

# Jet Blas<sup>+</sup>s

Official Publication of the Jet-14 Class Association

June – July – August 2016

## Barbehenn Claims 20<sup>th</sup> National Crown



*Brent Barbehenn and Kate Erklauer made it look easy at the 2016 Jet 14 Nationals at West River Sailing Club in Galesville, MD (Credit: Tim Porter).*

The 2016 Jet-14 Nationals was held in Galesville, MD--- a location with rich history for the Class. This event has been hosted by West River Sailing Club 8 times since 1968. WRSC is known for their well-run regattas, and they did not disappoint again.

The forecast for the event was for mostly light to medium winds. Unfortunately the Woman's Nationals drew the short straw, and ended up with REALLY light and variable wind on Thursday, and managed only 1 race in high heat. With 5 contestants,

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Connie Berchem and Terri Fosmire edged out Madison Porter and Nicki Einthoven in a close finish to secure the championship.

Day 1 of the Nationals showed a forecast of southerly winds at 5 to 10 knots. It turned out to be 8 to 12 with some higher gusts---perfect sailing weather. 4 races were run in a generally oscillating breeze. The first 2 races showed the right side being favored, while the last 2 with the left side a bit better. Gary Montesana with 9 year old daughter Katie crewing led the pack early, showing no signs of rust due to not racing much in the past few years. Bryan and Tiffany Parker showed the fleet how to sail the breeze by opening up a sizable lead to win race 1. The Doug Brown/Sue Mallows team showed good speed in their re-built #747 with a close 3<sup>rd</sup>. Racing for this day was tight, with Team Zaugg/Joudrey, Team McKenna and Team Hennon establishing themselves as contenders.

Lesson learned: In an oscillating breeze, stay on the favored tack (the one which points your bow closer to the windward mark). Team 558 took a chance a few times and did not follow this rule, and paid the price. The same thing applies for downwind legs.....stay on the jibe which points your bow closer to the leeward mark. Team Parker schooled us a bunch by being able to get on the favored jibe immediately after the offset mark, extending their leads.

Day 2 was a bit more fluke. It was lighter and a lot less steady in direction as compared to Day 1. Shifts sometimes varied by 45 degrees, and would last an entire leg. Scary conditions! The Zaugg Joudrey Team sailed smartly and were rewarded with a 2-3-2 for the day. Not too shabby.

Lesson learned: It is generally better to apply the lesson learned for Day 1, but sometimes you may need to "puff chase" (sail the unfavored tack to get into more wind).

Day 3, the last day to make a move, was again on the lighter side. A persistent shift to the right throughout the day offered the opportunity to make gains if one understood the trend. Team Parker and Team Montesana understood, and both fished the 2 races with impressive finishes.

Lesson learned: In a persistent shift, it is most likely better to sail into the shift (header) a bit (bow not pointing closer to the windward mark), so the lift (after you tack) will be even better. Also, keep your eyes on the course (know where the marks are). It is easy to get wrapped up in the wind changes, but if the wind shifts are not applied correctly to the locations of the marks, such wind info is marginal at best. For example, we eked out a good race in Race 8 by simply tacking immediately after rounding the leeward mark, and seeing that we could fetch the finish (assuming no wind

shift), while the leaders continued a bit on port tack to above the layline.

The final standings saw Team 558 with super-crew Kate Erklauer lead the pack. Kate and husband Max have been busy raising a young family for the past several years, and it was great to see both of them again at the event. Following close behind were former Class champions Bryan and Tiffany Parker. They finished 7 of the races in the top 2.....there's only 1 way to beat that! Another former Class champion, Marion Zuagg, with Anne Joudrey crewing, was 3<sup>rd</sup>. They quietly took care of business, with all top 6 finishes. The Doug Brown/Sue Mallows Team followed in 4<sup>th</sup>, winning a tie-breaker, and showed good speed in all races. Doug did an impressive job rebuilding the boat over the winter---check it out next time they are at a regatta. Completing the top 5 were Koralina and James McKenna. They were fast and sailed smart---a combination which gets good results. Most impressive was that this was Koralina's first Jet regatta! Chris and Paula Hennon just missed the top 5, but put together a good score line in the varying conditions. Hats off to newcomers Brad Wright and Jamie Wasco from Lavallette, NJ for coming out cold turkey to sail #303.

So another year, another great Nationals! A big THANKS to Tim Porter and family, and his mom Catherine, for running the show. It was a lot of hard work, and Tim and company

put in a full year planning the event. Thanks also to WRSC for all your hospitality and efforts.

And lastly, let us not forget those who have paved the way for us the enjoy this venue and Class, who are no longer with us.....Peter Jones, Dave Irey, Rhett Simonds, to name some Chesapeake legends. As they rest in peace, I am sure they had a great time watching us from above.

See everyone in Edgewater next year!

Brent Barbehenn (#558)

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## Nationals Pictures

Thanks to Tim Porter who helped out on race committee on Day 3 and managed to get some great shots. See the Jet-14 website for more.



*Doug Brown and Susan Mallows (#747)*



*Lenny Wells and Caswell Kern (#1130) from Asheville Sailing Club (Fleet #65).*



*PJ Blonski and Olivia look for gains up the right side.*



## Nationals Results

Open (August 5-7) – 9 Races Scored

Sail	Skipper	Crew	1	2	3	4	5	6	7	8	9	
558	Barbehenn	Erklauer	[2]	1	1	1	1	1	1	1	1	8
1135	Parker	Parker	1	2	2	2	[7]	2	3	2	2	16
1132	Zaugg	Joudrey	5	3	[7]	3	2	3	2	4	6	28
747	Brown	Mallows	3	9	3	5	4	8	10	8	[OCS]	50
1143	McKenna	McKenna	9	5	6	4	[14]	10	4	5	7	50
483	Hennon	Hennon	7	7	4	6	8	[17]	11	9	10	62
217	Michos	Toivenon	10	4	[OCS]	7	3	12	8	12	11	67
717	Grace	Pacheco	14	8	8	[17]	11	6	7	15	3	72
1146	Johnson	Cotell	16	[OCS]	11	10	6	11	6	6	8	74
94	Joudrey	Joudrey	13	10	14	12	[16]	5	5	11	9	79
1126	Blonski	Moran	[18]	14	15	14	9	7	13	7	4	83
1144	Mentesana	Mentesana	4	[OCS]	DNS	DNS	5	4	DNS	3	5	84
1136	Michaud	Petronzio	8	[OCS]	5	9	12	16	17	10	12	89
1137	Bark	Bark	11	6	9	8	15	15	[16]	13	13	90
1130	Wells	Kern	6	12	10	11	13	9	15	[16]	14	90
1128	Berchem	Fosmire	17	15	[OCS]	15	10	13	9	14	15	108
962	M. Porter	Einthoven	15	16	17	[DNF]	19	14	12	17	18	128
645	T. Porter	J. Porter	12	11	13	[DNF]	17	18	18	DNS	DNS	131
737	Saunders	Cummings	[19]	13	16	16	18	19	14	19	16	131
303	Wright	Wasco	20	[OCS]	12	13	20	20	18/RDG	18	17	138

Women (August 4) – 1 Race Scored

1. 1128 – Connie Berchem / Teri Fosmire
2. 962 – Madison Porter / Nicky Einthoven
3. 483 – Paula Hennon / Paula Pacheco
4. 1143 – Koralina McKenna / Crew
5. 1145 – Laury Parramore / Johanna



2017 JET-14 NATIONALS

EDGEWATER YACHT CLUB,  
CLEVELAND, OH

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## Governor's Cup Regatta / District III Championships

June 18-19, Kerr Lake, Henderson, NC

Eight Jets, all from NC, registered for the 2016 edition of the North Carolina Governor's Cup Regatta. The event also served as the District III Championships, so tensions were high the evening before racing was to begin. Barry Saunders thrilled the audience at camp that evening with tales of unexplained boat noises, explanations for the noise you

hear when you hold a conch shell up to your ear (it's the ocean - duh), and grotesque descriptions of all of the mice he had caught on one of his other boats. Paula Pacheco had enough and scored some Dos Equis for the group. Unfortunately, nobody had a bottle opener, which lead to a series of events culminating in Lenny Wells - not quite the most interesting

man in the world - opening the bottles by placing them between his legs (don't ask). Connie Berchem and Teri Fosmire had had enough of this spectacle and retired early, resting up for the 15-20 kt conditions expected the next day.

The next morning, there were a few mishaps and harbingers of what was to come as the

Jets rigged for the day. Don and Rebecca Janeway (#1115), in their second ever Jet regatta, launched their 1970s-era Thomas spinnaker in the parking lot in a not so subtle attempt to intimidate the rest of the fleet. Unfortunately, Rebecca's look of desperate panic at the thought of actually flying this thing on the water in 20 kt. eliminated any intimidation factor. Runner up for the "Antique Rigging" Award was Tim Porter, who showed up with a set of pintles believed to be excavated from Saratoga burial grounds during the Truman administration. Porter would be shocked when one of pintles, clearly in a state of advanced decomposition that not even a quart of Mas epoxy could reconcile, cracked in half just after the end of the first race, ending his regatta. Showing no mercy for Porter's sorry state of affairs was Evan Trudeau (#1050) from Lake Townsend in Greensboro. Evan had been on the NC fleet radar for awhile now as a mystery Jet-14 known to race PHRF at Greensboro - it was great to see him and Haiying out there with us.

With a dismal wind forecast for Sunday, more pressure was on the fleet to perform well in the heavy air on Saturday. Race committee, in a moment of questionable reasoning, started the Jets with the 10-boat Thistle fleet, making clear air off the line a priority. The committee boat seemed slightly favored near

the start, as the entire 20-some boat fleet approached the line on starboard with sails luffing. Hennon/Russell (#483) used a port tack approach to start near the middle of the line in clear air, giving them an early advantage over most of the other Jets who got overrun by the Thistles. With the consistent 15 kt winds and occasional gusts near 20 kt, along with a very long 2 lap course, boat speed would play a significant role in determining the finishing order. With numerous capsizes in other fleets occurring all over the course due to the high winds and confused waves, most of the Jet fleet wisely kept the kites in the boat and sailed the rhumb line to the bottom mark. One exception was Barry "In it to win it" Saunders and crew Todd Ochoa (#737), who rounded mid-fleet, launched the kite, and experienced an unexpected gybe which immediately lead to a devastating capsizes. When questioned by reporters afterward, Saunders called out his "wussy" competitors and looked forward to the next opportunity to flip his boat over during a race. Lenny Wells (#1130) with crew Caswell Kern sailed fast and along with #483 separated from the rest of the fleet. Porter and daughter Madison dug out of a third row start to finish a strong third before his pintle exploded.

Race 2 featured some tight racing early on between #483 and #717

(Grace/Pacheco). After rounding the top mark within seconds of each other, Grace pulled out some kind of Nixon-era whisker pole and immediately took off and gassed Hennon/Russell downhill by sailing fast by the lee. As the boats rounded the bottom mark, Grace appeared to be in control until he decided to sail across the border into Virginia in search of a shift that was never to come. Wells/Kern, to this point not even a factor, took a flyer to the other side of the course, caught a mammoth right hand shift, and found themselves on the layline halfway of the beat and suddenly in second place. Grace/Pacheco would have to settle for third and looked to regain their composure for Race 3.

Hennon/Russell again employed the port tack approach in Race 3 to get clear air. #483 appeared to be in control of the race again until Wells went back to the well on the right hand side of the course and found another favorable shift. They rounded the top mark together and #483 fought desperately to keep Wells on the outside of the downwind line. In the end, Hennon/Russell barely managed to hold off #1130 and secure the regatta lead at the end of the day.

—Chris Hennon (#483)

#### Results (Top 4)

1. Hennon/Russell 1 1 1 3
2. Wells/Kern 2 2 2 6
3. Grace/Pacheco 4 3 3 10
4. Trudeau/Zeng 6 5 4 15

## Measurement Guide – Updated Tuning For Your Jet

So Brent won his 20<sup>th</sup> Nationals. Sometimes it is easy to just say that Brent knows how to set his boat up perfectly and he'd finish 10<sup>th</sup> in my boat. It reminds me of one of the first times I raced with Brent. In one of the last Jet regattas at Saratoga, Brent arrived with everything required to race except his spreaders, which he removes from his mast for travel. Ah hah! Finally, we'll see what happens when the perfect boat set up is foiled by drilling on an ad-hoc set of spreaders. We happened to have an extra set in the car and Brent quickly took out the drill to install. Long story short, Brent arrived at the starting line 5 minutes late, passed us by the 1<sup>st</sup> reach leg, and won the race handily. So much for that theory. Nevertheless, there are certain "go fast" ranges on Jets that have been determined over many years of experimentation. At the 2015 Nationals at Mohican, a no wind day allowed Brent and Paula Hennon the opportunity to measure the key aspects of 17 boats. The key measurements are as follows:

**Hull:** G = Fiberglass, W = Wood

**CB:** Centerboard material. Al = Aluminum, S = Steel, SS = Stainless Steel

**Mast Butt Position:** The distance between the middle of the centerboard pin and the middle of the mast

**Mast Rake:** Distance between the top band of the mast and the center of transom under typical rig tension. Try to rake the mast farther aft (smaller value) if you have too much lee helm or appear slow upwind. Rake farther forward if there is too much weather helm or are slow downwind.

**Rig Tension:** Measured with a Loos Gauge on the sidestay. The mast rake will respond to changes in rig tension (less tension, less rake).

**Jib Lead Distance:** Measured between the points at which the jib sheet turns into the boat.

**Stem to Shroud Distance:** Distance from tip of the bow to the sidestays.

**Prebend:** Distance the mast bows with normal rig tension. This is checked with no mainsail up. You can use your cleated mainsheet halyard to estimate prebend by pulling down to the boom attachment and sighting up the luff track. Generally, the more tension, the more prebend. The idea is to match the natural luff curve of your mainsail. Deeper mains (some Norths) will require more prebend. Prebend can be controlled using mast blocks or a pusher/puller system.

**Stem to Jib Lead Distance:** Measure from the bow tip to your jib lead location. Of course this is variable if you have the ability to move your jib leads fore and aft.

**Floor to Jib Lead Distance:** Measure straight down from the jib leads to the boat bottom.

**Nats Fin:** Finishing place at the 2015 Nationals (light air regatta).

All boats raced with DM-1 aluminum masts. See the website for more measurements from 2002.

	Hull	Builder	CB	Mast Butt	Rake	Spread Length	Rig	Jib Lead	Stem-Shroud	Pre Bend	Stem-JL	JL-Floor	Nats Fin
558	G	Mobjak	Al	19 3/8"	20' 8.5"	17 1/4"	180	31.5"	71.5"	1/2"	82 3/4"	18"	1
1147	G	JibTech	S	19 3/8"	20' 8.5"		180	30 1/4"	74.5"	1"	84 1/2"	14.5"	5
698	G	Mobjak	Al	19 3/8"	20' 7.5"	17"	130	30 1/4"	71.5"	1.5"	85"	16.3"	2
1132	G	Mueller	SS	19 1/4"	20' 8.5"	17 1/4"	160	33.5"	75.5"	3/4"	85"	15.3"	3
94	W	S&S	S	Deck	20' 8 1/4"	17 3/8"	135	36.5"	73.5"	1/4"	80 3/4"	16.6"	12
120	W	Love	S	19 1/4"	20' 10"	17 3/8"	150	34.5"	74"	1/4"	83"	17.3"	13
217	W	Olsen	S	19.5"	20' 9.5"	17 1/4"	130		74.5"		83"	19"	9
1126	G	McKee	S	19"			95	26"	72.5"	1 1/4"	88.5"	13.5"	8
1135	G	Mueller	SS	19 3/8"	20' 8"	17 3/8"	180	35"	74.75"	3/4"	87.5"	14.5"	4
747	G	Mobjack	Al	19 3/8"	20' 8"	17 3/8"	180	30.5"	71.5"	1/2"	85"	14.5"	10
951	G	S&S	S	19 1/4"	20' 8"	17"	120	27.5"	72.5"	3/4"	99.5"	12"	23
1130	G	McKee	S	19 3/4"	20' 9"	17 1/4"	150	28"	72.5"	3/4"	94 1/4"	12.5"	20
717	G	S&S	Al	19"	20' 8.5"	16 1/2"	110	37"	73.5"	1"	89 3/4"	17.3"	7
645	W	Kenyon	S	18 1/2"	20' 9.5"	16"	100	31 1/4"	75"	1"	85 3/4"	15.3"	21
483	W	S&S	Al	18 5/8"	20' 9"	17 1/4"	120	32.5"	72"	3/4"	81.5"	17.4"	22
1146	G	JibTech	Al	19 3/8"	20' 9"	17 1/2"	110	31 1/4"	71.5"	1.5"	85.5"	13.8"	14
1137	G	Mueller	Al	19 1/2"		17 1/4"	180	27"	74.5"	1/2"	85.5"	12"	11

Continued on Next Page

## Measurement Guide (cont'd)

*“These numbers are in line from what I’ve seen over the years. It should be reassuring that the first place boat is fairly “normal” and fitting in with the median. My hope is that those without competitive speed will not decide on some fixed number based on this data, but gain confidence to try a range of adjustments on their boat to see if doing so has a positive or negative impact on their boat’s performance. The year and make of sails should likely be noted as, many other things being more or less equal, this frequently can have a noticeable impact.” –Chief Measurer Marion Zaugg (#180, #1132)*

### Boats For Sail

See classifieds online at [jet14.com](http://jet14.com) for more!

#1145 – 2003 Jibetch Jet. Rock solid and race ready. Aluminum centerboard, tapered carbon pole, new bailers, top and bottom covers, excellent steel trailer. Lots of quality North sails. \$5,500 (Arlington, VA) [kerklauer@gmail.com](mailto:kerklauer@gmail.com)

#1091 – SSA fleet boat, yellow dubdam with keel stepped DM-1, Sea Sure pintles and gudgeons, Harken and Ronstan fittings, etc... North sails and recently restitched Sailors Tailor top cover. Includes trailer with no title. \$1485 (Annapolis, MD) [jet646@gmail.com](mailto:jet646@gmail.com)



#935 – Completely restored, 100% race worthy. New gelcoat on hull, deck, and cockpit. New running rigging. DM-2 mast, refurbished titled trailer, sails in great shape. \$1800 (Denver, CO) [WCarper@opteamix.com](mailto:WCarper@opteamix.com), (678) 640-5331

### Annual Meeting Highlights

The 2016 Jet-14 Class Association annual meeting was held on August 6, 2016 at West River Sailing Club in Galesville, MD. Highlights include:

- President Barbehenn noted an overall increase in participation at Jet regattas this season. VHF radios were approved and will be allowed for selected regattas next season.
- Class membership numbers for 2016 are very similar to 2015 (~100 members). This is down from five years ago but has been stable for the last few years.
- The class is financially strong, with about \$20,000 in cash available. Class has shown net revenue of about \$1,000 year recently from memberships and donations.
- Webmaster Hennon reports the new website is working well. Facebook page has grown with over 130 members now following.
- New officers were elected. Seth Parker (Lorain) is President, Ernie Michaud (Edgewater) 1<sup>st</sup> VP, and PJ Blonski (EYC) is 2<sup>nd</sup> VP. The 2017 Nationals will be at Edgewater Yacht Club.

See your email for the full meeting minutes.

## The President's Corner

My fellow Jet-14 sailors, I am honored to find myself in the position of president of this great class. For those of you who do not know me, I will give you a brief history of how I got into the Jet 14. I grew up racing my dad's Interlake out of Lorain, Ohio on the great Lake Erie. From there I spent several years racing the junior program in Flying Juniors and Lasers. This led me to make the biggest mistake of my life, I bought a boat...and I was hooked! It's true, the first love of my life was a laser, but I would learn quickly that there were plenty of boats in the sea.



Year after year a good friend to many of us, cough Marion Zaugg, would invite myself and many others down to a big fall regatta that we all know as the Halloween Classic. This guy must have either been trying to destroy his boat or kill me, because I do not remember a single year we didn't break something or fill the whole boat up with water and have to get towed in. And of course by the next morning Marion would always have the pile of splinters that we had left him the night before transformed into a beautiful Jet 14. Most sane people would call it quits, but I think Marion has pulled many of us in using this exact same method. From there, I had the opportunity to crew with some great people in the class and found myself having an absolute blast at each and every regatta. Finally, one memorable day, Marion made me an offer I could not refuse and I became an official Jet 14 owner.

Surely many of you have a similar story about how you got into sailing. I would like to encourage everyone to think of a friend or coworker who has expressed interest in sailing and get them out there! Share your passion, and others will most definitely catch the same sailing bug. Feel free to contact me with any comments or ideas.

Seth Parker

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

## Packanack / Halloween Classic Promises Fun

After weather conditions forced the cancellation of the Packanack Lake Regatta last year, Bill Hall is hoping that this October 1 will be more like many of the other great sailing days of years past.

"If you've been to Packanack in the past, you know it is one of the very few places where sailboat racing can truly be a spectator sport", Hall says. "Our clubhouse is near the middle of our racing area, providing a great vantage point from which to see it all".

Registration begins at 9:00 am and the cost is only \$20. For directions and more information, contact George Swede at 973-696-5986.

Meanwhile, Marion Zaugg sees global warming as an opportunity for warm sailing at the Halloween Classic. One of the most popular regattas on the Jet-14 circuit kicks off on Saturday, October 8 in Lucas, OH. Contact Marion for details (419-524-4109) or see the website for the creative flyer.

# Facebook Feature Picture

Join the Jet-14 Sailors Group at <https://www.facebook.com/groups/65507183048/>



Peter Hazell shows off #321, a mahogany beauty, before a day of sailing at Fern Ridge Reservoir in Oregon. Sporting the all spruce sticks and “classic” sails, crew Jojuan Cedergreen reports that “Miss Manners” drew a lot of attention in the parking lot as they were setting up. Credit: J. Cedergreen

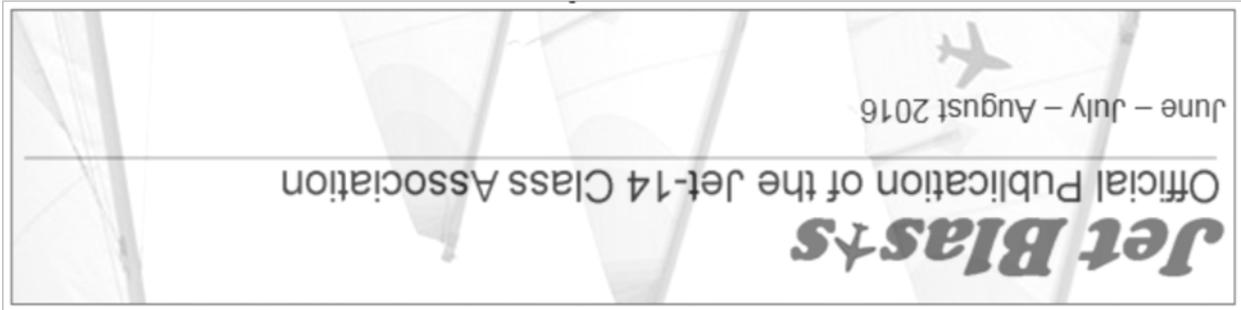
## Jet-14 Class Online

Website: <http://www.jet14.com>  
 FB: <https://www.facebook.com/groups/65507183048/>  
 Twitter: <https://twitter.com/Jet14Sailing>  
 Pictures: <http://jet14.smugmug.com>  
 News Blog: <https://jet14.wordpress.com>  
 Membership: <https://www.jet14.com/membership>  
 Email: [https://groups.google.com/forum/#!forum/jet14\\_national](https://groups.google.com/forum/#!forum/jet14_national)

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