



# The Jib Sheet

Newsletter of the Rochester Canoe Club

## **Commodore's Report**

--- Mary Ellen Ingham, Commodore

Welcome to the 2025 RCC sailing season. Boats Out Day (RCC prep for the season) had a fabulous turnout and quite a bit got done. Thanks to all the leads and everyone who lent a hand in kicking off the season. I always like Boats Out to welcome our new season by connecting with members and getting stuff done.

As we enter the new season, the board has a few items we want to make you aware of including some actions members need to take.

- Communications – Check your SPAM folders
- The Sailing Instructions have been updated
- The Party Policy has been clarified and updated
- Updated Boat Storage Tagging Process
- New Members
- Support Boat Training for Drivers and Assistants
- Thistle Crew Training

### **A quick Reminder – Check your SPAM folders**

We use Google Groups emails to communicate with our membership. We have separate ones for each fleet as well as the RCC one. If you are not receiving emails, please check your SPAM folder regularly and Unspam them if they have landed there.

### **Sailing Instructions Update**

The Sailing Instructions have been updated and as of this writing they are in the process of being added to the web site. The summary of the changes is listed in this Jib Sheet and in an email I've sent out to the RCC group email list.

### **Party Policy Update**

The Party Policy has been updated and is posted to the RCC web site at the following link. The updated policy clarifies that parties of 10 or more non-members define a party with a donation of \$2 per person. All parties must be coordinated through the Vice Commodore (Bill Dexter) and Weekend Parties require board approval. The purpose of these changes is to better ensure club members are able to understand how the club is being used on any day and to manage or coordinate overlapping activities.

#### Party Policy Link

Follow this link ( [Private Event Policy](#) ) to the Current Members page on the RCC website, then click on Private Event Policy to download the RCC-Event-Policy-2025.pdf.

## **Boat Storage - ACTION**

The boat storage area by the beach is very crowded as you may have noticed! The board has modified last years tagging process to ensure all boat storage has been paid and that the storage area is being used efficiently. All owners must put a tag on your boats so we can identify which boat is with which owner and who has storage. Diane is preparing the tags as she processes dues payments. If boats don't have a tag on them by June 15, they will be moved to the back or if on the racks, identified as needing a tag. If you are unable to tag your boat before then, let me know so we don't move your boat.

## **New Members!**

Your membership committee has been hard at work with 2 new members. Please welcome Jane Bryant and Karen Sanders.

## **Support Boat Training**

We have scheduled some support boat training sessions for those who would like training or a refresher on how to either drive or assist on an RCC support boat. Check the RCC Calendar for the final dates. This is a good opportunity to understand how to use our RCC powerboats and support on-water activities.

All members should take the NY State Boaters Safety Course for a few reasons – with the bay so heavily used by all types of boats, sailors need to understand how to interact safely with other boats EVEN if you are NOT racing, and NY State requires all power boat drivers to have this course. I found it informative and strongly encourage everyone to take it even if you are not driving a power boat. Here is a link to a course I took

NY State requirement

<https://parks.ny.gov/boating/safety-courses.aspx>

Free Boat US Course I took

<https://www.boatus.org/free>

## **Thistle Fleet Crew Training**

The Thistle Fleet is hosting 3 crew training sessions on May 3, 10 & 17, 11:00am-2:00pm. This is an awesome opportunity to improve your crewing skills, get to know Thistle fleet members and make arrangements to crew. Last years training sessions were very successful and fun! Doug Kaukeinen sent an email with all the information on April 13 to the RCC group email. Reach out to Doug to sign up, volunteer to assist, and for more information. [saildude4043@gmail.com](mailto:saildude4043@gmail.com)

## **Vice Commodore**

--- Bill Dexter, Vice Commodore

## **RCC Calendar**

Our first event of 2025, the Winter Social, was held at my and Tricia's house on March 8. Over 50 members attended, bringing lots of delicious hors d'oeuvres and desserts. It was great to see everyone as we wound down a long, throwback-cold winter.

The 2025 season started with a very successful Boats Out Day on April 12 followed by practice racing on a sunny April 13, with 9 Thistle and UofR 420 races.

Next up will be the Kickoff Party on May 4; mark your calendars. The party will be our usual format, with the club providing G&T, Dark 'n Stormy, beer, wine, seltzer and soft drinks. Members are

encouraged to bring food to share. The weather should be warming up by then so we hope to see lots of members, whether you plan to race that Sunday or not.

Please check the [RCC Calendar](#) for upcoming events as you plan your summer.

### [Updated Private Event Policy](#)

If you would like to hold a private event on club grounds with 10 or more guests who are non-members, please contact me. I'll obtain the required approvals, send you the policy details and place your event on the club calendar.

You can find all the details of the updated [Private Event Policy](#) on the RCC website.

### [Safety/Mark Set Boat Duty](#)

This year, our fleet captains, Eric Gesner/Thistle, Joel Morse/JY-15 and Kira Munger/Sunfish, will handle scheduling volunteers for Safety/Mark Set Boat duty. Watch for email reminders from Eric with a link to [SignUp](#) and other important details. Another reminder: completion of the New York State boating safety course is required for everyone who plans to drive the RC or a Mark Set boat.

Please make our fleet captains' role easier by going to the [2025 SignUp](#) site as soon as you can to choose your 2 Sundays. We need your support to continue Sunday racing!

## [Boats Out Day Spring 2025](#)



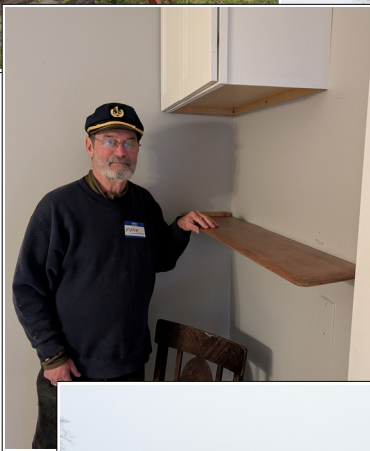
Thanks to the many club members that participated and the task guidelines that were sent out prior to the event, the following jobs were among the many accomplishments for the opening of the club:

- Docks, Whaler hoists and Committee Boat and Whalers all in the water and ready to go.
- All boats and masts carried out of the clubhouse and racks stored for the summer.
- Picnic tables and benches removed from clubhouse, power washed, staples removed(!) and repairs made – ready for painting once the weather improves.

- Lots and lots of leaf cleanup with rakes, blowers, tarps, wheelbarrows, trucks ... and plenty of “people-power”!
- The perennial gardens got a good clean out and trimming.
- The kitchen was vacuumed and washed down – top to bottom – windows, countertops, microwaves, stoves, cupboards and drawers!
- All the bathrooms were vacuumed, scrubbed and restocked with supplies.



- The creek bed was cleared of debris, to encourage the water to flow to the bay, and not to spread out in the parking lot.
- Over the winter, our Rear Commodore, Mark Weider, created and installed a new shelf in the accessible bathroom out of an old Sunfish daggerboard.



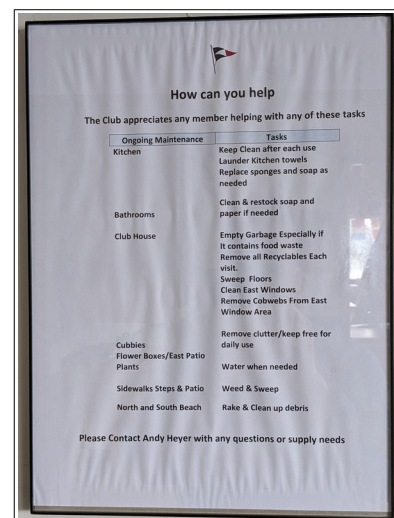
A BIG thank you to the UofR Sailing Team who showed up in force, and helped wherever there was a need: lifting and carrying boats, de-stapling tables, raking leaves, even wading in the bay in drysuits to help with dock installation!

## Private Event Policy Update

### Private Events

One of the benefits of being a member of RCC is use of an excellent location for hosting a private event. Please refer to the following guidelines when planning and hosting a private event:

1. Any event involving 10 or more guests who are not club members must be approved by the Vice Commodore who will place it on the club calendar. Events with 20 or more guests that will be held on Friday, Saturday or Sunday must also be approved by the Board of Governors. To schedule an event, email the Vice Commodore with the following information: date, start and end time of event including set up and clean up, type of event, and number of guests expected. Once your event is approved, you will receive email confirmation from the Vice Commodore.
2. RCC requires a donation of \$2 per person for all events involving 10 or more nonmembers. Please mail a check to the purser or pay using Zelle within one week of your event.
3. Events are posted on the RCC website calendar and updated frequently. Please remember that all members are welcome to use the club and facilities at any time even if an event is in progress.
4. As with anytime you use club facilities, the general rule is to “leave it better than you found it”. Please be sure to:
  - a. tidy bathrooms
  - b. clean sink and empty strainers
  - c. wash, dry and PUT AWAY all dishes
  - d. wipe down kitchen counters and stoves
  - e. take all trash out to the dumpster and put bags in cans
  - f. take all recyclables home
  - g. sweep the floor
  - h. remove all leftovers from the refrigerator and personal items from common areas
  - i. return chairs, benches and tables to a usable configuration.
  - j. Make sure all goose fences are set
  - k. Lock up



## **Sailing Instructions have been Updated!**

--- Mary Ellen Ingham

The RCC Sailing Instructions (SIs) have been updated. They are or will be on the RCC website (it's in process!). The updated instructions have the RCC club flag in the header. I also have sent out an email on April 14, 2025 with the new SIs attached. Many thanks to the team of Doug Kaukeinen, Jackie Ingham, and Mike Ingham for making these changes and bringing our sailing instructions up to 2025 US Sailing standards. Thanks, Doug, for this summary!

### **Summary of major changes to the RCC Sailing Instructions**

The Rochester Canoe Club SI's have been updated for 2025. The major changes are:

- Cleaned up and simplified previous 2022 RCC SI's
- Updated to 2025 US Sailing Rules and Guidelines
- Finish line will now be "open" while code flag "PINK" is displayed so boats can sail through in either direction even while not finishing
- Protests can be handled in two ways; either the traditional written protest form or alternatively use the 10 Minutes of Learning Protest Procedure from the 2022 rules if all parties agree and no damage or injury
- One-turn penalty on the water for all fleets
- Adds a Risk Statement
- Thistle Scoring process updated

### **Thistle May Saturdays Crew Clinic**

**What:** 2025 Thistle Training Saturdays

**Goal:** To teach individuals how to properly perform the tasks and responsibilities of sailing and racing a Thistle class sailboat in a low pressure but fun and exciting environment.

**When:** 3 Saturdays in May: **May 3, 10, and the 17.**

**Time:** 11:00 am-2:00 pm

**Where:** Rochester Canoe Club <https://rochestercc.org/>

**Who:** These Saturday clinics are open to individuals with **prior sailing experience** who would like to explore the wonderful world of Thistle sailing and racing. RCC membership is not required.

**Cost:** Free but individuals **MUST** pre-register by May 1, 2025. Register early since space is limited.

Please contact Doug to register. Doug Kaukeinen

585 314-8870

[saildude4043@gmail.com](mailto:saildude4043@gmail.com)

## Harbormaster's Chronicle: The Great Beam Removal

Kevin Lofftus, our dedicated harbormaster, has long envisioned restoring the harbor to its full glory, organizing the boat lifts, and clearing a blockage that had hindered full use of the break wall for years. His plan was to relocate all the boat lifts to the southern break wall, arranging them more compactly with a floating dock section between each of them for improved shoreline and slip access.

As the season changed, it became clear that the most daunting task was removing a submerged & bent 10'-8"x6" steel I-beam lodged deep in the bottom. This beam, though too bent and damaged to use, was still securely anchored and had obstructed a slip for years. The goal was clear: clear the beam, restore the slip, and lay the groundwork for restoring full use of the space.



We had to wait for the seasonal low water levels to expose the beam, giving us a narrow window of opportunity to tackle the challenge. With sandbags procured and organized by Kevin, he spent several days stacking them into a makeshift cofferdam around the beam, effectively isolating the area from the surrounding water.

Our first attempt at draining the water was less than successful. Armed with a 60 GPM electric submersible pump, we quickly learned that the pump couldn't handle the flow of water coming through the sandbag seams. As the daylight faded, we agreed to try again in warmer temperatures the following week.

The second attempt began with complications: we had rebuilt the club's old 160GPM water pump which Kevin saved from five years of annual dustbin hecatomb, we cleaned the fuel tank, replaced pump seals and cracked impeller, it worked! However, under full throttle we discovered the pump's air filter was also clogged by old fuel causing the engine to flood. Fortunately, I recalled during a conversation I'd had with Liz Forbes this past summer as we had connected over sunfish rigging and mowing issues around boats, I had noted the club's mower engine.... It used an identical air filter as our pump. A quick swap and the engine roared back to life, giving us a small but significant victory.



With the pump now working, we ran into another issue: the pump now drained the pit dry and ran out of water risking damage to the pump's new seals. Kevin's resourcefulness again came into play as he suggested we adjust the plastic seal on the coffer dam to allow just enough water to seep in and keep the pump primed steadily. With the water level finally stable and low enough, it was time to focus on the beam.

Removing the beam would prove more difficult than we anticipated. We devised a plan using my mini backhoe to straighten the kink that Dan Fien put in it (to make it more upright as a tie off post), making it easier to cut, and cobbled together a makeshift underwater saw. With plywood, a shaft, brass bushings, and two large grinders from the shop, anticipating one overheating in the process, we created a crude yet functional tool for the job.

Cutting the beam underwater was no simple task. Visibility was nearly impossible as the swirling water, sand, (several fish were rescued in the process) and rocks obscured our view. We used touch alone to guide the cutting process, stopping periodically to feel our progress and make adjustments. At one point on the side cut, the rig shifted as the mussels and slime on the beam had liquified under the clamping pressure and vibration, and the remains of the first abrasive cutting disk exploded underwater, slowing the process. But we pressed on, pinning the guide through a hole in the beam, swapping the overheated motor, replacing the blade and adjusting the guide.



As dusk approached, we grew weary, and my waders' integrity was sacrificed to Poseidon by the displaced zebra mussels. The beam remained solidly anchored by several stubborn bits of steel just out of reach of the grinder. Using the backhoe, we managed to snap these remaining steel bits holding the beam in place, freeing it at last. We had worked from dawn to dusk but it had paid off.





After hauling the beam from the water, we began dismantling the coffer dam. Though the job still wasn't fully completed, we had cleared the beam, marking a major victory. We emptied several sandbags in the hole around the beam stub and verified it was below grade. Most of the sandbags were emptied near the south aluminum dock wall to reduce stumbling on rocks while attaching and removing the dock connectors. Kevin continued hauling final 9 sandbags back to shore after I had left.

The following week, we finished emptying the bags, and turned our attention to the floating dock, which had also suffered from wear and tear. Two of its floats were completely waterlogged, sinking it to an almost unusable state when loaded. Replacing the floats proved a time-consuming but essential task. With new floats installed, the dock is functional again, ready for use.

With the beam removed and the dock restored, we can now focus on new goals for spring 2025. Plans for a new floating dock, improving access to launch areas, and upgrades to the third section of dock may now take shape. These will include restoring the stair, railings, and Bill Dexter will be re-welding the old mount hardware, ensuring safe and more efficient use of the slips.



This project wasn't just about removing a steel beam—it was about revitalizing the aesthetics of and functioning of the harbor. Kevin's determination, along with our teamwork and persistence, has transformed a long-forgotten obstacle into a pivotal opportunity for the club. What was once dismissed as an insurmountable set of challenges has been eliminated, resulting in a restored harbor plan, one that will serve its members for years to come.

Here is to Spring 2025 with a refreshed harbor and a rebuilt dock!

-Jason McCaffery

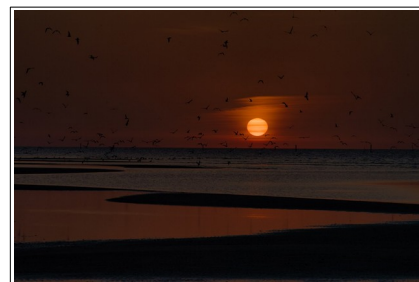
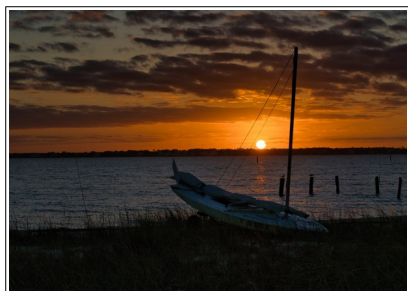
Practice racing the day after the work day.



## Sailing down South in March

### Put it on your bucket list

--- Doug Kaukeinen



The ISCA US Nationals /Midwinters and the International Masters are two regattas that every sunfish sailor should attempt to attend. I was fortunate to travel down to Bay St. Louis, Mississippi this past March to meet up with old class friends, sail in both events, and the highlight was that I got to hang out with one of our 3 best men, Mark Weider! These two regattas were supposed to be hosted by Sarasota Sailing Squadron, but the recent double hurricane whammy forced the events to be moved to the Bay Waveland Yacht Club which stepped up and did an incredible job hosting these events.

The US Nationals was March 15-18 and the International Masters was March 20-22. There was supposed to be a Team Race on the 19th but there wasn't enough interest. Both regattas had over 70 boats registered! There were even a couple of 80 yr old plus sailors!

After packing up and kissing my pup Layla goodbye, I left early Monday, March 10 in order to get to the site early to practice and get the winter lack of sailing rust blown off. Since I was driving solo with two boats and rigs on the double trailer, I decided to take my time and break the trip into 2 days. I stopped just south of Cincinnati off route 71 Monday night, woke up early to drive south of Louisville to visit Mammoth Caves National Park. I had scheduled a 10:30 am 4 hour Grand Avenue tour. Here is the description and some photos:

***At 4 hours long, this lengthy tour explores the geologic diversity of what Mammoth Cave has to offer. Going through slot canyons, tubular passageways, tall canyons, and tunnels sparkled with gypsum. This tour also encounters hundreds of steps and ascends and descends many tall, incredibly steep hills. Covering a wide variety of the history and geology of Mammoth Cave, this tour is ideal for those wishing for a lengthy, half-day hike inside of the cave.***

***This tour requires a short bus ride to and from the visitor center to the cave entrance.***

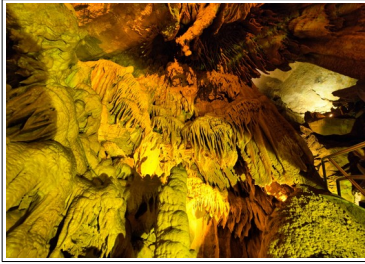
***This tour includes the entire Frozen Niagara Tour route and all of the Domes and Dripstones Tour except for the 280 stairs descending the vertical shafts at the entrance.***

***Duration: 4 hours***

***Distance: 4 miles (6.4 km)***

***Total Stairs: 1521 plus an optional 96***

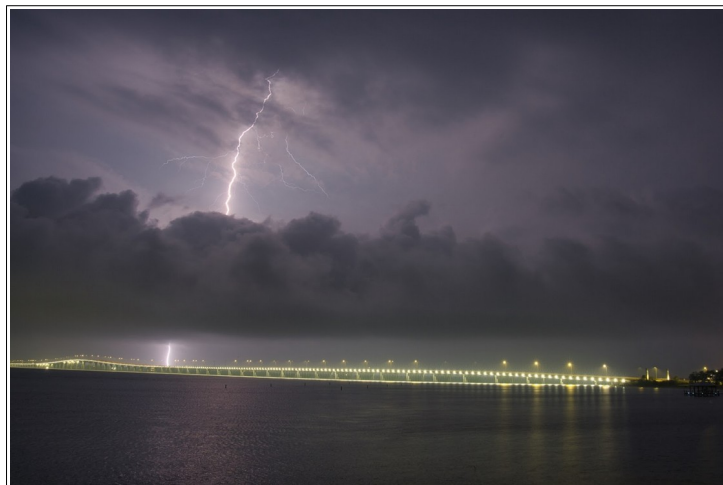
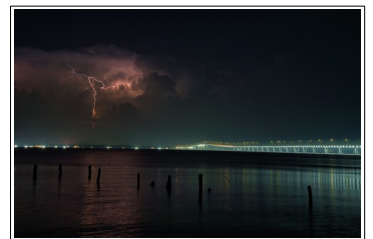
***Difficulty: Strenuous***



After the tour, I continued my journey on Tuesday, driving through Nashville and then Birmingham, finally settling on Tuscaloosa as my stopping point for the night. Drove the rest of the way on Wednesday, stopping first at a Planet Fitness to do one final workout before the sailing started. When I arrived at the Bay Waveland YC early afternoon on Wednesday, I was surprised to see a single sunfish out. I decided to go right into my boat unloading so I could get a little practice in. An hour later I pushed off the beach and sailed towards the mysterious sailor already out. Turns out that it's none other than the reigning world champion, Connor Bouin! After exchanging pleasantries, we decided to do some UW and DW practice together which was extremely helpful for me and hopefully a little for Connor as well. This set the stage for practice sessions over the next 2 days. Our very own RCC teammates, Kira Munger and Mary Ellen Ingham joined in on the fun as well and the G.O.A.T., Eduardo Codero trained with us on Thursday. I was so fortunate to hook up with these sailors to start getting ready for the 2 events.

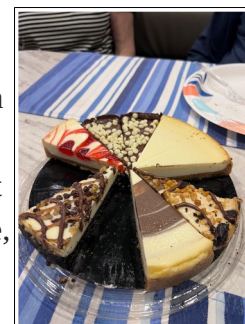


Saturday the 15th we had a wicked line of thunderstorms come through. Let's just say I'm glad I put in extra stakes for my tent, my lodging for the 9 nights of the regattas. I skipped dinner to try my luck at photographing lightning and was successful! I am a photographer enthusiast and the gulf coast did not disappoint with my favorite shots, sunrises and sunsets. I sure was glad I brought my camera kit.



The US Nationals started on Sunday which ended up being our windiest day of the week. I did not sail all that well in the big breeze; capsizing DW twice in Race 3. The first time I did an All-American (not bad for a 60 yr old) hence saving my rig from the bottom muck. The bay was extremely shallow (6 feet) so if your boat starts to go turtle, it's too late to save it as I found out the second capsize. By the time I swam around to grab the board, the upper spar had already reached the bottom. The boat ended up going turtle which meant the top 1/3 of the rig is in the bottom muck. I could not bring the boat up for the longest time having to rest for 5 minutes before I jerked and wiggled the rig out of the muck. I finished last in that race which ended up 28th since so many boats DNC or were capsized themselves. Lesson learned.....DON'T LOSE YOUR FOCUS DW by trying to bail out the half full cockpit of water! I ended up 10th in the first regatta, sailing too inconsistent to try and finish in the top 5. Eduardo and Connor ended up match racing in the final races and Eduardo did what he does best and won it, with Connor only a couple of points behind. It was fun to be close to the two of them in the last race and watch how they attempted to cover each other.

On Wednesday, the team race was canceled and Mark arrived on site ready to sail the INT Masters. Nate Bannister, long time member of RCC and a former sunfish racer recently got back into the class and participated in both events so we had tons of time to catch up. Nate along with Stacey, his wife, invited us to dinner that night at their RV site. We indulged in a delicious meal including shrimp of course, followed by a large assortment of cheesecakes. What a great day it was in Mississippi! It's great to have Nate back in the class



On Thursday, the first day of the international masters racing was canceled due to heavy air and the mishap memories from the windy day of the US Nationals. Mark and I along with the USSCA Class Prez, Susan Mallows and her husband Doug Brown decided to go to the World War II museum in New Orleans in place of racing. We spent a few hours there watching 2 movies as well as checking out the rest of the museum. Before driving back the hour to Bay Waveland YC, we decided to check out the cuisine and had a most-excellent lunch.



On March 21st, my dad's birthday and the first day of the INT Masters, I decided to get up real early and travel to Gulfport MS to capture the sunrise. I also wanted to take some pictures of the Gulfport Yacht Club and send them to my father. You see, he drove me to Gulfport in summer of 1980 (45 years ago) so we could participate in our very first North American Championship. I was 15 and also competed in my first and only Junior Sunfish North American Championship.

Memories of sleeping on the beach under a hobie cat due to the extreme heat and being able to pour peanut butter onto the bread to make our PBJs for the day. It was also my first time sailing in waves and after I caught my first one, I became a Sunfisher for life.

Thank you Dad for introducing me to the sport of sailing and teaching me how. I sure miss doing the road trips together and sailing against and with each other. I will cherish the memories of all the regattas we did together. Thanks Dad!

The International Masters came down to a 2-day regatta in light/medium wind along with the quick to build chop. Although I had 2 bullets and was leading the regatta after day 1, inconsistent sailing on day 2 dropped me to 5th overall. In both events, the Race Committee and the PRO Matt Bounds set near perfect race courses and start lines. I was impressed with the overall race management and how well the regattas were organized. Thank you BWYC!

The temperature was a bit chilly in the tent at night, but generally warmed into the 60's or 70's by midday. Certainly, the main reason to travel south in March is to get out of the Rochester winter.

On Sunday, the 23rd, woke early to take Mark to the Gulfport-Biloxi International airport, then back to the club to take down the tent, hook up the trailer and say goodbye to the Bay Waveland YC and all the southern hospitality. I had 2 days of uneventful travel home and boy was Layla (and Deirdre) happy to see me. I arrived back home on Tuesday after over 40 hours of driving total and being gone for 16 days. Approximately 2500 miles round trip may sound like a lot just to sail in some regattas, but I highly recommend that you plan on going next March if you can swing it. It's a ton of racing/learning for a week but more importantly you get to hang out with some of the coolest people on the planet; the USSCA members. They are like a second family to me. I'm going back to Alabama in June for more southern fun at the Sunfish NAs hosted by Fairhope YC. Who's up for a road trip?

## **Rochester Canoe Club Places Top 10 at Sunfish Nationals and International Master**

--- Kira Munger, Sunfish Fleet Captain

The middle of March was the perfect time for RCC sailors to escape the harsh winter and head south for warmer weather sailing. In previous years, the Sunfish Midwinters race week started with the Internationals Masters Regatta and concluded with the US Nationals, however for the 2025 edition these events were swapped. This year Mary Ellen Ingham, Doug Kaukeinen and Dominic Simonetti sailed both events; Kira Munger sailed the nationals and Mark Weider raced the International Masters. Both events attracted nearly 70 boats made up of competitors across the US, Peru, Guatemala, St. Croix and Ecuador.

Saturday, March 15th kicked off the week with a scheduled practice day and opening ceremonies for the US Nationals. This year's host club was Bay- Waveland Yacht Club whose members graciously stepped up to host the event after the original venue of Sarasota Sailing Squadron was wrecked by hurricanes last fall. BWYC was well equipped with an excellent race committee, a friendly staff and helpful volunteers. Charter boats were easy to secure for those who couldn't bring their own. The large grounds and open beachfront easily accommodated boats and trailer parking. A few sailors camped

onsite, while many others filled up the *Driftwood Motel* which is owned and operated by local sailor Eugene Shmitt and conveniently located about 2 miles from BWYC.

Many sailors, including the RCC contingent, arrived early in the week to practice onsite with Thursday and Friday offering great training conditions with moderate wind and clear skies. Unfortunately, thunderstorms rolled across the region Saturday forcing the practice race to be canceled. BWYC still gave a warm welcome to competitors during the opening ceremony.

The storms cleared overnight, however higher wind caused an onshore postponement. The bay's shallow water (averaging 6ft) contributed to the decision since there was a greater risk of spars being stuck in the mud after capsizes. A late morning drop in breeze brought the postponement down and boats headed out to the racecourse.

The first race was sailed in west wind 15-20kt, races 2 and 3 were sailed in slightly higher wind shifting northwest throughout the afternoon, with race 3 showing the highest wind of the events gusting in the upper 20s to end the day. The second day of the event started with a light air race followed by boats getting towed in for an onshore postponement. Sailors headed back out in the afternoon for two more races in the building seabreeze. Sailors were mostly fully hiking by the third race. The third and final day followed a similar pattern, with breeze building throughout the day to allow for three more races.

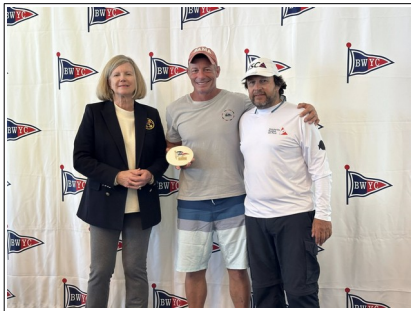
After 10 races, Pan American gold medalist and multiple world champion Eduardo Cordero took the win, claiming his 6th US Nationals win. 2024 World Champion Connor Blouin was 2nd overall, former National Champion Eugene Schmitt took 3rd, 4th was the 2024 winner David Hernandez followed by countryman Juan Carlos Canizalez in 5th. RCC sailors Dominic Simonetti and Doug Kaukeinene were 9th and 10th respectively.

Unfortunately, the annual team race event was canceled this year so competitors had a lay-day before the start of the International Masters on Thursday March 20th. Just like the first event, this one started with a postponement due to high wind which caused the water in the bay to blow out resulting in a shallower depth. Racing was soon canceled due to the safety concern and many competitors enjoyed the day in New Orleans.

The next day saw a greatly improved forecast with light to medium wind with choppy seas. Doug Kaukeinene won race 2 and led the regatta at the end of the first day. The final day of the event saw similar conditions allowing the RC to run 8 races total. Steve Honour claimed his first International Masters win at the conclusion of the regatta.

RCC sailors all placed in the top third of the fleet with Doug finishing 5th overall and 1st in the Grand Masters division. Dominic was 6th overall and 3rd Master, Mary Ellen placed 15th and 3rd in the Women's division and Mark Weider 23rd and 3rd Great Grand Master. Our club was well represented! The RCC folks who attended all credited BWYC for their excellent race management, cherished the

time spent with sailing friends at the event and enjoyed visiting the Gulf Coast area. The next Sunfish major championship, also on the Gulf at Fairhope Yacht Club in Alabama, is the Sunfish North American Championship June 11-14, start planning!



### **Note from the Editor:**

Thank you to all who contributed to this issue. Lots went on over the winter and now the members and the club are ready to have a great 2025 season! The next issue is targeted to be published at the end of May. Please think about what you would like to see in the Jib Sheet and feel free to contact me by **May 20** with articles and/or ideas at: [this3782@frontiernet.net](mailto:this3782@frontiernet.net) or [jtgesner@gmail.com](mailto:jtgesner@gmail.com).

Thank you ..... Judy Gesner, RCC Jib Sheet Editor

The beautifully refurbished Dexter Thistle!

