

## Calendar

### **April 24-25**

Spring Thaw Invitational – Lake Norman, NC

### **May 15-16**

Spring Series – Annapolis, MD

### **May 22-23**

Crystal Bowl – West River, MD

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## New Members since Oct 1st!

- Eric Haneberg – Annapolis, MD
- Kristin Berry – Jet #392 – Annapolis MD
- Charles Shoenfeld – Jet #1130 – Baltimore, MD
- John Gemperline – Jet #665 – Cleveland, OH



*2003 Midwinters Champions Tom Grace & Paula Pacheco*

## **2004 Jet Midwinters**

*Chris Hennon*

The 2004 Jet-14 Midwinters Championship was contested Jan 30 - Feb 1 at the beautiful St. Petersburg Yacht Club. Five Jet-14 crews experienced three days of great racing, wind, food, prizes, relatively warm weather, and hospitality.

After a short delay on Friday, we headed out to the course in a light but fairly consistent northeasterly. The Jets were to sail a 1 1/2 lap windward-leeward course. After a clean start, three boats headed left while Team MacMurray and Saunders tested the waters to the right. The left paid and it was a three boat race up the last beat. Tom Grace and Paula Pacheco showed great light air speed and took race 1, with Team Hennon and Michos close behind. Controversy ensued after race 1 as the Jet fleet accidentally sailed into a fleet of angry Snipes, resulting in a barrage of protests. But luckily, the Snipe fleet subsequently sailed right through a Flying Dutchman start and evened things out. Cooler heads prevailed that evening.

The 20 degree left hand shift during the first race caused the race committee to adjust the course for race 2. Team Michos won the start near the pin and led closely bunched fleet around the mark. The fleet remained close on the run, but nobody could catch Michos on the final beat as they took the bullet. MacMurray nailed the start in race 3, forcing Team Hennon to bail right. Fortunately the wind clocked around about 10 degrees right and Hennon rounded first. Another very close race with all 5 boats within striking distance. On the final beat, Team Grace took a flyer to the left, made big Day 2 was for the heavyweights. A stiff 14-18 kt northeasterly settled in

**Class Officers/Board Members**

President:	Dirk Schwenk, Fleet 61; 410-269-5227
First VP:	Sean DeFusco, Fleet 51; 856-722-1729
Second VP:	Dave Michos; Fleet 60; 216-261-9922
Secretary:	Mary Ungemach; Fleet 3; 973-839-0487
Treasurer:	Howie Ungemach: Fleet 3; 973-839-0487
Chief Measurer:	Marion Zaugg; Fleet 4; 419-892-3796
District I VP:	Susan Mallows; Fleet 51; 908-638-5201
District II VP:	Sue Michos Fleet 60; 216- 261-9922
District II VP:	Pete McKenna; Fleet 61; 202-778-0258
District IV VP:	Allan Tedrow; Fleet 31; 518-371-8765
JetBlast Edit:	Ted Reshetiloff ; Flt 61; 202-498-3126

**Contacts for Active Fleets**

Fleet 3:	Pines Lake SC, Wayne NJ - Howie Ungemach, Jet 1106 - 973-839-0487
Fleet 4:	Mohican SC, Mansfield OH, Karen Hugon, Jet 884 - 330-264-8725
Fleet 31:	Saratoga SC, Ballston Spa, NY - Al Tedrow, Jet 964 - 518-371-8765
Fleet 32:	Raritan YC, Perth Amboy, NJ - Valerie Schwenk, Jet 1018 - 718-447-5977
Fleet 35:	Packanack YC, Wayne NJ -Sue Clark, Jet 645 - 973- 838-9358
Fleet 46:	West River SC, Galesville, MD - Randy Bruns, Jet 1126 - 410-544-5571
Fleet 51:	Hunterton SC, Clinton NJ - Sean DeFusco, Jet 1105 - 856-722-1729
Fleet 60:	Edgewater YC, Cleveland OH - Dave Michos, Jet 1136 - 216-261-9922
Fleet 61:	Severn Sailing Assn., Annapolis, MD - Tom Stout, Jet 1064 - 410-626- 1558
Fleet 62:	Annapolis YC, Annapolis, MD - Bob Putnam, Jet 1141 - 202-338-1165

with moderate chop. Team Saunders experienced a setback as Barry's crew felt like he just got off "The Regurgitator" at Cooney's Island. After Team Hennon won race 4, Michos looked to be out of the racing as they dropped their main and jib. Fortunately it was only a broken outhaul and they recovered to win races 5 and 6. Team MacMurray liked the heavier conditions as well, taking a second in the last race of the day.

It was anybody's regatta as Sunday dawned. Hennon and Michos were tied for first, with Grace/Pacheco only 1 point behind. Conditions were more like day 1, with a 5-10 kt easterly. Some leftover swell from an overnight blow produced surfing conditions UPWIND. Hennon was so excited about his standing that he started race 7 three times. Their fourth place finish virtually took them out of contention for the championship. Grace/Pacheco won race 7 handily, creating a tie with Michos for the lead going into the last race. Race 8 may have been the most exciting of the regatta, as everyone battled in close quarters around the entire course. It came down to the last beat as Grace decided to go left. Michos tacked to cover, giving the right side of the course to Hennon and MacMurray. The right side once again paid, and Team Hennon won the final race. Grace/Pacheco's second place finish meant that they are the 2004 Midwinters Champions!

Everyone who attended agreed that this regatta was well worth the trip, especially now that racing covers three days. Let's put next year's midwinters on our calendars now and get double digit participation next year.

On Saturday, Steve Reynolds stopped by after the races. Steve sailed Jet #427 in the early 1960s on Biscayne Bay at Miami. At the time, over 20 Jets thrived on the bay. Everyone enjoyed Steve's tales and scrapbook of Jet racing 40 years ago

- we especially enjoyed his cooler of beer!

1	717	T. Grace / P. Pacheco
2	1093	C. Hennon / P. Hennon
3	1136	D. Michos / S. Michos
4	1145	C. MacMurray / F. Bajowski
5	962	B. Saunders / R. Bruns



*Light Air - Jet Frost*

**Presidents Message**

I was supposed to write this about the Board of Governors meeting, but a funny thing happened to me Sunday morning, and so my BOG report will have to wait. I woke up, ate breakfast, and went to basketball -- an activity I look forward to in much the same way I look forward to sailing the jet. Good, friendly fun. A new guy arrived, said "I'm Larry" and jacked up a few airballs by way of warming up. Five minutes later, he dropped dead. You are right, of course, that is not funny, except in the sense of funny that is surreal and kind of sad. But it sharpened my focus, to say the least, on the things that really matter to me. My life is good in many ways, and it is so much richer for the fact that I sail jets with my family and friends. As you make your plans for this year's campaign, don't forget how precious is each day on the water, don't lose sight of the small joy of getting just a little better, and do maximize the glory of knocking around in little boats with your extended jet family. And if you catch me whining about the heat, the cold, or a blown roll-tack....

*- The Prez.*

## A New Year! A New Boat?!

Gary & Cathy Mentesana

Now that a new year is here, it is almost inevitable that each of us goes through that annual resolution ritual. Lose weight. Spend more time with the family. Sail more. Beat Brent. All noble resolutions, but did you ever think about an easily attainable one? What about a new boat?

In 1974, my Dad had a few resolutions of his own. Learn how to sail and race in a double-handed dinghy (quite appropriate since he had mastered the Sunflower the previous summer) and provide a lifetime gift to his then 10 year-old son. Jet #941 was bought second hand and christened "Avanti" and both father and son continue racing dinghies to this day. Talk about checking things off your list!

Over the next 28 years, Avanti provided lifelong memories, was passed down to the next generation and even won some coveted hardware. After almost three decades of crewing and skippering Avanti, I don't remember ever seriously considering getting another Jet. Yes, Avanti may have been a bit tired and definitely was not the prettiest boat in the fleet, but it was competitive, at times, had a lot of sentimental value and fit my lifestyle (the bump and grind at the dock just didn't matter).

Then, it happened. After splitting the centerboard trunk on Avanti at the 2002 Irely Memorial, Cathy, my crew and then wife of a couple of weeks, asked about whether we should get a new boat. After congratulating myself on the marital choice, I started to think about it. While I didn't want to be the "guinea pig" with the first boat out of the new builder's mold, there were already two new Jibe Tech Jets on the Chesapeake and they looked spectacular. Andrew Pimental of Jibe Tech was putting out a

beautiful, high quality product and the idea was starting to take shape.

Cathy had already made up her mind. In a new boat, we could spend the time that we devote to the sport actually sailing rather than playing with epoxy and we would have something to show for our long hours at work. However, a new boat would need to be cared for (was I really up for top and bottom covers?) and we would be out of excuses when we didn't do well.

After deliberating for a couple of weeks, we took the plunge and wrote the check. Andrew indicated that #1144, fully rigged, would be ready for us by Nationals! Was it the right decision? Only time would tell.

We picked up 1144 in Rhode Island on the Saturday before the 2002 Nationals. The first sight of 1144 was somewhat of a surreal experience after being accustomed to the look of Avanti, full of spider cracks in the gel coat and holes in the deck. All of the hardware was new and the layout appeared to be well thought out even though there was an obvious Snipe bias. To me, 1144, with the deckless stern, rounded side tanks, and low centerboard trunk, didn't look like a Jet. She looked faster!



Gary Mentesana's Jet #1144

After christening her "Avanti too", the maiden voyage occurred on the Barnegat Bay on the Tuesday before the Nationals. The deck and sheets were slippery. The rigging layout was different and a bit more

complicated. And I now realize that the rig needed to be fine tuned, but I don't recall ever being able to wipe the smile off my face. The little boy in me had a new toy and life was good.

After our first regatta, we realized that Avanti too was light and stiff. She punched through waves and jumped up onto planes. She was a bit more squirrely with the new aluminum board (as evidenced by our broach at the first jibe mark of the first race), but she felt like a rocket ship!

We have now sailed Avanti too a little more than one full season. She has met every challenge with flying colors and we have sailed in some rather heavy weather. We have made only minor changes to a few control lines and love our new found freedom from repairs. While there are no more excuses when we don't do well and we tend to be a bit more careful around the dock, there is no doubt in our minds that the decision to get a new boat was the right one us. I would very much recommend a Jibe Tech Jet to anyone looking for a low hanging resolution.

Have you considered a new boat? Want to take one for a spin? See you on the water,

P.S. As for 941, we are now in search of a loving home to sail and nurture a previously enjoyed Dubdam and get her back on the line where she belongs.



Jet Frost Sailors on a snowy SSA lot

## JetFrost Midseason 2004 Update

*Ted Reshetiloff*

The New Year is now officially upon us. Spring is just around the corner and hopefully everyone is thinking of how to improve their program regardless of class. The Jet Frost winter series has reached it's midseason but the good news is that half the series is still to come, and any SSA member can still qualify if they can find a Jet to sail. To that end, a number of Jet owners have stated their willingness to make their boat available for those interested in the series. Contact Ted Reshetiloff at [tresheti@provbank.com](mailto:tresheti@provbank.com) for more information.

Jet Frost has been an annual winter event at SSA for a number of years now and the series has gone through good times and lean times. 2004 is shaping up to be part of the good times. At the half way point the Jet series is averaging 7 boats and 6 races per regatta. Races are usually held on short windward-leeward courses with a short starting line to maximize the tactical aspects of sailing. There are no fleet dues and the regattas are held every other weekend starting promptly at 1:00 PM, so family life is only minimally disrupted. Jets are self-rescuing, dry suits are strongly encouraged, and PFD's are mandatory. Boater safety is a high priority. Scoring is high point, and the standard SSA Sailing Instructions are in effect, so come on out and try your luck, who knows you might just walk away with some hardware.

### *Results as of 2/13/04 – Top 5 Only*

1	1048	K. Schneider / E. Haneberg
2	1149	T. Reshetiloff / C. Reshetiloff
3	544	M. Parramore / L. Parramore
4	1140	J. McKenna / P. McKenna
5	1143	C. Simonds
6	1081	E. Johnson / C. Cottell

## "Geritol Boat" Takes Regatta

*Dave Michos*

Who says a boat 50 years old can't get up and go?

The Olsen woodie #217 "Catalyst" managed to do so this past weekend in Annapolis. Old-timers, take a hit of that Geritol and think back to the late 50s. Bob Topper (Monmouth Boat Club) owned the boat and revived the local fleets. Well, maybe you have amnesia -- or more appropriately Alzheimer's. You can look it up: page 10 of the 2002 Jet Class Silver Anniversary Year Book. More recently the boat was in various "old age homes." Michael Parramore found it rotting away on Staten Island. Then, the boat hung at Greg Koski's UK Sailmakers loft before moving to the basement of his Cleveland Doyle loft. I remember looking at the boat in its decayed state, wondering what sucker would try to make her float. But there we were, a gallon and a half of epoxy later, at the pin end of the start line of the District III Championship. The gun went off, we scratched our heads for a couple of seconds wondering if she would go. To windward were boats a half century younger. Fast stiff Jibe Techs and Muellers. My wife Sue Michos gave the status report: "You're smokin'!" At the top of the leg, we crossed Gary and Cathy Montesana, tacked to starboard and were the first to the mark. The first leg was no fluke. The boat would win two of the regatta's six races. Not bad for a first showing. The boat had never raced in 2003. She never "tuned up" with anyone. Heck, forget 2003 -- let's say decade's.

So, it was kind of like Mark Spitz making a comeback swimming the Olympics. Competitors must have said, "What's that boat doing out with us?" Privately, as the wind picked up, I hoped all my little engineering and woodworking schemes were sound. Yes, old boats can go. "Catalyst" had all the pep of our Mueller. It might

have even had a little extra pop in some regards. If you're building or looking to strengthen your local fleet, consider the old wood boats. They have long (real LONG) competitive lives and can win regattas.

1	217	D. Michos / S. Michos
2	1144	G. Montesana / C. Montesana
3	544	M. Parramore / L. Parramore
4	1145	C. MacMurray / F. Bajowski
5	1140	J. McKenna / P. McKenna
6	433	K. Mehrof / R. Mehrof
7	1141	B. Putman / M. Greeley
8	1143	C. Simonds
9	1130	R. Sullivan / V. Sullivan
10	530	C. Coscia / F. Coscia
10	1010	T. Porter

## 2003 District 1 Championship

The District 1 championship was again a 3 leg series held at Pine Lake, Spruce Run and Packanack Lake. The Series had a little of everything from little wind to lots of wind and rain and sun.

**Leg 1** - Pine Lake was sailed in Very light wind and light rain. 12 boats showed up despite the poor weather. Dave & Sue Michos made the trip out from OH to sample some small lake sailing. Brent Barbehenn held a mini clinic at lunch that was very informative and interesting. The RC did a great job to get 3 races in with little wind. Doug & Emily Brown had good speed and seemed to find a way to stay in the wind wining all 3 races. Brent Barbehenn and Parker Weston were 2nd and Sean & Kerrie DeFusco finished 3rd.

**Leg 2** - Spruce Run was plagued by poor weather also. 6 boats, all from fleet 51, raced in rain and light wind. Sean & Kerrie DeFusco had excellent speed and dominated the regatta winning the first 4 races and not having to sail the 5th and final race. It was good for them because that's when it really started to pour! When the rain stopped so did the wind. There were several lead changes in the last 5 boat lengths to the finish line but Charlie Engler and Susan Mallows found the wind first; won the last race for the day and took 2nd

overall in the regatta followed by Doug & Emily Brown in 3rd.

With Brent Barbehenn unable to sail in the the last two legs this put team Brown and team DeFusco tied with a 1st & 3rd each. Charlie Engler and Susan Mallows 2nd at Spruce Run put them in the mix too.

**Leg 3** - Packanack Lake had sun and wind! Seven boats showed up to race at one of the most beautiful lakes around. Jim & Elaine Lamb even came up from Virginia with a brand new Jet! Even with good wind from a good direction it was still small lake sailing very tricky and guess your best at times. Doug and Emily Brown won 3 of the 5 races to win the regatta and the District 1 Championship. Sue Clark and Debbie Cumings won race #2 and finished 3rd in the regatta. Charlie Engler and Susan Mallows finished 3<sup>rd</sup> in the District 1 Championship.

Thank you to all the host clubs and everyone who was part of the District 1 Championship series. It's great to get the District 1 fleets out and racing together for small lake sailing at it's best.

1	1011	D. Brown / E. Brown
2	1105	S. DeFusco / K. DeFusco
3	645	S. Clark / D. Cummings
4	823	J. Lamb / E. Lamb
5	458	C. Adams / E. Minotti
6	1129	C. Engler / S. Mallows
7	1110	B. Dette / K. Findura

**FLEET REPORTS**

Fleet 51 - Hunterdon Sailing Club  
*Charlie Engler*

2004 should be a very interesting and ambitious year of growth and development for Fleet 51 at Spruce Run Reservoir. Here's why.....  
For the first time in recorded history, Spruce Run Reservoir has remained full during the Dry Season.

We now have the protection of recent NJ State legislation mandating that the water level be dropped no more than 8 feet during the Memorial Day

to Labor Day season. In March, The Hunterdon Sailing Club will celebrate their FORTIETH anniversary. The Jet 14 Fleet was one of the 3 founding fleets at HSC, with Bill Werner, the first Commodore sailing 355. We are planning on hosting the SILVER CHEVRON regatta in June.

We have 5 or 6 Jet owners busy restoring and upgrading Jets with their initial launching planned for this spring. We now have a Fleet boat, 1005, thanks to the generosity of Frank Fitzgerald. We will be working hard at reactivating another 5 or 6 Jet owners who have had their idle Jets hanging in their garages for years while they raised a family, etc.

699 has come to join with us! We have 2 Jets ready for immediate sale to prospective Jet owners. We will have an active CREW LIST under the direction of Anita DeMatteo, so that skippers and crews can be easily matched up, removing the oft-heard complaint of "I can't find a crew". As Co-Captains, Sean DeFusco and I will be sparing no effort to build our Sunday club races to the reach the "critical mass" number of boats on the line, where the fun of Jet racing multiplies rapidly and attracts even more.

Fleet 4 – Mansfield OH

*Karen Hugon with contributions by Marion Zaugg*

We helped Dave Michos with the booth at the Cleveland Boat Show held mid January. Greg Koski's new Jibe Tech was there along with Dave and Sue's rebuilt wood boat. Attendance was pretty good at this event, with a stronger presence of sailboats than previous shows.

We are planning club and fleet building events for the upcoming season. We have several prospects as new members and Jet owners, looking for boats. One of our prospective members may be getting a woodie from the east coast. Two Openhouses, free rides in a Jet, Sailing lessons, Guest days, Group

tuning early to mention names and numbers at this point. Stay tuned.



*K. Mehroff frostbiting in breeze*

Fleet 60 – Cleveland OH

*Dave Michos*

The snow is blowing in Cleveland and the wind chill is below zero but that has not stopped Fleet 60 from planning their upcoming sailing Season and the 2004 Jet Nationals at Edgewater Yacht Club. This year the EYC Jet 14 fleet will combine racing on Thursday nights with the neighboring Whiskey Island Snipe Fleet. Racing is set to begin in early May and continue throughout the summer. 2004 is an exciting summer in Cleveland, as the Snipes will host their North Americans at Mentor Harbor Yacht Club in August. The 2004 Cleveland Boat Show, January 16-25, 2004 had lots of sailboats on display including two Jet 14's, Dave & Sue Michos' restored woodie, #217 and Greg & Ann Koski's new Jibe-Tech, #1147. Both boats attracted much attention in comparing fifty years of Jet 14 evolution and were front and center in the one-design display. Both Ohio fleets, #4 Mohican with Marion, Carol, Mike and friends, #60 Cleveland with Dave, Sue, Cliff, Rich, Mike, John G., and John Y. hosted the display. Jet pictures were displayed on a large TV screen for all to see courtesy of our fine EYC Ensign Fleet. It is really cool to see little kids get excited and bring their parents over to see the "little boats" and what is even better is when they ask where do you sail those!!! Watch the Jet website and Jet Blasts for upcoming 2004 Jet Nationals information. Many great

parties, the BLENDER with Bill Buckles at the switch, a silent auction, a top-notch Race Committee and a nationally recognized PRO who used to sail jets will be some of the happenings.



*New members John Gemperline & son &  
Jet # 665*

### **Chevrons & What they Stand For** *Howie Ungemach*

As you probably know chevrons are used by many organizations (particularly in the military and law enforcement) to indicate rank or to recognize achievement. Our use of chevrons is called out in Article XIII -Honor Awards, in the By - Laws of the Jet 14 Class Association. This is not something that was recently adopted by the Class. In fact, I suspect that it goes back to when the Class was born. We have been Jet sailors' since 1962, and I have no recollection of changes to Article XIII. The number of chevrons (1) through (3) placed on the mainsail indicates the finishing position of a boat in a given regatta or championship. The color of the chevron/s indicates a specific regatta or championship. Gold is for the National Championship, Silver for the National Open Regatta (now called the Silver Chevron), blue for the Atlantic Coast Championship, red for the District Championship, and black for a Fleet Championship. Just a word about the National Open Regatta; Up until the late '70's, those attending the National Championship were separated into two groups through a series of elimination races. One group would compete for the National Championship, and the other

for the National Open. The two groups would race on the same course with a time interval between starts, and be scored in their respective groups. This procedure basically served the purpose of evening out the competition and to give all a better opportunity to earn a trophy. There was a National Open Trophy (Bowl), which is now used for the Silver Chevron. When attendance started to drop off at the National Championship, and I suspect to reduce trophy cost, the National Open Regatta, as such, was eliminated. I hope the above helps shed some light on where the chevrons come from. If you want to know more contact me.

### **Happ'inin' Fleets Don't Just Happen**

*Note: This was written by a Laser sailor for a Laser fleet, but the same ideas can be applied by Jet 14 sailors to their fleet.*

If you want to play in a more active fleet next summer, now is the time to get the ball rolling. We have some truly successful Laser (Jet 14) fleets and believe it or not, they all have a lot in common. They may have weekly frostbite races in the winter, or race in the summer on that special weeknight, but all the fleets that stay together must make sure a lot of the same things happen regularly. A large number of these "gotta get somebody to do that" responsibilities that make successful fleets are listed here. Many more are left out. We'd like to hear about some of the special things your fleet does so we can help nurture our most valuable asset: the local fleet. So, here's what you can do all by yourself, starting today, to make sure you have a bunch of Lasers (Jet 14's) on the line for your next series: Host a fleet Christmas party and ask everybody to bring something, have a boat work party, find out what kind of group discount you can get on new boats, road trip to Midwinters, take a friend sailing, offer help to someone on the water, spend an entire weekend afternoon practicing your

tacks and gybes, put new carpet on your trailer, carry your gear through the clubhouse wearing a huge grin on your face, **always have an article in the club newsletter**, hang a half model in the clubhouse, man the phones as a fleet for the public TV fund-raiser, give somebody a set of sail numbers, build a multi-boat trailer, put invitations to join your club in the personnel offices of the major employers in your community, put perpetual trophies in your clubhouse, do race committee duty, print a fleet bumper sticker, put puppies in your cockpit while you work on your boat, sit at the sign up desk for a regatta, help in the kitchen for a regatta, get your fleet on TV, do committee duty for some other fleet to avail your fleet some reciprocity, bring a cooler of beer and soft drinks to the rigging area and give it all away, set up a fleet boat at the boat show, offer a kid a ride to the lake, call or fax results to your local newspapers, invent a cool fleet name, send Laser (Jet 14) Christmas and birthday cards, supervise beginners so that they have fun, challenge another fleet to a contest, any contest, sailing or not, set up a fleet ski trip, send a group photo to the Laser Sailor (Jet Blasts), maintain a For Sale list, ask keelboat sailors how much their new sail cost them, clean and polish your boat in as public a manner as possible, take a disposable waterproof camera sailing and leave the developed photos in the clubhouse labeled "take one," video the fleet for a day, get a Laser (Jet 14) tattoo, create a fleet scrapbook and leave it in your clubhouse, conduct a rules seminar, publish a fleet newsletter, loan out your boat when you do committee duty, target the parents of the kids who sail in the fleet with endless sales pitches, post the scores in a conspicuous place, give out a lot of silly but useful trophies, encourage a boat owner to polish his entire team's skills on five Lasers (Jet 14s), sail backwards - if you usually win, start late and coach the others as you pass them, call the new guy by name, ride on the wake of a keelboat, give

somebody else a new line for his Laser (Jet 14), get everybody to join the ILCA (National Class) so they will get this great newsletter and be on our mailing list, invite the juniors out to sail, set up an e-mail list and remind everybody to come out every week, show off on windy days, invite others to join you whenever you go sail, buy a new sail, express personal disappointment every time a sailor misses an event, buy your dad a new Laser (Jet 14) part for his birthday, and finally tell the truth - tell everybody how much fun it is to go out and sail all over the place on a Laser (Jet 14).

## Vangs, Travellers & Outhauls

*Ted Reshetiloff*

The ability to control the jet in a moderate breeze can make or break your regatta. How is it that light people like Brent Barbehenn are able to keep their boat flat in breeze? The key is in depowering your sail plan. Depowering can be done through a few different means and each one helps achieve a different objective. There are basically 2 approaches to depowering that I like to refer to as static and dynamic. Knowing which to use, when, and how much is crucial. First lets talk about the static settings. These are changes you make when you are rigging the boat and anticipate stiff breeze. These settings can not easily be changed once on the water so some thought should go into them before you leave the dock. Pre-bend is the first one and is best measured by holding the end of the main halyard at the gooseneck and measuring the max deflection of the mast from the halyard when pulled tight. If it is going to be really windy I will place all of the blocks I can behind the mast to achieve around 2" or more of pre-bend. The next tool is static rig tension. For heavy air I will put on about 180-200lbs of rig tension via the forestay. Double check the rake measurement and verify that it is not too far out of whack; I like to stay around 20' 9" to 10". This level of pre-bend will

flatten out the middle of the main and depower the boat making it easier to keep it flat by hiking hard. The rig tension will help to keep your leading edge of the jib from sagging too much in the puffs. Too much pre-bend will rob you of power you may need if the conditions are choppy or the breeze drops so think carefully about the conditions you anticipate. On the water it is easy to move the blocks but realize that if you start with rig tension of 200 lbs and then pull blocks from behind and place them in front of the mast in the hope of powering up your rig you will send the tension numbers higher. Another approach is to have a very wide margin of tension adjustment through the jib halyard. Now lets move on to the dynamic adjustments you can make once on the water. Outhaul has a similar effect to pre-bend in that it flattens the lower portion of the main, it also moves the draft forward, further depowering. I like an outhaul with 4:1 purchase as it makes it easy to adjust in breeze. Remember to ease the outhaul once you round the top mark to keep the main powered up on the run. The most frequently used tool for me while sailing in breeze is the vang. I like a vang that has at least 8:10 preferring a 12:1 or even 16:1 purchase. This makes adjustments in stiff breeze easier. The vang when really poured on can depower the rig tremendously. Because it depowers so much be careful if you are sailing in a lot of chop as you may need the power to get over the waves. Perhaps the most important thing to remember about the vang is to ease it when you bear off at the top mark. Many booms and masts have been broken in Jet 14s by not adhering to this rule. I like to play the vang while beating to weather putting it on in some of the big puffs and easing it in the lulls, when I get slammed by waves, or if I have to duck someone. The mainsheet needs to be played constantly in these conditions and the only time I cleat it is to move the vang. Cunningham is another tool like the outhaul that moves the draft forward and helps depower,

remember to ease it as well when you round the top mark. One of the first controls I grab when the breeze starts to build is the outhaul. This I have rigged with a 4:1 purchase, which may be overkill but is easy to operate. The last tool I'll talk about is the traveler. There are several ways to rig one on the Jet depending mostly on the type of Jet you have. Those with decks on the transom will have to rig differently than those with open transoms like the Mueller or Jibe Tech. The traveler is the last resort when it comes to depowering. When you have all the pre-bend you can safely get, the vang is on all the way, the cunningham and outhaul are tight and you still can't keep the boat down, only then is it time to start using a little traveler. Easing the traveler will spill a lot of power out of the main and enable you to keep the boat flat but it comes with a price, namely speed. When using the traveler start out with very small bits and only ease until you can keep the boat under control. Remember to take in the traveler if the breeze lets up. I have put down in a spreadsheet all of the hardware needed to rig a bare hull with full controls and list the purchase on each system. If anyone has questions shoot me an e-mail.

### Next Issue

- Jet Frost Wrap Up
- Fleet Reports
- Fleet Captains Tool Box
- Spring Regatta Coverage
- New Class Brochure

### Miscellaneous

- Visit [www.jet14.com](http://www.jet14.com) soon for updated Spec Changes, Chief Measurer's Rulings & Class By-Laws & Constitution.

### Last Minute News

- Pretty quiet at Packanack right now. Our holiday/ awards dinner was enjoyed by all. John Henderson took home the Jet 14 championship this year. The lake has been lowered for structural work on the club house, but we hope to be sailing the beginning of June. - Sue Clark - Fleet 35 - Packanack Lake



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