

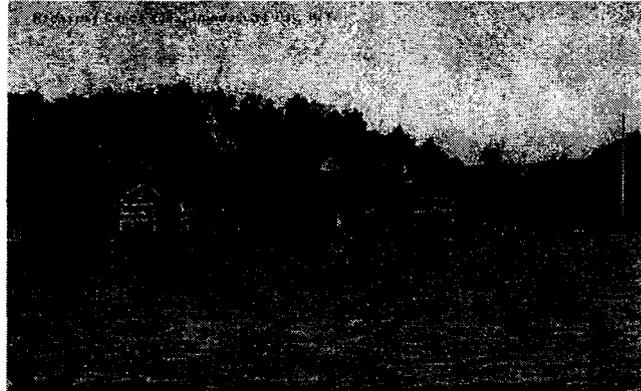
# JIB SHEET



Volume 1, Issue 5

December 2003

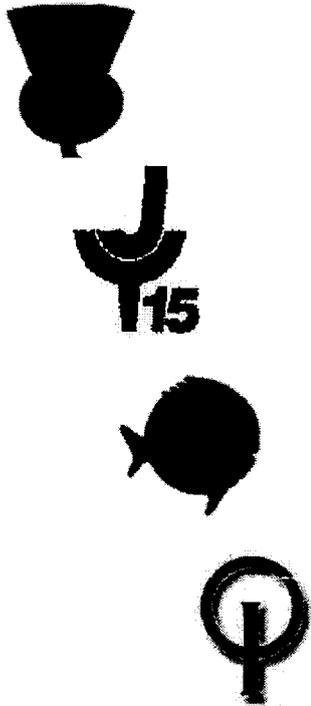
## FEATURE STORY



This edition of the Jib Sheet is dedicated to **PHYLLIS KAUKAINEN** (my mom), one of the stalwarts of our sailing club for many years now and hopefully many more to come. My mom was the key to make RCC a family tradition on Sundays growing up, after church, of course. Without her support, dedication, and passion for the sport of sailing, I would never have pursued it to such an extent. Every time I travel to an away regatta, I just have to laugh at some of the Race Committee shenanigans. This includes some national regattas. During those regattas, I realize just how fortunate we all are for the superb race committee we have at RCC every Sunday, not just regattas. It is always nice to come home to our club and know that races will be run in an organized and passionate manner. We all take the volunteer services of our RC for granted from time to time. I ask that we all join me in thanking PHYLLIS, JAN, SARA, and BARB for all that they do for us.

Mom, I dedicate this issue to you and all the "girls" on the RC barge. I am so very sorry that I missed the banquet when the "Order of the Frog" was bestowed upon you. Mark Weider.....you are an incredible man! Mom, I love you.

Continued on next page.....



Happy  
Holidays!

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# Order of the Frog



To one of the truest competitors and most professional sailors at the Rochester Canoe Club. She continuously works for the perfect race, seeking fair competition and a true test of all sailors' skills. She is the acknowledged CAPTAIN of her boat and is looked to for all the tough decisions. Never boastful, quietly unassuming, yet always determined to give each race her full measure of concentration. She hates to start a bad race. She will not tolerate a bad starting line or some odd-ball race course. She will not just "Let them go". She is as much of a seasoned sailing veteran as any of us. The number of races she has been involved with is incredible.

Race day arrives, and Phyllis is on the scene assessing the weather, the wind, the level of competition and the level of experience in the safety boats. She is one of RCC's main advocates for sailor safety and sportsmanship. She loves the perfect breeze but will take on the strong, gusty wind or the drifter.

In short, without this dedicated sportsperson, our club would be greatly diminished. Rochester Canoe Club thanks you and bestows the honor of THE ORDER of the FROG on

PHYLLIS KAUKAINEN

## FROM THE COMMODORE

When I contributed to this space last year, the boat parking area was a huge expanse of knee-deep mud. A significant investment of time (Thanks Jere and Frank!!) and money has been made to improve that area. It will be important in the future to adhere to the guidelines set forth by the Department of Conservation to manage that area properly. Only time will tell if we have come up with a solution to the drainage in that area. A yearly allocation should be set aside to dredge the settling pond on the north side of the parking lot.



Mike thinking of his thistle!

At its last meeting in December, the board began brainstorming some projects for 2004. Among those are some improvements to the clubhouse and some new covers for the crash boats. If you have any ideas, please contact someone on the board before the next meeting in January where budgets are set for next year.

We are lucky to have two major Sunfish events in the Rochester Area in 2004. RCC will be hosting the US Masters June 25-27. Canandaigua Yacht Club will be hosting the North Americans July 12-17. If you join the class in January you will be able to sail in these events and receive the class newsletter throughout the whole year. We are also hoping to host a Saturday regatta in September.

Finally, Thanks to the outgoing board members for their service. Roy Weiner replaces the Stampe family as Sunfish Fleet Captain. Nat Martin has served for three years as a Director and will be replaced by Doug Kaukeinen. Gary Skillman will begin next year as the new Vice-Commodore. A special thank you goes out to Eric Gesner, who will be leaving the board after 6+ years serving as Fleet Captain, Vice-Commodore, Commodore and Past Commodore.

My knee surgery in October went well and I am hoping to be back as good as ever for the next sailing season. Thanks to everyone who helped out in my absence.

Have a great holiday!

Mike Fortner  
377-0271

## RAMBLINGS FROM THE VICE

It seems like it was only yesterday - about 12 or 13 years ago, I was at a fall workday working with a group of new acquaintances, when I was voted into RCC by a quick board meeting held under the willow tree. Someone came up to me and said, "You're in". I think the next thing was, "How would you like to be on the board?"



The VICE does it all!

Some of those people are gone, and a lot of new people have joined since that day. RCC keeps rolling along, providing one of the best-kept secrets for family fun and top-level racing. I've enjoyed my term as vice-commodore. I get to do all the vice-like things, get involved with all the parties, give out awards and kiss a lot of the women.

For those who were not at the spring picnic or the fall banquet, you should be aware that we honored two special people with the "Order of the Frog" status. This is an award of special recognition for members that provide exceptional service to RCC. Leo Balandis was honored for his continuous efforts on finding, compiling and reporting our long history. Phyllis Kaukeinen was honored at the fall banquet for her long term, competitive approach to providing quality racing, safety and sportsmanship. A copy of the proclamation for Phyllis is provided in the Jib Sheet.

### The Club

As I move up to the easier job of Commodore, I have a few thoughts on our fair clubhouse. It is functional, it works, it keeps the rain off our heads (mostly), but I don't think it can be an asset in terms of attracting new members. We are used to it. However, in the last 12 or 13 years, I don't recall any real interior improvements with the exception of the kitchen makeover by the Ahlman/Smith clan. I would like to take a fresh look at the interior and see what we can do to improve the appearance of the place. I think that we can paint it, dress it up and other wise repair things for a minimal amount of money and it will make a significant improvement, probably for less than the cost of an outboard motor. Some of my thoughts are:

- Paint the inside. Tom Flaherty and Don Van Vechten painted it the last time right after they got out of High School.
- Repair/replace the low, sagging ceiling on the south side of the club.
- Cover, finish, trim, the inside of the east wall. (A few furring strips and wall covering could really dress it up. How about knotty pine, cedar, beadboard? It is mostly windows so its knot that much). The view of the bay would take on a new look.
- Dress up the hall outside of the kitchen.
- Fix some of the holes in the drywall.
- Paint the inside of the overhead door. Remove all the old broken speakers and extraneous stuff that doesn't work.

Continued on the next page.....

## RAMBLINGS FROM THE VICE, cont

I think we need to do a little more maintenance around the place. What this means is the return of the work party. We define the project, organize the group and do it.

I know there are other ideas about additions, rooms, porches, etc., and we should all discuss these ideas together so we don't miss an opportunity. But let's think about some basic (and rather inexpensive) things that we can do to get things moving. Let's talk about it.

Now, do I keep the hat or just get Gary Skillman (new Vice) his own?

**MARK WEIDER**

# From the Rear

Hello, everyone. Now that winter is basically here, it's hard to imagine we were enjoying such a great summer not so long ago. But wait just a second, don't put sailing completely out of your mind yet! Some people are still out there, and we have next year to look forward to. So, looking back and then forward again, here are some thoughts.



Lend a hand to keep RCC a beautiful place!

## BOATS IN DAY

Thanks to everyone who turned out for Boats In Day. The weather was somewhat cool but sunny, I recall. Despite a few minor glitches, the day went smoothly, and the clubhouse was turned in for a winter's nap once again. Though it is known what needs to be done on these work days, it is all in the details, and the right people were around to make sure everything was done correctly. Thanks especially to our intrepid soup makers for the delicious lunch: Diane Ahlman, Patty Tompkins and Judy Gesner.

## EVERY DAY IS BOAT DAY

Throughout the year, some tasks that people have been doing were brought to my attention, and some new ones have surfaced as well. Perhaps some things have been thought of that haven't yet been mentioned. Here is a list of things that need doing around the club, and your input would be appreciated. Some of these items will require funds, which the club normally allocates to such things. Last year, monies were spent largely on the big dig. What improvements are most important to you for next year? Any volunteers to help take care of some of these things?

**ANNUAL TASKS:** Inspect and repair the east patio; build a barrier along the road to prevent erosion

**PERIODIC TASKS:** Return the soda & beer cans

**POTENTIAL PROJECTS:** Paint the interior of the club; new sand for the sandbox; repair and paint the benches; additional new bench cushions; improve the appearance of the loft; reduce the size of the "captains' room"

**REQUIRED PROJECTS:** Excavate the settling pond; improve the "speed bump" to guide runoff, including the drain pipe entry

Some members have told me of a series of pot luck dinners, once held on week nights some time ago. These were designed to get willing hands to the jobs that needed attention, and the time spent with friends didn't hurt, either. There may be more on this subject in the spring ... should we revisit this idea? Let me know your thoughts in the meantime!

## THANKS DAY

Once again, thanks to George Smith for spearheading the major rework of the boat parking area, and to Frank Colgan and Jere Willsey for all of the heavy equipment work.

**EDAY:** Since I've asked for your thoughts, here's my (regularly checked) email: [jgorton88@earthlink.net](mailto:jgorton88@earthlink.net)

## TOMORROW DAY

No, not a retro holiday peering into the future. Instead, see you next time, probably at the spring banquet or hopefully sooner. By the way, it's ok to let sailing slip from your mind every now and then, as long as it gets a chance to return, refreshed and anew.

**JOHN GORTON**

# SUNFISH NEWS

Thank you to all sailors and to the race committee for another very good racing season. It has been nice to see so many boats on the line and we have had many exciting races. At the banquet the following sunfish sailors were honored:

1<sup>st</sup> place: Simon Stampe

2<sup>nd</sup> place: Mike Fortner

3<sup>rd</sup> place: Per Stampe

Most improved: Roy Wiener

Most races sailed: Per Stampe

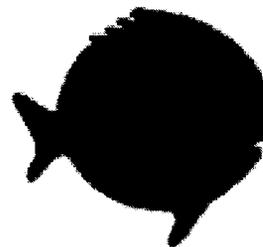
Congratulations to you all - and to the many other sailors who make our fleet viable! In September we hosted the Upstate Regional regatta at RCC and it was a well-attended event. The regatta ran smoothly thanks to our excellent race committee and the many members who volunteered to help us. Out-of-town visitors are always impressed with the way our regattas run.

Next season the club will host the US Masters Championship 6/25,26,27. We expect around 50 boats so lots of help will be needed. If you can help please contact Roy Wiener or Mike Fortner.

This year conclude the Stampe family's stint as fleet captains. Roy Wiener is going to be our fleet captain next year - Thank you, Roy!

Have a happy holiday season and see you in the spring.

Simon, Per and Pia



2004 Sunfish North Americans  
Canandaigua Yacht Club  
July 12-17

# RCC HISTORIAN

## All About Breezes from the Jib Sheet of July 1975

Let me present a scenario: The aspiring serious gung-ho skipper calls the Weather Bureau at the airport and learns that the day will be mostly sunny with southwest winds 6-12 miles per hour. On arriving at the Club about 10 AM Sunday he does indeed find gentle winds from a generally southerly direction but they are a bit fluky and vary considerably in both direction and velocity. The Race Committee after a little backing and filling does get the race off about on time, but just about as the lead boats are half-way up the second weather leg the breeze dies out almost completely and after a few minutes of drifting a few gentle puffs come in from the north followed immediately by a steady north breeze which converts the broad reach into a beat. The northerly breeze, which incidentally is noticeably cooler than the earlier southerly, freshens to about 10-15 MPH, is steady without very marked variation in direction or velocity and is maintained throughout the early afternoon. It begins to diminish as the afternoon wears on and is largely gone by 4:30 or 5 o'clock. The Weather Bureau didn't say anything about this!



Leo hard at work digging into the archives!

Nevertheless this is our common experience on sunny summer days; this sea breeze, or thermal gives us our best sailing, and incidentally provides our most important advantage over the Finger Lakes (or Lake Ontario for that matter); often when the Finger Lakes have an almost flat calm we are on the rail in near-planning breezes. Of course there is nothing peculiar about Irondequoit Bay as far as the sea breeze is concerned; it occurs everywhere at or near the shore of a large body of water on sunny days and is so regular and dependable that it and its evening counterpart the land breeze have been used regularly for hundreds of years by sailing vessels for entering and leaving harbors.

Now what produces this fine and useful breeze? We can distinguish in a very general sense air mass winds and local winds; in our latitude winds associated with warm air masses tend to be southwesterlies, those associated with cold air masses tend to be northwesterlies with large vertical components which are responsible for gustiness and variability. The geography of the bay (long and narrow in the direction of the sea breeze and largely surrounded by hills) tends to funnel the northerly and increase its strength. There are many types of local winds (land and sea breezes, mountain and valley breezes, foehn and chinook winds); we'll concentrate on the sea breeze.

Continued on next page.....

## RCC HISTORIAN

### All About Breezes from the Jib Sheet of July 1975, cont.....

The sea breeze, or thermal, is a direct consequence of the large differences in temperature which develop between land masses and sizable bodies of water nearby. A large body of water with its surface constantly changing and being renewed serves us an enormous heat reservoir; it can soak up prodigious quantities of heat without changing temperature either markedly or rapidly, moreover it is inherently a poor heat absorber and reflects much of the radiation falling on it. In contrast the surface of a land mass absorbs heat efficiently and is not renewed, it heats up rapidly in the sun and cools rapidly by radiation once the sun no longer falls on it. The result is that large differences in temperature develop between the surface of a large body of water and adjacent land masses; in the daytime the surface of the land heats rapidly and becomes much warmer than the adjacent water surface, at night the land cools rapidly by radiation (at least when there is little cloud cover) and becomes much cooler than the water.

Air is heated only very inefficiently by sunlight but does acquire heat readily from the heated land surface, and expands and rises. As this process continues the air rising over the heated land is replaced by cooler heavier air flowing in from above the cooler water surface. It is just this motion of cooler air flowing in to replace the warmer air rising from the hot land mass that constitutes the sea breeze, or thermal. The reverse flow at night--owing to rapid cooling of the land the temperature differential is reversed--constitutes the land breeze.

In areas where the sea breeze opposes the usual air mass breeze as is often the case on Irondequoit Bay one sees the sequence of early air mass wind flow followed by fluky calm followed by the establishment and strengthening of the sea breeze. In those areas where the geography is such that the air mass flow and the sea breeze reinforce one another (Buzzard's Bay and the northeast end of Lake Ontario come to mind) early afternoon breezes typically become very fresh.

Obviously Lake Ontario is large enough for sea breezes to become prominent. The Finger Lakes generally are not, although even on them one can often find a little breeze near shore when the center of the lake is flat. It is probably also worth noting that on a much vaster scale similar temperature differences between land masses and oceans varying seasonally rather than diurnally are responsible for the monsoons common to a number of tropical areas.

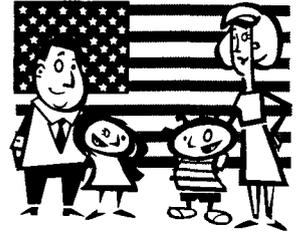
Finally, thermals of the sort we've been talking about seem to occur oftener during the summer than during spring or fall. Gusty westerlies seem to be commoner then, particularly in the fall.

Marshall Gates II, 1915-2003

## Membership

We can't bring the season to a complete close without welcoming some more new members into our club. These later season newcomers are as follows:

**TIM EGAN** - Tim is a co-owner, with Peter Gregory, of Thistle 3119 and has also crewed at away Thistle regattas. His past experience includes sailing Albacores out of Grand Island and a short stint of frost biting in Interclub dinghies. (He has also made a big hit at happy hour with his delicious deviled eggs!)



Welcome New Members!

**ANDY AND JACQUIE GERMANOW** - Andy and Jacquie have a JY-15 and were previously associated with the fleet at Sodus Bay. Now retired and living back in Rochester, we are glad to have them sailing with us.

**RICK AND JACQUELYN HOWITT (LESLIE 13)** - Formerly belonging to Canandaigua Yacht Club, Rick has sailed Ensigns and also skippers an Interclub dinghy with the Rochester Frostbite Association. He has been an active crew this season on Bill Dexter's Thistle, and has a family Sunfish as well. Leslie has participated in RCC's Junior Sailing program.

**ARNE LAGER** - Arne is a relative novice to sailing, but eager to learn and has crewed in a Thistle with Leonard Sharp. As an experienced wood worker, Arne is interested in restoring the club-owned Thistle 2341 (donated by the Armstrong's) to its former fighting trim. We wish him well on his project and look forward to him and a refurbished Thistle on the start line.

We extend a warm welcome to all our new members as well as sincere wishes for a happy and healthy holiday season. Hope to see you all at our next social function!

**PAT TOMPKINS**

# Frostbiting 2003

## JUDY BY A WHISKER

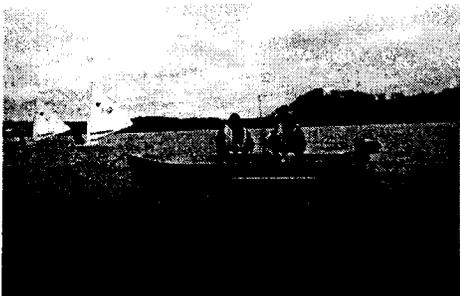
Judy Tompkins won the 2003 frostbite series in sunfish by just the diameter of a hair if you convert the winning margin to inches. She also was the only one to sail in every race. Congratulations to the new mom and thanks to Eric for his sacrifice. We only sailed 4 out of the possible 7 Sundays because of no wind and/or rain. We ended the Sunday after Thanksgiving.

A special thanks to Patty Tompkins and my dear wife, Phyllis, for braving the cold in a leaky boat to run the races.

Hope you enjoy the photos.



Some of the hardy frostbite sailors, race committee person, and frosty



The race committee boat



Would you buy a car from this frost biter?

Continued on the next page.....

## Frostbiting 2003, cont.



Frostbiting at it's finest

### FINAL FROSTBITE RESULTS 2003

Name	Boat (#)	Races (#)	Score (ratio)
Judy Gesner	60063	34	0.846
Jim Gindling	73	17	0.843
Doug Kaukeinen*	52853	7	0.805
Per Stampe	78182	22	0.748
Ralph Simpson	82	33	0.729
Joe Kaukeinen	84939	25	0.715
Rick Howitt*	77850	7	0.682
Pete Gregory*	78429	8	0.489
Chris Connelly	77838	17	0.471
Mike Conklin	54837	25	0.449
Rich Connelly	84964	31	0.433
Gary Hartman	59323	23	0.414
Steven Powers	79187	17	0.366
Roy Wiener	78817	22	0.302
Nat Martin	52853	17	0.278
John*	52853	7	0.129

*Total # races sailed = 34.*

\* Non-qualifiers.

# Gary Jobson

## "Ultimate Sailing"

90 minute video presentation & discussion

**Saturday April 3, 2004**

**SUNY Brockport**

*Seymore College Union, Grand Ballroom*

**Time 2:00 - 3:30pm**

**Reception: 3:30 - 4:30**

*Complementary wine, beer, soft drinks,  
veggie and cheese Hors d'oeuvres*

**Tickets \$20.00 / U.S.**

### Event Information

*Tom Grape, Event Chairman*

*854 Latta Road, Rochester, NY 14612*

*Phone: 585 621-5282*

*E-mail [gtelgrape@worldnet.att.net](mailto:gtelgrape@worldnet.att.net)*

*Jack Evans*

*60 Charlton Road, Rochester, NY 14617*

*Phone: 585 338-1076*

*E-mail [jackevan@frontiernet.net](mailto:jackevan@frontiernet.net)*

*Chris Miller*

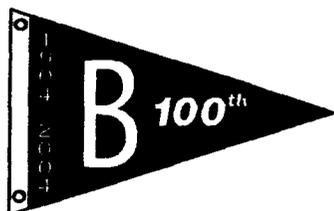
*7105 County Road 34, Naples, NY 14512*

*Phone: 585 374-5165*

*E-mail [chris@zoetekmedical.com](mailto:chris@zoetekmedical.com)*



**Gary Jobson**, World class sailor, television commentator and author, has won many championships in one design classes, the America's Cup with Ted Turner in 1977, the infamous Fastnet Race and many of the world ocean races. In college he was an All American sailor three times and was twice named College Sailor of the Year (1972, 1973). In 1999 Jobson won the Nathanael G. Herreshoff Trophy, US Sailing's most prestigious award. This trophy is awarded annually to an individual who has made an outstanding contribution to the sport of sailing in the United States.



***Brockport Yacht Club  
Centennial Event Speaker***

**NEWSLETTER OF THE  
ROCHESTER CANOE CLUB**

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Phone: 288-2380

**Dan & Jean Blasdel**  
**53 Westland Ave**  
**Rochester, NY 14618**



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## Editor's Notes

The Jib Sheet is published 3 times per year during the months of April, August, and December. Deadlines for writing articles for the "sheet" should be e-mailed as a Word Attachment to Doug Kaukeinen ([sail@rpa.net](mailto:sail@rpa.net)) no later than the 1st of the month of April, August, and December.

In the future I would like a variety of articles in addition to the standard board member reports.. If you have an idea about an article, by all means contact me. We are always looking for fresh ideas about the Jib Sheet.

Other possible ideas would be listing new or helpful sailing web sites, Sunday favorite Pot Luck Supper recipes, information on sailboat tuning or other teaching articles (we sure have many Great RCC Sailors who could share their knowledge!)

So start writing down your favorite sailing experiences and get them published in the "Sheet".

I would also like to include photos, both sailing action and people pictures. If you have any digital images that you would like to share, please e-mail them to me.

If you have any other comments or suggestions, please do not hesitate to contact me at 544-2159. Thanks.

Merry Christmas and a Happy New Year to all!

Doug