

New Gates, New Sign-In Box, New Parking



Work began on the new marina in March. Demolition of the east parking area was followed by removal of a section of the dock between the 300 and 600 slips.

Parking will be more challenging (see Parking - column 3). A new Sign-Out and Maintenance Log Book was installed at the 300 slip in Dock Box 307 (in



Missing from this photo is the missing section of dock between the 300 and 600 slips, dividing the Ensign fleet. A construction crane will be installed, creating a "Hard Hat Zone" (in the amber colored area). Watch for emails and articles about changes to Gate access as HIWM creates a "Where's Waldo" of dock access points. We supplied dotted line routes to the gates that were accessible the last week in March. We expect these routes to remain for the near term (bring comfortable walking shoes).

front of the E-323) for the E-Two, 192 and 323 to save walking to the 600 slip.

The marina plan is evolving. HIWM sent their current schedule but we anticipate changes so stay tuned.

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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 28th at 7:30 PM. We sent an Evite invitation. CONCERT: Continued on Page 4, Column 3.

Victory Racing

Sandy Leon pulled ahead of Terry Edlund and placed 1st in the March Fleet-A race. Edland took 2nd. They were followed by Joe Rollinson in 3rd.

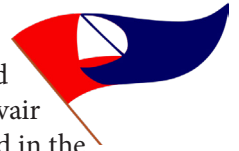
This was a



VICTORY: Continued on Page 3, Column 1.

Our "New" Look

For several years WindWords has used a variant of the Convair Burgee that appeared in the club's logo folder. Going forward, we will return to the traditional art BURGEE Continued on Page 4, Column 3.



Parking

The process has changed. Commodore Williams sent this update on March 26th.



"Dear CSC Members,

Today I was notified by the Marina that the "weekend" parking pass setup will now be implemented every day.

Seven laminated parking passes

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If the parking lot attendant is not on duty, the laminated passes can be picked up and returned to the HIWM office in their trailer near the Blue Box. There is a drop-box next to their door if no one answers.

Ensign Race

From the start it was a complicated day. HIWM reduced parking with no prior warning and several teams found themselves short handed on race day. The race started late because the E-Two's crew had to arbitrate parking with the marina staff, and later found their motor completely devoid of oil, necessitating a tow from the 323*.

Once underway the 1122 and 192 ENSIGN: Continued on Page 3, Column 1.




A section of the dock (indicated by red dots) between the 300 and 600 docks was removed in late March. This created a long walk between the sign-out box and the Ensigns on the 300 dock (including a return to the parking lot and a walk around a construction zone).

As a result a new Sign-Out/Maintenance book was added to box 307.

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Here is their *current* schedule:

Some parts have already changed so prepare for more:”

- East Lot Closure – March to mid-April.
Once completed, the south section of this lot will be reopened for parking by mid-April.
- Gate 3 Closure – March 19th
Dock Gate 3 will be permanently closed starting March 19th. After March 19th, primary access to the docks will be through Gate 2 and Gate 4.
- Gate 1 Temporary Closure – Approximately April 1st
Dock Gate 1 will be temporarily closed for 4 to 6 months starting April 1.
- Demolition
100 Dock & 200 Dock – April – May
Main Building & West Restroom Building – April 27th – June
- New Docks:
Installation of new 100 Dock & 200 Dock – June – August 



The east parking lot was demolished in early March. We discovered today that you have to walk around the demolition to get to the 600 and 1100 docks.

The Long And Winding Road

Last year *WindWords* ran a story by legendary *SuperSloopers* Harry Smith where he referred to the anchor line - calling it a “rode”.

Did he mean “rope”?

WindWords proofreaders sprang into action! It was lunch time and we had a coupon for Pizza! We decided it was a typo.

No one thought to call Mr. Smith or his wife Sandra (whose research is the stuff of legends).



It Didn't End There . . .

Last month *WindWords* reported on anchor upgrades for the Ensign Free Concert. “We’re professionals”, said Fleet Captain Tom Bedford. “**Freeloading at the Rady Shell requires a quality anchor. We’re replacing defective rhoads and attaching length tags to them**”. Anchor training is planned in advance of the concert and is available for club members.

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will be given to Convair sailors on a *first come, first served* basis on both weekdays and weekends. The passes are laminated cards about 4 inches square.

Weekday Parking:

During the week, there will not be an attendant.

Instead:

- 1 Park your car
- 2 Go into the marina office and pick up a pass
- 3 Put the pass on your dashboard so it is visible
- 4 Return it to the office when you leave.

Upon departure, if the Marina office is closed, drop the pass into the drop box outside the Marina office.

Weekend Parking:

On the weekends, there will be an attendant at the entrance to the lot who will have all 7 passes and will



The length tags are zip tied to the rode with a different color every ten feet so the person setting the anchor can tell the submerged length.




Tom Bedford

In the article we replaced Bedford’s “*rhoad*” (which he found on a sailing website) with “*rhode*”, (found on two **other** sailing websites).




Paul Feldon

Vice Commodore Paul Feldon sent an email, “The correct spelling is **rode**, not *rhode*. If you ever need help with this kind of thing, just ask Harry - or his wife.”

We decided not to tell him about the “rope” incident. 

hand them out to members in order of arrival until all 7 are out.

We are to hand the passes back to the attendant when we leave. If the attendant is no longer on duty, we should return the passes to the drop box outside the Marina office so that they will be available for distribution the next morning.

If you can find a parking spot in the park parking lot across the street, please do so since that will free up a space for a Convair member in the marina lot. 



VICTORY Continued from Page 1, Column 2.

decisive win for Leon, moving him from 8th in the February Standings. Joe Rollinson retained his 3rd place standing.

It was also a good race for Ryan Drobek who moved from 10th to 5th and Tom Bedford moved from 9th to 6th.

We have little information about the Victory races except what we can determine from the standings. 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. 📱

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took the lead, but the 192 ran into trouble corkscrewing their spinnaker on the downwind. This gave the 1122 and edge on the first lap of the race.

It's worth mentioning at this point, that crew shortages did not produce this same spinnaker problem for the 323 or 453 who successfully launched their spinnakers with two man crews. Particularly noteworthy was the E-453 who accomplished this while attempting it for the first time with two crew members who had never sailed together before and had not planned to that morning. **



The 453 and 323 trailing the E-Two early in the race. "We didn't see much of them after that".

March Victory Race Standings.

Skipper	Place	Points
Sandy Leon	1	6
Terry Edlund	2	7
John K / Joe R	3	10
Bruce / Robert	4	12
Ryan Drobek	5	15
Tom Bedford	6	16
Joe Curran	7	17
Rajeev Jain	8	22
Bob Lewis	9	23
Craig Unger	9	23
Tabor's Pirates	11	24
Fred MacDougall	12	45
Gregory Herbster	13	46

WindWords Racing Analysts were not surprised by the success of the

E-323 crew (who supplied one of their own, Robert Lewis, to serve on the E-453). Tom Bedford and Rajeev Jain practiced two-man spinnaker sailing prior to race day.

The 192 had problems with its spinnaker launch on the second downwind, opening the door for a possible 2nd place for the 323 (there was no hope of catching the 1122).

According to Robert Skillings, it came down

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Boat	(Co) Skippers	SAT	SAT	SAT	SAT	SAT	SAT	Ocean	Throw	Total
		21	18	16	20	18	15	19	Out	
		Mar	Apr	May	June	July	Aug	Sep	Adjust	
1122	Hector / Robert	1								1.0
192	Terry	2								2.0
323	Paul / Tom	3								3.0
722	Jim / Sam	4								4.0
453	Bob / Richard	5								5.0
2	Tracy / Jeff	6								6.0

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								

In Memory of Jerry Selness

1949 - 2026



Jerry Neal Selness passed away peacefully at his home on March 16, 2026, with his immediate family by his side. He was 77.

A SuperSloop with a history of high-level competition, having raced with big-name San Diego sailors in his earlier days.

He published *On Defining and Using the Spectrum of Driving Forces for Sailing Craft* - OMAE2007-29520

Proceedings June 10, 2007 and *Primitive Benchmark: A Short Treatise on a General theory of Sailing with the Limits for Sailboat Speed* - September 1999

A graduate of Grossmont High and Yale University, he joined the Peace Corps where he taught physics and math in Tanzania. While there he met his wife Sushila.



He spent five years in the Air Force flying B-52s, his last year in combat missions in Southeast Asia where he earned the Distinguished



Flying Cross.

After Air Force he enrolled at UC Berkeley where he earned a Masters in Naval Architecture, a career that took him to Wisconsin before establishing his own custom yacht firm in San Diego.

He is survived by his wife Sushila, his son Shaun, grandchildren Katherine, Andrew and Rebecca, and his brother Ron. He was preceded in death by his son Jason.

Visitation and funeral services are scheduled for April 16 & 17 at Clairemont Mortuary, San Diego followed by burial at Mt. Hope Cemetery. 📱


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@hushmail.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

Congratulations!

Yehor Shytikov passed his qualification for the Ensign just in time for publication. He is a former Convair member who decided to return this year. 



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. Last month we discovered this "fixer" the Berkeley CA! This big brother of the Victory comes with a trailer and only needs standing rigging, main, jib and running rigging. A few coats of paint and some TLC and this baby will be back on the high seas! 



*Prior owner **strongly** recommends that you **do not** sail this boat on the high seas! Sold "As Is". Trailer is included but tires are not. Prior owner will supply DMV Certificate of Non-Operation. **Cash only. All sale are final.**

Lost & Found



These gloves were found on the E-Two on Saturday March 21st.

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tion to all club members on March 17th. You can Opt-In or Out. If you didn't receive it, check your SPAM folder. Details about the sailing adventure, departure time and boat configuration will be arranged after we know who is coming. Seating is *not* unlimited. Two boats are currently filled. There is a limit of four Ensigns which seat six adults each.

Last year Ensign Social Club *Czar Of The Waters*, Rajeev Jain had to invoke the "Enough Is Enough" rule, capping enrollment.

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

Current nominations included:


5/10/26 Avett Bros
6/9/26 Paul Simon
8/16/26 Tedeschi Trucks Band
9/16/26 Weird Al Yankovic

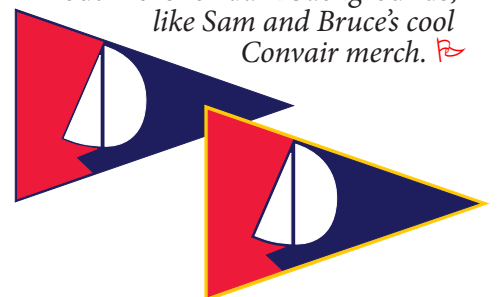
If you are interested in any of these shows, text "Rady" to: 760-533-8706 

BURGEE Continued form Page 1, Column 3.

that was designed in the '60s. Few organizations of *any kind* can claim that kind of longevity.

The traditional burgee will appear on hats, shirts and sweat-shirts being produced by club member Sam Willett with help from Director Bruce Plutchak (*details to follow*).

Our burgee has two designs to accommodate its appearance on different backgrounds. The version with a blue outline is intended for white or lighter colored backgrounds. The design with the gold outline is for dark backgrounds, like Sam and Bruce's cool Convair merch. 



Sam Willett



Bruce Plutchak

Dust In The Wind . . .

When we were all by our lone-some on the 1100 docks we apparently never drew attention to our boat restoration projects. *That's no longer the case.* The marina

explained it in no uncertain terms last month. The information below was sent to all Boat Captains in March but it applies to ever Con-vair member. *RB*

Mandatory Sanding Regulations

The marina informed us that sanding hull paint over and into the water is illegal and **can result in fines starting at \$25,000*** This is **not** a typo. **25 Grand!**

Light sanding of wood is permitted only when performed with a vacuum attachment. They said sanding hull paint or performing similar work must be done in a boatyard.

To follow these rules, we have come up with the process below that must be followed.

- **Never let dust get into the water** at any time from this moment forward. If you are sanding and **any dust goes in the water**, you must **stop work immediately.**
- **Use the Convair supplied sander with vacuum attachment at all times when sanding.** The sander **must be present at your work space** starting with prep. and for the duration of your work. **This is to stop any suspicion that the vacuum sander is not going to be used.** This sander is in Dock Box 621, next to the E-722.
- **If there is wind we cannot sand.** We can only sand from 8:00am to 11:00am daily due to the normal winds at the marina. **If there is wind, go sailing instead.**
- **No sanding of fiberglass surfaces.** For Fiberglass surfaces we can clean, prime and paint, **but no sanding.** Sanding of fiberglass surfaces has to be done in a boatyard,
- **We can make our boats beautiful with this process.**

Light sanding of wood combined with careful priming, painting and varnishing can make our boats look great.



The Convair sander is stored in Dock Box 621 next to the E-722. A full assortment of sandpaper is there also.

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to a judgment call in the final dash to the finish line. The 323 went long on the tack upwind to insure a successful approach to the finish. The 192 tacked sooner and crossed the line just ahead of the 323. The crew of the 192 then held a victory dance, *or maybe they were shuffling the spinnaker back into the bag.* It was hard to tell.

Congratulations to the crew of the 1122 for their 1st place finish. 2nd place goes to the 192. *RB*

Docking The Engine

When not in use, outboard engines should be stowed accordingly:

1. Disconnected the gas line.
2. The throttle handle should be rotated upwards.
3. Tilt the engine out of the water.
4. Rotated so that the throttle handle is facing *down*.

For safety reasons, it's best **not** to move the engine motor mount up and down! The engine is high enough out of the water when tilted. *RB*



The design of most outboard motors requires they be rotated clockwise to prevent oil leakage.

* *WindWords* was unable to confirm a rumor that E-Two crew members Tracy Williams and Jeff Nelson **declined assistance** from E-323 crew members, only to call them later asking for help. However, it is true that the 323 did - in fact - tow the E-Two to the race starting line.

** E-323 team member Robert Lewis crewed for Richard Bistany on the 453 with the blessing of his teammates. Bistany had faced sailing the 453 alone.



Robert Lewis and Richard Bistany, who raced together for the first time, successfully launched their spinnaker twice. According to them, they had a perfect launch and a perfect douse, but not both on the same downwind.