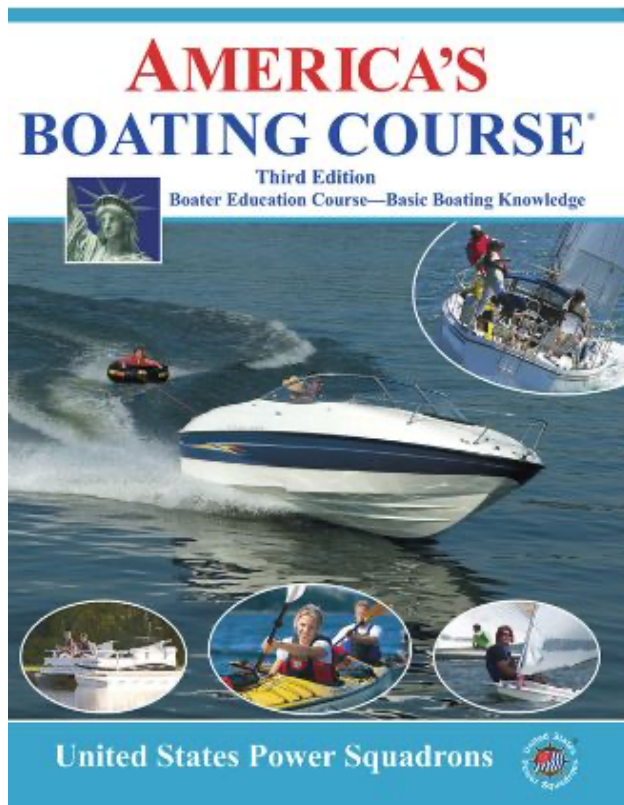
## Safe Boating & Basic Seamanship Class for California Boater Card

**Date: Saturday 9/20 through Sunday 9/21, 2025**

**Time: 9:00 am to 4:00 pm Saturday and 1:00 pm to 5:00 pm Sunday**

**Place: Southwestern Yacht Club**

**Cost: \$40** For Books and Materials



## You're Invited!

The Southwestern Yacht Club, in partnership with the San Diego Sail and Power Squadron, invites you to attend a two-day **Safe Boating Course** designed to meet the requirements for the **California Boater Card**.

Upon successful completion, you'll be eligible to receive your California Boater Card—now mandatory for all boaters operating on California waters.

### WHAT YOU'LL LEARN:

- Information about your State Boating Laws, regulations, boat registration, and licensing.
  - Required boating safety equipment
  - Do's and Don'ts of boating safely
  - Practical Knowledge of navigation and rules of the road
- How to handle medical emergencies onboard and mechanical problems on the water
  - The basics of towing and trailering
  - Special important information for hunters, anglers, and sports enthusiasts.

## Registration and First Class

**Saturday, September 20<sup>th</sup> at 9:00 AM**

**For more information contact Steven Bakalis at [steven@sea-hunt.net](mailto:steven@sea-hunt.net)**