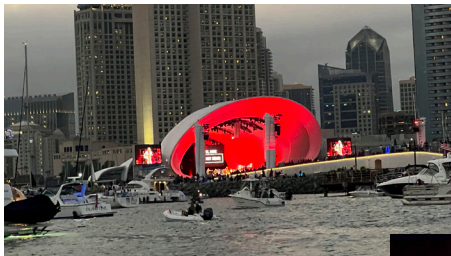


WIND WORDS

Newsletter of the Convair Sailing Club

March • 2026

Ensign Free Concert On The Bay Series!



The *Ensign Social Club's* first **2026 Free Concert On The Bay Sailing Adventure!** will be the incomparable *James Taylor* on April 11th at 7:30 PM. This year we will send an Evite invitation to all club members so that they can Opt-In or Out. Details about the sailing adventure, departure time and boat configuration will be arranged after we know who



is coming. Seating is *not* unlimited. There is a practical limit of four Ensigns which seat six adults.



During the Beach Boys concert in August of last year Ensign Social Club *Czar Of The Waters*, Rajeev Jain had to invoke the "Enough Is Enough"* rule, capping enrollment. The "Enough Is Enough" rule was put in place when we learned that we also needed space for charcuterie boards.



The Club is currently accepting suggestions on which concerts to include in its 2026 series! Current nominations included:



- 4/8/26 James Taylor
- 5/10/26 Avett Bros
- 6/9/26 Paul Simon
- 8/16/26 Trucks Band
- 9/16/26 Weird Al Yankovic



If you want to add to this list, text "Rady" to 760-533-8706 📞

*** Enough Is Enough Rule Exceptions:** This year, for legal reasons, we will be offering preferential seating to latecomers who:

Always wanted to see these artist but weren't allowed.

Applicants will submit posters from their childhood bedrooms. Verification by sibling(s) required.

Were not cool in High School.

Applicants will submit their Senior Year Book photo.

Can name all the band members in the photo to the left.

No notes allowed. In the case of a run-off we will institute a 'middle name' lightning round.

Boat Log-Out Requirement

Remember to log out club boats **prior** to sailing. Same goes for key log-outs

Besides being a suspension level requirement spelled out in the bylaws, logging out the key and the boat is a safety tool if a member does not return to the dock. In that event, the first question the Coast Guard or Harbor Police are likely to ask is, "When did they say they were going to be back?" What would you say to the Coast Guard if they pulled

The sign-out log is the only way we know that a missing boat hasn't been stolen.

along side to tell you that you were the subject of a search and rescue?

And speaking of the Harbor Police, the key and boat sign-out logs are **the only way we know that a missing boat hasn't been stolen.** When a boat is properly signed-out, we know who has it and their *Expected Time of Return.* This informs the Port

Captain so they can act when a boat is missing with no explanation.

Sailing is generally safe but some things, like accidental grounding, collisions and mechanical failures can leave you stranded. The sign-out log is an important part of what gets you out of a jam. 📞

That's A Big Boat!

Craig Unger reported the presence of our newest neighbor in the 1500 dock area: "... they put a **gigantic boat** next to our slip." After due consideration, Craig checked out an Ensign for Viktor Gordienko's sailing lesson.



Craig Unger

*I'd have thrown caution to the wind to be able to say that I sailed victoriously in a Victory with Viktor,** but Craig's better judgment prevailed.

*The Convair Board would like to point out that there is a reason Mr. Nelson is restricted to classroom training only.

Boat Continued on Page 4, Column 3.



Thanks To Everyone Who Signed Up For The Work Parties!

Volunteer Credits

Late in February WindWords emailed the 2026 Convair Member Roster PDF. This year the roster featured profile photos and as many Volunteer acknowledgments as we could identify.

Soon after the roster went out we heard from several members asking us to update their Volunteer section to reflect what they actually do for the club. The good news was that WindWords didn't attribute credit where it was not warranted. The bad news is that we left out some credit where credit was due.

In our defense, all of the absent information could be explained by the fact that it wasn't recorded anywhere. In each case the members told us that they "didn't log the work, because it was for Convair". While this is admirable, Convair also needs to know what we are all doing to help out. Having data about what you do to help, helps us know how things get done. So please log your hours, and let WindWords know if the roster needs adjustments.

If you don't have a profile photo in the roster you can email one to us. * Same goes if you don't like the one we used. You'll like it even less if WindWords



needs it for a story about you.

If you didn't get the roster, let us know and we will send a replacement. The next Roster will come out in March after we receive new membership data from the club Registrar. There are some new members and some returning. R

* Send profile photos to: Nelson.Jeff.C1@gmail.com

You can send your volunteer information to the same address.

Low Friction Work Party



Tracy Williams, Paul Feldon, Christian Martin, Tom Bedford, Robert Lewis, Rajeeve Jain and Jeff Nelson (not in the photo) found a shaded spot to service outboard engines on a sweltering December 28th afternoon.

All six Ensign outboards got oil changes but some spark plugs needed replacing and at least one gas line was installed. The propeller crank case oil was also replaced.

The engines had to be moved to the parking lot to have sufficient space to work.

The next work party (March 14th at 10:00 AM) will look at Ensign winch rebuilds. The 3rd work party (March 28th at 10:00 AM) will be Victory winches. R

On The Rhode Again . . .

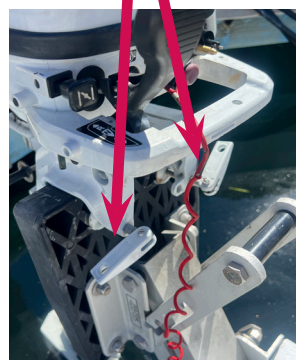
During a sail to the Rady Shell in August, crew members noticed problems with the anchor rhodes on the Ensigns. Later inspections revealed that the E-453 (which anchors monthly as the committee boat for Victory races) had several problems including a compromised chain which could have sent it to the bottom, never to return!

Replacement includes a precise measurement. You can see it stretched out along the dock. R



Fleet Captain Tom Bedford replacing the anchor rhode on the E-453. All of the Rhodes were inspected and upgraded (including adding measurement tags to the chains).

Speaking of lubrication, the screws that hold the engines to the boat were also treated with oil to prevent them from seizing up (salt water). This makes them susceptible to loosening due to engine vibration.



Check the tightness of the thumbscrews before starting the engine. This could prevent the embarrassment and expense of the engine falling off while you're sailing. R

SuperSloopers Practic Man Overboard Drills

Thursday afternoon's wind was moderate. It looked to Harry Smith like a good day to conduct Man-Overboard drills.

The procedure, covered in *On-The-Water training and on Page 30 of the sailing handbook*, is vital to safe sailing.

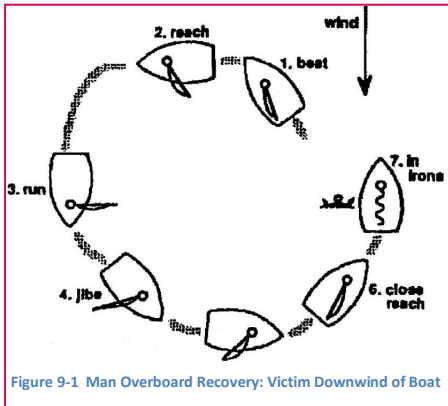


Figure 9-1 Man Overboard Recovery: Victim Downwind of Boat

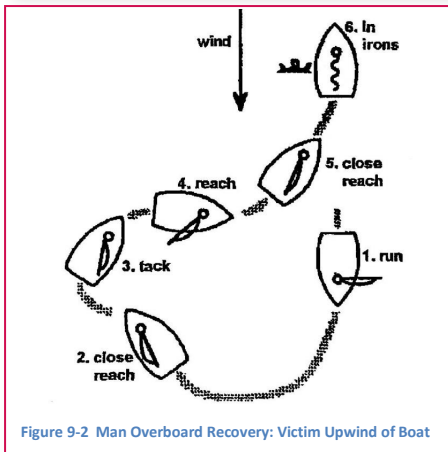


Figure 9-2 Man Overboard Recovery: Victim Upwind of Boat

This came in handy when one of them fell off the boat a few minutes later!

SuperSloopers Bill Burch & Jeff Strickfaden snapped into action, pulling their team member out of the bay. They remembered to use the victim's belt, *an important tip*.

WindWords was told that the self inflating PFD worked great! 🐾

Victory Racing

Terry Edlund & Doug Diepholz placed 1st in the Saturday Fleet-A race. They were followed by Joe Rollinson in 2nd with Tom Bedord & Jeff Strickfaden in 3rd.



Photo and story background by Tom Bedford

This was a decisive win for Edlund as it moved him from 3rd in the February Standings. Joe Rollinson retained his 2nd place and Tom Bedford moved into the top 10.

We have little information about the Fleet-B races except what we can determine from the standings.

Bruce and Robert moved from 5th to 3rd. Bob Lewis moved from 6th to 4th.

If you race in the Victory Fleet and would like to see more coverage, you can text a photo and one or two sentences to 760-533-8706. 🐾

February Victory Race Standings.

Skipper	Place	Points
Terry Edlund	1	8
John K / Joe R	2	10
Bruce / Robert	3	17
Bob Lewis	4	23
Craig Unger	4	23
Rajeev Jain	4	23
Tabor's Pirates	7	29
Sandy Leon	8	33
Tom Bedford	9	36
Ryan Drobek	10	37
Joe Curran	11	39
Gregory Herbster	12	46

Congratulations!

Todd Cardiff completed his Victory Training and was cleared as a skipper by Chief of Checkout - Victory Fleet, Jim Walker on February 22nd.



Todd Cardiff

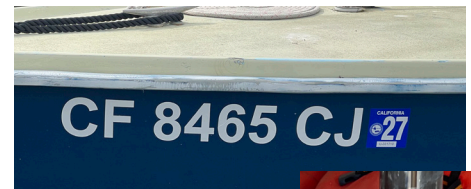
According to Jim, "He handled the boat well in gusty

10 kn winds". Todd is shown here with his Convair key. His dog Panda was there for the Key ceremony, but missed a great day on the water. Panda decided to stay on dry land. 🐾



Panda

2027 DMV Stickers



As of the first week of February, the entire Convair fleet had been fitted with new DMV stickers that will be good until 2027. The last boat to be updated was the V-611.



In the unlikely event that the Coast Guard or Harbor Police want to see the boat registration, it is secured to the mast inside the cuddy. If you are asked to show it to them, You'll need a new zip lock sandwich bag to re-install it. The one holding it in place will not survive the inspection. Don't lose it. The DMV is actually slower issuing boat paperwork. 🐾

Helpful Info.

Convair's Email:
ConvairSailingClub@gmail.com

Convair Web Site:
ConvairSailingClub.com

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

Coast Guard Safety:
www.uscgboating.org

If you have a story you'd like to see in *WindWords* text "CSC Story" to 760-533-8706 and we'll reach out to you for details. Normally all we need is a sentence and a photo if you have one. 🐦

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 at 7:00 PM. Contact Bob Lewis for a Zoom link. BobRTJLewis@bushmail.com

Commodore..... Tracy Williams
Vice Commodore..... Paul Feldon
Rear Commodore..... Jeff Nelson
Junior Staff Commodore..... Sandy Leon
Secretary Bob Lewis
Treasurer..... Omar Del Rio
Director Bruce Plutchak
Director Rajeev Jain
Director Tom Bedford
Fleet Captain Tom Bedford
Port Captain Mark Sutton
Chief of Racing Sandy Leon
Chief of Instruction..... Paused
Chief of Communications Jeff Nelson
Registrar..... Rajeev Jain
Membership Chairman..... Tom Bedford
Chief of Checkout - Ensign.... Paul Feldon
Chief of Checkout - Victory ... Jim Walker

Sailing Scuttlebutt



For old salts and ancient mariners, **by and large** was a command that meant "to sail slightly off the wind," in contrast to **full and by**, "keeping the sails full of all the wind possible." When we say by and large today, we mean "in general; for the most part" because we do not wish to sail directly into the topic. 🐦

Sailboat For Sale

WindWords keeps an eye out for gently used sailboats for those of you who are tired of the long lines for Convair boats. This month we discovered this gem in the Berkeley Marina! This near twin of the Ensign comes with a trailer and only needs a mast, standing rigging, a rudder, main, jib and running rigging. A few coats of paint and some TLC and this baby will be back on the high seas! 🐦



No warranties, "sold as is". Prior owner is not responsible or parts that fall off during transport. Fiberglass hull has not been tested for leaks. Prior owner will supply DMV Certificate of Non-Operation. **Cash or Crypto only. All sale are final.**

Lost & Found



This **alo** hoodie was found at Registration Day at La Jolla Village Square. Text "lost hoodie" to 760-533-8706.

Boat Continued from Page 1, Column 3.

The boat is enormous. The photo does not do it justice. Seeing it in person, you can understand that Craig probably thought it created its own gravity well, like a black hole.

An email exchange ensued with input from Jim Walker and Tom Bedford before Commodore Williams weighed in:

"The picture was very helpful. It does seem a bit precarious and if that was my beautiful boat in the 1151 dock, I would probably be a tad nervous given the way the prevailing wind comes from the west and often pushes our boats diagonally to the east as we depart.



Tracey Williams

I have put together a proposal and sent a note to Eric and Shelley. Once I hear back, I'll let you all know.

My suggestion to them is to move our Victory fleet over to the 1149 and 1153 side tie. Kind of a hassle since we just re-did all the dock lines, etc and moved west to the 1152 slip, but likely well worth the effort if we can avoid damage to our new neighbor beautiful boat. Fingers crossed."

The boat will be a topic of discussion during the March Board meeting. *WindWords* will keep you posted. 🐦

