

# Jet Blast<sup>✈</sup>

Official Publication of the Jet-14 Class Association

October - November - December 2018

## Building Your Local Fleet: Be Inclusive!



*Above: Asheville Sailing Club juniors at the 2018 Labor Day Regatta at Lake Norman. (L-R: Caswell Kern, Kevin Trebilcock, Olivia Hennon, Cole Wise).*

US sailing and many local sailing organizations are struggling to keep up membership. I have witnessed over the years fluctuating participation in organizations/regattas, with large swings up and down.

So what are the differences between organizations/regattas that increase participation or membership versus those that are seeing the negative trend? A couple of areas I've noticed is the emphases on the racing format and the focus of youth programs. A lot of

### IN THIS ISSUE

2019 Nationals Announced.....	3
President's Corner.....	4
New Stuff Coming.....	4
Fleet Reports.....	5
Jet-14 History.....	6

individual organizations are strictly running class races that require minimum boat numbers to race and with no Portsmouth rating class. This in



*Above: Caswell Kern shows Asheville Sailing youth that it's very difficult to capsize an Opti.*

itself restricts membership participation and is not inclusive. If there is a youth program, the emphasis tends to focus on the racing rules, rather than fun and teamwork. Learning the rules can overlap naturally.

In the last few years I have seen one regatta grow in five years from 57 boats to 100 boats. I have watched two other regattas that emphasize family participation decrease in numbers.

The one regatta that has grown offered a Portsmouth class for boats that did not meet the minimum number of registrations to qualify as a fleet. Over a three year period, I saw the Wayfarer/Laser/420s classes go from being in the Portsmouth class to a class of their own. In 2018, the Portsmouth class consisted of five RS AEROs (they registered late at the door), and three 505s. I imagine this year there will be two more classes of boats at next year's regatta (2019). Now consider the amount of growth potential of people attending the regatta, learning and the increase in selling regatta trinkets. Where is the down side to this formula?

Now let's consider a regatta that has been experiencing a decrease in overall participation. Organizers set up two separate courses - one for youth and another for adults. Neither the adult nor youth events had a Portsmouth class offered (the adult regatta did have a PHRF class). I have heard a race organizer say to skippers who registered in a class that did not meet the class minimum boats that they will not be racing or scored. Now just think if you spent the money and travel time to show up for a regatta and were told you would not be able to participate? How would you relate that message to fellow skippers who might be considering going or joining a sailing club? Must likely it would be very negative, leading to a loss of potential new skippers/classes of boats making their way to the regatta or joining the organization.

A question was raised at the US Sailing National Leadership 2018 Symposium about whether a sailing club should maintain some sailboats that can be chartered? After the past year, witnessing what has happened in Asheville Sailing Club, the



answer is unequivocally YES. You do not need a big fleet of boats - just enough to meet the goals of teaching sailing and having fun. These beginner boats will energize individuals new to sailing to pursue sailing and purchase a boat of their own. You will therefore at minimum maintain club membership by replacing others who leave – or more likely increase your fleet numbers.

Another idea that we've started at ASC is to introduce more "fun" sail events. One format has everyone start at the same time and sail to a turnaround point (could be a buoy or dock). Put in three intervals so the fastest boats have to turn around and sail back behind the slowest boats until the whole fleet is together. Then let

everyone take off with the quickest boat being last to restart behind the slowest boat. This is a version of the pursuit racing. Everyone starts together and finishes near each other so you can have lot of socializing when you reach the finishing point.

So what can you do? Review your local racing format for inclusivity. Devise a method to energize the youth and have a couple boats available as loaners. Just maybe you will be able to maintain or increase membership / participation at your club. Healthy local fleets make healthy sailing classes.

Leonard Wells

## Nationals Returning to Lake Hopatcong in 2019

Please join us for the Junior, Women's, and National Championship Regattas at Lake Hopatcong Yacht Club in Mt. Arlington, NJ August 7-10, 2019. You don't want to miss this!

LHYC is over 100 years old, and boasts a rich tradition of excellent sailboat racing. Its great facilities, experienced race management personnel, and close proximity to other clubs in the northeast, make it a venue many sailors enjoy visiting each year. Current fleets include E Scows, Stars, Thistles, and A-Cats. LHYC was home to one of the early Jet fleets in the late 1950's and 60's, and hosted the Jet-14 Nationals in 1969 and 2011.

Located in Northern New Jersey, Lake Hopatcong is easily accessible just minutes off I-80. More details to follow shortly on the Class website.



*Jets fly uphill at the 2011 Nationals. View all the pictures from the event at [jet14.smugmug.com](http://jet14.smugmug.com).*

## President's Corner



Hello Jettters,

Well here we are in 2019 and planning a new season. Our calendar should be out some time after end of February, though we know for sure about Nationals (see above) and the Asheville Southern Comfort Classic (May 4-5). Winter is finally starting to look like winter and that brings me to the question as to what to do in the next few months as a sailor. Well certainly we can hope to try ice sailing if a lake nearby would just freeze over well enough. Otherwise, we may have to consider going to boat shows, taking a safety or navigation course, or maybe better yet online or in person racing course. Naturally goals of moving a bit up in your local fleet or even several boats in at the Nationals would be the goal. Certainly the deeper we are in the fleet the easier or more successful that quest can be. I often feel like I do not want to be near a computer at all after a week of work, but then when I do log into something or even try my luck at the search for boating how to's in you-tube or other sail manufacturers website I am pleasantly surprised at how the time ticks by and I have learned something.

Regarding our Fleets and the National Organization, consider taking time to work to meet some each of the next 3-4 months to keep the camaraderie and or interest up. Maybe planning a meeting to watch a video on sailing, photos of past years, repair a boat at some ones garage or set up a boat in the spring of a newer member who needs help tuning that rig and learning the ropes to get into your fleet. We will have new brochures ( upgraded in the last several months ) and if needed some Jet Blast's too we can share for marketing purposes if necessary at events and gatherings as you go to build your programs so feel free to ask your fleet captain, our secretary or myself if you need something to help in that way. We are planning to include the new brochure online too so you may be able to add your groups name and or numbers digitally or the old fashioned way in writing too as you distribute them.

As far as myself in these next few months, I am hoping to learn how to use the GoPro 5 I received for Christmas so that I may have some video to edit this year and share on our media for fun and marketing. For Fleet 60 I will be trying to keep up the communication and encouragement to connect and get out there on the water for our Thursday night races. Our goal is to have regular feedback and updates on the stats so this competition can be something exciting to discuss and cheer each other on. And lastly remember the challenge can be local but when you go to a regatta or Nationals it can be an amazing experience too. Please always feel free to work to include family and or friends in these endeavors as I expect if you borrow or bring along a kayak and fishing poles there is plenty to occupy everyone – just ask.

See you when I see you on the water! Your President, Ernie Michaud (#1136)

### Coming Soon...

- Updated Jet-14 brochures for your club and when you travel
- Swag online store for Jet shirts, etc...
- Asheville Southern Comfort Classic Regatta (May 4-5) – [chrishennon@yahoo.com](mailto:chrishennon@yahoo.com)

## Fleet Reports

### Fleet 4 (Mohican Sailing Club)

Fleet #4 had a good season in 2018. The turn out for our May regatta, the Mohican Chief's was way down to just 8 boats. But the fall Halloween Classic held solid with 15 boats registering. We have 6 active Jet's and a couple that have not made it onto the water in several years.

We have plans to promote the Club, Class and Fleet this coming year by offering rides to guests from a list of individuals that have expressed an interest, whenever the wind and weather are forecast 24 hours in advance to be near perfect, and offering spare boats to guest sailors at our regattas.

Looking forward to seeing our Jet-14 family and friends at Mohican and whenever we can travel to other fleet events.

Marion Zaugg, #444



### Fleet 65 (Carolina)

The biggest story for the past year is the successful organization and execution of the first junior sailing program at Asheville Sailing Club. Eight juniors entered the program in the spring and participated in numerous learn to sail activities nearly every weekend. Two of those juniors attended their first regatta at Lake Norman in the fall, and three juniors regularly crewed in Jets and other boats during ASC club racing. Jetter Connie Berchem provided the vision, helped secure funding, and basically got the show off the ground. Paula Hennon was the driving force behind the weekly activities and was assisted by many club members, including several older juniors that you may have seen on the circuit last year (Olivia Hennon, Caswell Kern, and Kevin Trebilcock to name three).

The Jet-14 board approved a request to acquire Jet #1048 from Virginia to serve as a junior/fleet boat for the club. Jet #1130, "Second Wind", will serve as a second junior/fleet boat. Lenny Wells and Caswell Kern will be racing #433 this year.

The 2018 Nationals at Lake Norman were a big success. Many thanks to all that helped out, but especially to Tom Grace and Paula Pacheco who did by far the most work. It was a great event.

We will have a full schedule of racing in North Carolina this year and urge others to travel south to experience it. There are now about 15 boats actively racing in NC, including 8 at ASC.

Chris Hennon, #483

#### Have a fleet/general update?

Email [jet14webmaster@yahoo.com](mailto:jet14webmaster@yahoo.com) to get your updates into the next JetBlasts. We are also looking for "Member Profiles" to include in future issues.

## A New One Design Class is Born

*(Excerpts from "Jet-14 History", originally published in the Jet-14 Yearbook 1952-2002, produced by Joy Shipman)*

### 1950s

In the fall of 1952, racing skippers on Barnegat Bay, New Jersey were discussing the merits of the various existing one-design racing classes. They did this quite often, and there was a substantial amount of dissatisfaction with the classes which were in common use. They were either too big or too small, too tricky or too slow and most of them were too expensive or not strict enough one-designs.

These skippers, as all groups of racing skippers, did not agree entirely on what the ideal boat should consist of. They did, however, agree on many fundamental desirable features. They wanted the following:

1. Strict one-design in all speed-producing elements.
2. Good performance, both all-around and while planing.
3. Absolute minimum initial cost.
4. Minimum maintenance.
5. Ease of handling and transporting.

Howard V. Siddons, well known Barnegat Bay skipper and boat builder, decided to try to meet their specifications. He did this very successfully in the ingenious combination of the sail plan from the very popular Snipe and the hull lines of the Uffa Fox International-14 Alarm (dating back to 1935). This narrow transom, deep rocker design won three Prince of Wales Cup races. Until Uffa's time there were dinghies that planed



Tom and John Zaugg with John driving his dad's 'Tommy Rot' at Mohican Sailing Club, 1957

on occasion, but there were no true planing dinghies. This design dominated the International-14 Class until 1950. It was from one of these craft that the mold for the first Jet-14 was taken. The hull was readily available in this country and provided a light weight planing design along with the low maintenance found in other classes. The combination of the two basic elements (hull & rig) worked exceptionally well, and Siddons, along with Harry Sindle, created a boat that was well-balanced in appearance and sailing qualities.

In designing the first of these boats, Siddons went to extremes in order to keep the boat simple, inexpensive and easy to build. He decked the boat over for appearance, comfort and safety, although she was generally dry enough not to need decking to shed water. The spars were kept solid, and equipped with sail track for the benefit of the amateur builders. A metal plate centerboard was decided upon, which eliminated expensive lead castings and troublesome centerboard gaskets. Plans,



patterns and instructions were furnished for the do-it-yourself sailors, with the majority of the elements coming from stock size lumber.

Initially, there was no thought of using this boat for juniors. The design was thought "too hot" and not safe enough. But the youngsters themselves didn't believe that. They took such a shine to the design that about 60% of all Barnegat Bay Jets were skippered by sailors under 18. The reasons that they were able to get away with it, even on blustery days, are these:

- The heavy centerboard makes the boat difficult to capsize going to windward with the board down.
- The fairly small sail plan makes it possible for small youngsters to physically handle the boat; the centerboard is easily operated by an uncomplicated rig.
- If the boats are capsized (say while gibing), they will usually float on edge without shipping water and can be righted and sailed away

These features also make the Jet-14 attractive to another group, the husband and wife team. They can handle this boat successfully with a minimum of physical exertion and a maximum of racing enjoyment. There is no need for a crew like a "gorilla," as in some of the large two-man boats.

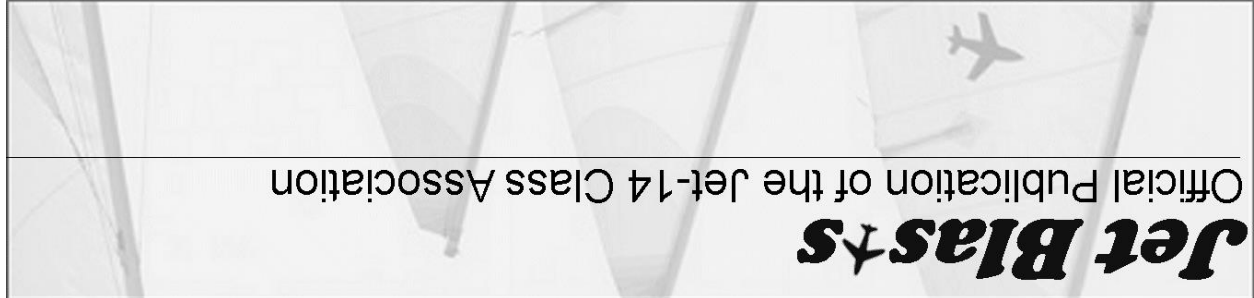
The Class Association was started April 17th, 1955 to run the class business, organize the racing and protect the one-design features of the boat. In 1956, the boat specifications were established. Dues were set up and measurement certificates were prepared and distributed. Copies of the Constitution and By-laws were printed. The class newsletter, "Jet Blasts," was first published and a regatta schedule was drawn up. In September of 1957, the Jet-14 trademark was registered.

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