

He-Man No Match for Mo-Ran at Halloween



We had a lot of fun in our Jet-14's Oct 8-9. The sun was out, the winds blew, we ate more than we likely needed to and spirits were high, on and off the water. Really the only down side was the slight guilt we felt for those who have come to our regatta year after year, hoping for just these kinds of conditions, only to miss this year.

Saturday was nearly cloudless with winds in the morning on the back side of a cold front easily gusting into the mid 20's. But by race time they had eased just a bit, backing down on occasion to around 10 knots. But then it would crank up with gusts at or above 20 knots. Enough for a fair share of break downs and a capsize. But being fall instead of spring the water was not terribly cold and it was just a beautiful day.

Dave and Sue Michos reveled in these conditions and likely would have won every race had they not been continuously pinching each other, wondering if they were really at Mohican or some parallel universe. It was in fact Nate Ireland and

Ben Stock that ended the day at the top of the leader board, fending off a late day charge from Ian Moran and P.J. Blonski. Just one point back, Bridget Ireland and George Auer. These four boats traded the lead all around the course every race the whole race. Just plain fun.

Always nipping at their heels and challenging for a spot at the front was Dick and Bryan Parker in #1159, and Chuck Connors and Craig Kvale, back in #530 after a three year hiatus for a severe

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back ailment. In a solid third going up the second beat in heavy air Connors and Kvale were showing no signs of rust when the jib halyard/rig tension blew up. Barb Joudrey with heavy air crewing ace Sue Haliway on board in a similar gust had the spinnaker pole blow apart in a gybe. Young Nick Maude with dad Jonathan crewing was unfazed by the challenging conditions, sailing smoothly and in complete control...."most of the time", Jonathan.

After four races, the length of the lake it was in for dinner. The number one complaint, the steaks were too big. It was almost as if Brent Barbehenn had been able to join us again this year after all. Like the year he complained that the water in the clubhouse was"so hard it was not wet enough to shower in"..... In honor of the sadly absent Class President Seth Parker, Tom Grace donned a costume covered with spiders. We had a great evening sharing stories and eating.

Sunday He-Man. Ian Moran and Nick Maude, the two youngest at the counter, on their third trip to the grill remarked, compared to this, Denny's Grand Slam is a joke.

Back out for three more races in, yes it must be said, more Mohican like squirrely winds. It didn't matter, Ian and P.J. had found their groove and sailed off with the series. Tom Grace and Paula Pacheco found it all much more to their liking and rattled off three fifths. Cara Brown, back in a Jet after more than a year away, crewing for me, settled in and sailed extremely well posting a second and first in the final races.

Rounding out the fleet was Ernie Michaud and Ann Roessner - not unusual for Ernie, seemed to win the prize for having the best time at the regatta. Also returning from last year was Kevin Milligan and David Sugarman, a wonderful new addition to the Jet Fleet. And the winners of the "B" Fleet, Stewart FitzGibbon with new to sailing and Mohican Mark Gustafson crewing.

Thank you to Mike and Mary Fulton, they ran our races and the kitchen along with Stewart and Heather FitzGibbon and Tom Wills. Many club and fleet members prepared dishes to share and set up and cleaned up the club house for our Jet-14 Class guests.

Have a great off season, Marion Zaugg #444

Sail	Skipper/Crew		Race							Total
			1	2	3	4	5	6	7	
1126	Ian Moran	PJ Blonski	5	3	1	1	1	1	2	14
698	Nate Ireland	Ben Stock	3	1	2	2	2	4	6	20
444	Marion Zaugg	Cara Brown	1	7	4	3	3	2	1	21
1147	Bridget Ireland	George Auer	4	4	3	4	4	6	4	29
1157	Dave Michos	Sue Michos	2	2	5	5	7	3	8	32
1159	Dick Parker	Bryan Parker	7	5	6	6	11	7	3	45
717	Tom Grace	Paula Pacheco	8	10	8	DNF	5	5	5	54

** See www.jet14.com for full results

Southern Comfort Classic Returns April 29-30

The 6th Southern Comfort Classic will kick off the 2017 Jet-14 regatta circuit this April on the monstrous 300-acre Lake Julian near Asheville, NC. Fleet 65 is expecting a nice turnout for this one, as several travelers make this trip each year. Brent Barbehenn and local crew Lee Sokol are the defending champions. As usual, the festivities will kick off on Friday evening with a darts tournament and local beers. Hushpuppies and hot dogs can also be expected fare over the weekend. Contact Chris Hennon (828-779-9088)



Know Your Mainsail For Optimal Performance

I've read the Jet 14 tuning guide many times, it's a wonderful and resourceful guide. I say guide, because there are many variables that need to be taken into consideration when tuning your boat. Let's focus on sails for a moment. All sails must fit the dimensions set forth by the Jet 14 class and must be measured at the Nationals to ensure a strict one design rule. But that does not mean that all sails are created equal. I took my Jet set it up with 180 pounds of tension and $\frac{3}{4}$ " mast band. I then took a UK made sail and followed by a North made sail. The photos showing the differences are pretty incredible.

The photo below is a North sail, I measured the luff curve by pulling the luff tight and then pulling on the clew. The luff curve measured at 6" to right behind the bolt rope.



Compare the North sail to the UK sail below, pulled and stretched in the exact same manner. Its luff curve is 5.5 "



Of course we don't race Jets on the ground. Let's put the sails up on a DM-1 mast with $\frac{3}{4}$ " prebend and see what they look like:



Notice the draft position here to the left for the North sail is back beyond 50% and the depth of the camber is about 25%. This sail needs to be flattened for most sailing conditions. Increase the prebend on the mast and get some vang on to flatten the sail.



Same rig with the UK sail, draft is a bit more forward and not quite as deep at only about 17%

How can two sails that measure to the same rule have such a difference? The sailmaker adds broad seaming to the panels to increase the depth in a sail. In the old days a sailmaker might take into account where that sail would be sailed. Like at our lake (Asheville) we have no chop to speak of so we don't need a sail so deep to power through the waves. Also, my crew and I sail at about 260 lbs. combined weight, so we can't use all that depth. That being said, we can increase the depth of the UK sail by straightening the rig. And likewise the North sail can be made flatter by increasing the prebend or sailing with more vang.

So why is all this so important? Because, although the tuning guide is only a guide, not the bible on how to. Factors of your sail shape, crew weight, where you sail, and the kind of water on

which you sail all need to be taken into consideration when setting up for the day. I hope this helps, enjoy!

Connie Berchem, Blue Ridge Sailmakers, Jet #1128

President's Corner

To my Jet 14 friends,

I would like to thank Chris Hennon for getting the Jet Blast up and running again. This is an excellent publication that keeps all Jet 14 members connected. Please help Chris by contributing with your own Jet 14 related news. The more material we are able to send Chris, the greater success this publication will have.

In addition, I would also like to encourage members to contact myself or other board members with any ideas that could contribute to the class's success. If there is anything you feel we can do as a class to get more people involved, please share any thoughts. Feel free to email me at setheparker@gmail.com or find the contact info for your fleet and district representatives on the class site. The off season is a great time for discussion and involvement, even if it cannot be on the water.

Happy New Year to all,

Seth



Labor of Love – Restoring Jet-14 #444 (Part I)

I get it. I truly do. Some would rather spend a day watching campaign ads than spend even an hour repairing their boat. For them fiberglass is very nearly heaven sent. Clean the dead leaves out of the cockpit (or not) and we are ready for another sailing season.

The following articles are not directed at these folks for the most part. Many, however, at some point, manage to put a good enough ding or even hole in their boat that repair becomes necessity. While the restoration of #444 entailed types of repair and replacement that may never be considered by you, the process is the same or similar, just on a smaller scale, for just about anything we see on wood or fiberglass hulls. So you should feel free to skip whatever doesn't seem to apply and go straight to what does.

Having a barn for the past 25 years or so seemed to be some kind of magnet for Jet's that were in search of a home or otherwise on their way to the burn pile. So I have or have had a fair number of them. Also, one of my earliest memories is of my dad building a wood Jet-14 from a kit. So, unlike the crowd that opt for the bare minimum of boat preparation or repair, I always found that building and repairing was just as much a part of sailing as is the racing.

Anyway, the pile of hulls was getting fairly formidable, and facing the reflection of my bald head above the sink each morning, it was clear we were already past the point of being able to get to even half of them. #444 was on top and I liked the number. And it was rough even from yards away which would likely deter anyone with any sense at all from giving it serious consideration for a project.

The first photo (above) shows how I found her, just after carrying her into the shop. I had already decided to restore her so I did not make much of an inventory of needed repairs. Just put my head down and start at the bottom. Fix the keel and trunk and work our way up. A year and a half later I was just getting back to where I thought I was starting on the first day. So, a thorough inspection and assessment of what is required to



get where you want to end up is likely time well spent.

The good thing about a full refinish or restoration is that you do not have to worry about blending in the repair with the part that you are not repairing. It is all going to get painted so make your repairs structurally sound, matching the original shape or profiles and smooth things up ready for painting at the end.

I removed the trunk and repaired the area around the slot, ready for the new trunk. Turned out the transom was also cracked so out it came. I rigged a centerline string from almost the very start and continually reinstalled one. This is an important baseline. No boat is perfectly symmetrical, that is the keel may or may not be installed in the center of the hull and so on for the rest of the hull. You need a common point to measure from to get it reasonably close. And when you are doing the structural rebuilding and repair, that is the time to get this where you want it.

The keel had what appeared to be about three or four ineffective attempts at repair. Once I got her cut open it was clear she had not been put together correctly from the get go. The stem to keel joint had never been tight or sound. Poor #444 may have had a short sailing life, likely leaking from day one. Perhaps that is why previous owner may have gotten frustrated and gave up on repairing and storing her properly.

To keep the hull shape stable I made the keel repair from the outside of the hull first and then one cutting down to the solid material of the



outside repair from the inside. Basically I made one half of the repair at a time.

The sheer was next. I repaired one isolated area at a time and when necessary filled in between repairs, frequently removing some of the previous repair to have a sound opening into which I could place the next patch. This made maintaining the hull shape much easier than cutting away three or four feet of the edge of the hull at once.



At this point I nearly always installed temporary cross members (above) to hold the hull in the specified beam dimension. I had also by this time discovered that the hull had a twist and so I

continually braced it to remove it so that each successive repair would not build the twist into the hull further.

The new centerboard trunk sides were finger joined out of Teak at the bottom, something tuff with some serious rot resistance if somehow water did get in there, and Redwood. The Redwood for its weather resistance and light weight. As an aside, it pains me to use these relatively scarce materials even in such small quantities. This application, however, is nearly ideal for the properties of the wood and should still be enjoyed hopefully fifty years from now. Unfortunately, an old growth Cedar or Redwood stand is 800–2000 years old. Nobody.....nobody has, let alone is working, an 800 year business plan.

I coated the inside with a couple layers of fiberglass to protect the soft Redwood from the abuse of the steel board, coated that with epoxy mixed with graphite powder (below) to minimize friction and wear. Here's what it looks like:



The new transom went in to begin stabilizing the hull shape. The transom was layed up in layers to reduce possible cracking and also allowed me to inset a layer of ash where the gudgeons would go. I wanted something harder than the Cedar the transom is made of at those spots to prevent crushing when I tighten the gudgeon bolts.

I could now install the new trunk. I took a fair amount of time fitting it and getting it in the boat straight and plum. With the transom, centerboard trunk installed and the keel repaired I had a stable point from which to fabricate and install the tanks and deck framing.



Above: The keel is ready to go in.



Above: The keel is installed!

(To be continued) Marion Zaugg

Jet-14 Class Online

Website: <http://www.jet14.com>

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Membership: <https://www.jet14.com/membership>

Email: https://groups.google.com/forum/#!forum/jet14_national

He-Man Time Capsule

Here's what 30 years of He-Man Breakfasts can do to a man. Thank you Tom Grace!



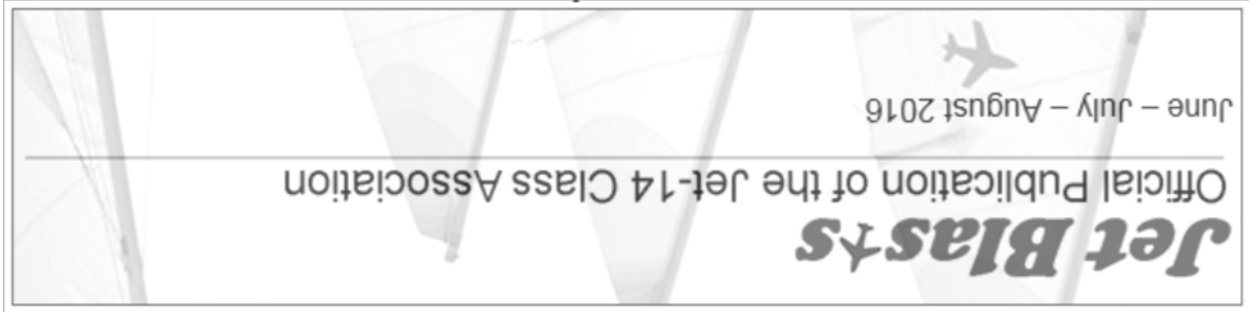
Marion Zaugg, circa 1980 something



Marion Zaugg, 2016

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