

Calendar

May 14-15

Spring Series – Annapolis, MD

May 21

Crystal Bowl – West River, MD

May 28

District 1 Championship – Leg 1 –
Pines Lake SC, Wayne NJ

June 4-5

District 2 Championship – Leg 1 –
Mohican SC, Mansfield OH

June 4-5

Parramore Memorial Regatta –
Annapolis MD

June 11-12

Silver Chevron / Irej Memorial
Regatta – West River, MD

June 18-19

District 2 Championship – Leg 2 /
Cleveland Race Week –Cleveland
OH

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**US SAILING's 2004
One-Design Service
Award
Nomination for Mary
and Howland
Ungemach, Wayne NJ**
Dirk Schwenk and others

On behalf of the Jet-14
Class Association I would
like to nominate Mary and
Howland Ungemach for
US SAILING's One-
Design Service Award for
their more than 35 years
of dedicated service to
sailing, to the Jet-14

Class, to Jet-14 Fleet 3, and to Pines Lake Sailing Club in Wayne, New Jersey.

The Jet-14 Class will be celebrating its 50th anniversary as a class association in 2005. The Ungemach's extraordinary dedication, hard work and wise counsel since 1968 have enable our class to maintain our strict one-design standards, to adapt to changing times, as well as new manufacturing processes, and to continue as a highly competitive, very fun, very social, and very family-oriented class. Mary and Howie's tremendous commitment, knowledge, energy and passion as Jet-14 Class Secretary and Treasurer from 1968 to 2004 have enabled us to "easily" survive some very tough times. Their extraordinary organizational skills and years of service to the class, to their local fleet and to Pines Lake Sailing Club have always assured members and competitors of well-attended, well-organized and well-run events and championship regattas. Their service to the class and to class members has always gone beyond the usual and beyond the obvious. Brent Barbehenn, current class champion and class president, remembers how his dad Ed Barbehenn lent Brent his Jet 558 in the 1970s so Brent could "get out on his own." Ed, however, was able to continue sailing and competing because Howie and Mary in turn lent Ed their Jet 458 — not just for the next regatta but for the next several years.

Although recently age — Howie and Mary are now in their late 70s — and ill health have prevented them from competing, Howie and Mary have always "been there" making sure class events run smoothly and everyone has a good time. For the past eight years, Howie has also organized and taught PLSC's adult and youth sailing and racing classes in Lasers and Optis – taking great



Class Officers/Board Members

- President: Brent Barbehenn, Fleet 61; 856-722-1729
- First VP: Sean DeFusco; 401-405-0493
- Second VP: Dave Michos; Fleet 60; 216-261-9922
- Secretary: Joy Shipman; 401-423-1050
- Treasurer: Kerri DeFusco; 401-405-0493
- Chief Measurer: Marion Zaugg; Fleet 4; 419-295-5555
- District I VP: Charlie Engler; Fleet 51; 908-464-5564
- District II VP: Sue Michos Fleet 60; 216-261-9922
- District II VP: Pete McKenna; Fleet 61; 202-778-0258
- District IV VP: David Hansen; Fleet 31; 802-372-3432
- Jet Blast Edit: Ted Reshetiloff ; Fleet 61; 410-267-1652
- WebMaster: Chris Hennon; 786-208-1930
- Member at Lg: Chris McMurray; 703-680-7273

Contacts for Active Fleets

- Fleet 3: Pines Lake SC, Wayne NJ – Jim Ungemach 793-893-5197
- Fleet 4: Mohican SC, Mansfield OH, Carol VanKeuren 419-207-0488
- Fleet 31: Saratoga SC, Ballston Spa, NY Al Tedrow, 518-371-8765
- Fleet 35: Packanack YC, Wayne NJ – Sue Clark 793-838-9358
- Fleet 46: West River SC, Galesville, MD Randy Bruns 410-544-5571
- Fleet 51: Hunterton SC, Clinton NJ – Charlie Engler 908-464-5564
- Fleet 60: Edgewater YC, Cleveland OH Cliff Peshek 440-248-3174
- Fleet 61: Severn Sailing Assn., Annapolis, MD Carl Coscia 202-232-5532
- Fleet 63: Mayfield Yacht Club, Mayfield, NY Dave Japikse 518-475-3550

pleasure watching their six children and their children’s children participate, encouraging others as well as ensuring the continuation of our class, their fleet, their club and the sport.

On behalf of the Jet-14 Class Association, I’m privileged to nominate Mary and Howland Ungemach for US SAILING’s One-Design Service Award for the John F. Gardiner Trophy for 2004.

Comments from class members supporting the Ungemachs’ nomination follow:

“Howie and Mary Ungemach, for 36 years, have been the backbone, the continuity, the history, the spirit and the keepers of the flame for the Jet-14 Class. Class officers come and go, but Howie and Mary, as Class Treasurer and Secretary, took it upon themselves to maintain the integrity, the traditions and the smooth running of our class, giving of themselves unselfishly to that end during those many years. The main point, however, is that Howie and Mary represent everything that is good about sailing and people, and they fully deserve to be recognized by the sailing community, particularly now as they pass the torch on to others for the future.” Charlie Engler, Jet 1129 from Murray Hills NJ • Class President 1990-1992

“Among other attributes, Howie is a firm believer in the one-design principle and while he was not adverse to change within the Jet-14 Class, he wanted to be sure that any changes that were made would not benefit any subgroup of sailors or would disadvantage previous boats. He worked us over many times when ill-advised changes were proposed. I worked intensely with Howie on changes to the boat designs that were considered in the late 1980s. Elimination of the aft deck, changes to thwarts and foredeck shape were debated in detail with him and ultimately we came to a happy consensus.”— Randy Bruns, Jet

1126 from Arnold MD • Class President 1999-2000 and Chief Measurer 1988-1995

“Howie and Mary Ungemach’s support for the class and for one-design sailing has been extraordinary.” — John Boyd, Jet 647 from Shady Side MD • Class President 1989

“Both Howie and Mary always offered the long-range view for assessing policy issues confronting the class. Sometimes to the frustration of some, Howie in particular would take a wait-and-see attitude. If they could not see the long-term benefit for the class as a whole, they were unafraid to resist popular trends. That the class and the sport is better for their involvement is an understatement. It’s easy for me to imagine the Jet-14 Class failing to rebound from some of its darkest hours were it not for Howie and Mary’s energy and passion. We’re forever indebted.”— Marion Zaugg, Jets 180 / 1132 from Lucas OH • Class President 1997-1998 and current Chief Measurer

“I would like to express my support for Mary and Howie Ungemach as well as my thanks. I joined the Jet-14 Class in 1995 and became president in 2002. As a relative newcomer to the class, their knowledge of its history, deep caring for its members, and continuous dedication to its ideals made a great impact on me. The Ungemachs were the first point of contact with our class for non-members, and they had key input on virtually every issue of importance to our members during my entire tenure on our Board of Governors. I would have struggled greatly without Mary’s persistent guidance in matters of class procedure and protocol, and our class would not be where it is today without their joint efforts.” — Dirk Schwenk, Jet 1137 from Annapolis MD • Class President 2002-2004

Editors Note: We are sad to report that US Sailing chose not to award this honor on the Ungemachs



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Starting Line at Chapel Thrill Regatta

Presidents Message

To be included in Dues Mailer – coming soon!

Wonderful Waves

By Brent Barbehenn

The 2004 Jet-14 Nationals was one of the roughest in recent history. By “rough” I mean the water surface was extremely lumpy. It was not the Chesapeake Chop, which is mostly a result of motorboats and larger sailboats, and quite random in size and direction. The Lake Erie waves were created by the northeast wind, and were from the same direction. There was swell (large non-breaking waves generally the same size and frequency) as well as smaller waves on top of the swell. The wave size was 1 to 3 feet, and while this may not seem large, it is big for a Jet-14. Most important was the fact that the waves were much larger than one would expect considering the wind velocity was rarely above 10 knots (except for part of race 6 and race 8 when winds increased to 15 knots).

So what was 698 thinking when we left the breakwater at EYC on the first day, and the boat was going up and down more than forward? First, we didn’t freak out, and did not dwell on

the fact that the boat did not “feel good”. NO boat felt good, we presumed, and whoever got their “slug” to go better relative to the others was all that mattered. Second, we made adjustments to the rig and sails for more power. And third, we used steering technique, weight placement, and boat trim more suitable for waves.

ADJUSTMENTS

To achieve power mode, there are several adjustments one can make. Here’s what 698 did:

- 1) Restricted mast bend (by blocking the front of the mast at the deck) such that we had a maximum of ¾” of prebend (on the water, sail up, headed into wind, no sheet tension).
- 2) Boom vang snugged to take the slack out, so it would not contribute to mast bend.
- 3) Main cunningham off, jib halyard on just enough to keep cloth from sagging between the hanks.
- 4) Jib sheet eased at least 1” (from flat water position).
- 5) Outhaul eased slightly so there was no major crease in the sail along the boom, but also no vertical wrinkles in the sail.
- 6) Main sheet eased such that the leech tell tale at the top batten was streaming most of the time.

STEERING, WEIGHT PLACEMENT, BOAT TRIM

1) Move weight aft such that the crew is about 1’ aft of the shroud, and keep the bodies together. Distance aft may vary from boat to boat depending on the weight distribution between skipper and crew. The goal is to help prevent the bow from digging into the waves.

2) Heel the boat a bit more at times. (Applies to lighter wind only.) (See #4 below.)

3) Steer “up the front and down the back” of the wave. This means heading up slightly when going up the face of the wave, and then bearing off a bit when going down the back. (See #4 below.)

4) Constantly work at it. #2 and #3 above are ideally done together, along with trimming the sails. Here’s the basic procedure: At the bottom of the face of the wave, heel the boat a little (this may not be possible on every wave) to facilitate your heading up into the wind. Trimming the mainsheet slightly may help since it also will facilitate heading up. Now, once at the top of the wave (the bow is over it), flatten the boat (simply leaning back will most likely suffice—do those sit-ups!), bear off and ease the main a bit (only about 3” on a 1 to 1 mainsheet system), all essentially at the same time. Flattening the boat facilitates bearing off.

Get the picture? The time period for each ‘heel, steer up, trim’ or ‘flatten, steer down, ease’ in the Lake Erie conditions were at most 2 seconds, so one really had to go about this as a reaction rather than a thought-out process. Imagine the number of waves each competitor encountered at the regatta. Now if we all did the above on each wave....that’s constant work!

Unfortunately all of us rarely see these conditions, so it is difficult to practice or find out what works. What 698 did on Lake Erie worked well for a narrow range of conditions, i.e. relatively light air and big waves. Remember the ride in after the final race where winds



were in excess of 15 knots and the waves were bigger? If we had sailed in those conditions upwind, forget about heeling or flattening the boat to facilitate steering. You'd be hiked hard all the time trying to keep it flat, and using mainsheet to balance the boat as you attempted to steer around the mountains of water.



Iron Mike Gemperline of EYC & his Dad John

An interview with Junior Jetter Iron Mike Gemperline

by Cliff Peshek

Q: Iron Mike, when did you start sailing?

A: I started sailing when I was 2 months old but the first time I remember was when I was 4 years old. I am 10 now.

Q: How did you get your nickname?

A: It was in sail camp. The girls figured out I was strong so they made me flex. Then they called me "Iron Man" Mike. Then it just became Iron Mike.

Q: What do you like about sailing the Jet-14?

A: Well, it is frustrating sometimes like when the main halyard slips and you have to fix it - well, you know, stuff happens. But I like it because you don't have to move around so much, you can sit in one place and reach everything. I like to drive because you don't have to do so much work. Your parents can be right in the boat with you, or you can sail with your friend. In an Opti you can't sail with your parents. A Jet-14 doesn't have a trapeze. That means you can

drive because odds are your dad wouldn't do trapeze.

Q: I know your dad, I think you are right about that. You like sailing with your dad?

A: If I wasn't sailing with my dad, he'd probably be working - it's the main thing we do together in the summer. Now my Grandpa wants to sail with me in the Jet too. He (Bob Gemperline) is 83.

Q: What was the most fun last year?

A: The Jet Nationals. There were lots of boats and lots of action. It was harder to find a spot on the line, and a lot more boat traffic. Dad and I switched driving about every other race. It was hard, like trying to find a hole closer to the favored end to start in and then making sure no one took our hole.

Q: How old should you be to sail a Jet-14?

A: You should be about 8 or 9 because there is a lot of stuff going on, a lot of lines. If you are really good, you can start at 8. If you start at 9 you will be really ready by the time you are 10. It takes about a year to get used to the boat. You have to learn about the spinnaker: how to set it, jibe it and take it down.

Q: Tell me about Junior Nationals, wasn't it blowing about 20 kts?

A: We were absolutely flying downwind because we were so light. I sailed with Hunter Ferris. Hunter had some heavy air experience in 420s at the Junior Orange Bowl in Florida. We wanted to put the spinnaker up but they said "no spinnakers". I learned to put the board up a little to get rid of so much weather helm in heavy air.

Q: How do you like your restored wooden boat?

A: One of the best times was when we first got the new boat in the water. We fixed all the rotten wood. Dave Michos was coming over a lot and we sanded and cut all the bad wood out. Finally, at 9:25 PM Friday night, we launched the boat and sailed in the basin. It

really felt great. After all the work it finally paid off and the boat actually sailed! It looked real nice. It wasn't hard to steer and we didn't have too much weather helm. But when Dad and Dave took the boat out on that really heavy day... I felt pretty bad when dad brought the boat home, broken. We took the boat over to Dave's and he was able to put it together in time to sail at Mansfield.

Q: What are your sailing goals for next year?

A: Keep the boat in one piece. Also, work on spinnaker trim and get Dad to buy new sails and work on boat speed. I'll stick with the Opti for Junior Race Team until I get a little bigger and sail the Jet with my dad.

Q: How has it been, sailing in the Jet-14 Class?

A: We all know each other and we don't get in fights on the racecourse. Brent (Barberhenn), who won Nationals, was telling us race tactics, how to get good starts, how to make the boat go fast and how to round marks. He spent a lot of time talking with us at Nationals. Everybody helps each other and is real friendly.

Note: Mike is a member of the EYC's Junior Race Team races Jet 665 with his dad, John. Cliff is fleet captain of EYC's Jet Fleet 60 and races Jets 1131 and 826 ---interview from the February 2005 issue of Edgewater's newsletter "Mast & Motor"

What Are Your Strengths and Weaknesses?

Charlie Smith

What do a J/105, Beneteau 36.7, J/35, Tartan Ten, Shields, Interlake, and Jet 14 have in common? Well at first look, not a lot. However; in December 2004 owners of each of these boats entered the Sailing World "Win Free Coaching Next Season" contest. To enter, all that was required was to list goals for next year, strengths, weaknesses, and how a coach can help your team. The contest winner would

receive two days of on-the-water training from Olympic coach and America's Cup sailor Tony Rey, and be the subject of upcoming Sailing World articles tracking their progress.

As new Jet 14 owners Joanna and I entered the contest with a long list of weaknesses, among them roll tacking, effective mark rounding, efficient spinnaker handling, changing gears, and rig tuning. And as our major strength, a real desire to figure out how to sail this dinghy we've gotten involved with. Much to our surprise, we learned in February that from the fifty entries received; along with the boats listed above, we were selected as finalists! With visions of unlocking the key to success on the racecourse and some national publicity for the Jet 14 class, Fleet 51, and Hunterdon Sailing Club, we anxiously awaited the final selection.

Alas, it was not to be. We lost out to the Tartan Ten, but just the exercise of thinking about strengths and weaknesses has helped us to set priorities and focus on the upcoming season.

I would encourage everyone to go through the exercise of listing areas for improvement. Include both "hardware" and "software" in the list. If your sheets aren't running freely, figure out why and replace the blocks, sheets or both. If you lose boats every time you tack, have somebody watch you on the water and then plan some training time to incorporate their suggestions. Speak with the race committee before they leave the shore and ask them to keep an eye on you during the race. They're in a perfect position to make observations of your performance relative to other boats on the racecourse and perhaps to provide video coverage for analysis.

Once you have your personal list in hand, determine where you can make the biggest gains and get to work on it. A picture is worth a thousand words, so get some digital pictures taken on the water and then get together on

shore with your fleet frontrunners and talk about what you see. The folks at the top of your fleet are your best resource.



New members Jonathan Histed & Evan Barlow with Paul Joudrey and Dave Michos

Chapel Thrill Regatta Nov 13-14, 2004

Dave Michos

The Chapel Thrill Regatta lived up to its name, November 13-14, at Lake Jordan, North Carolina. Local Jetters Barry and Suzanne Saunders and members of the Carolina Sailing Club hosted a great regatta. Though they insist they are just a "trailer" or "gypsy" club, they put on one hell of a show. They had great lunches, a fantastic Saturday night party and superb race committee work. Eleven Jets showed up for this third regatta of the year in the new North Carolina Circuit of Jet sailing.

The Thrill part of the regatta began Saturday morning as the fleet showed up to rig and launch their boats. The temperature was a chilly 50 degrees and it was blowing a solid twenty knots. The start of racing was delayed for a while. Many of us were not very eager to capsize and freeze our butts off -- perhaps without even leaving the dock. Eventually four or five boats got out to the start line and managed to not take a day-ending capsize. The remainder came out after the winds died a bit (a small bit).

A few boats flew spinnakers; a few skippers went swimming; but mostly everyone had a great time once they were out there and racing. The race committee managed to get off three races. At the end of the day Chris

MacMurray and his local crew were on top, followed by Bill Buckles/Matt Ayers and Jim/Elaine Lamb. The day's thrills and chills only added to the lively conversation at Barry's party that evening.

The wind was supposed to die Sunday and the temperatures were supposed to get a little warmer. Not quite what most of us signed on for when we came down for the regatta but at least an improvement. Neither improved much but this time the fleet was much braver about getting out on the water. Also, a few of us had been scored "DNS" on Saturday and had some ground to make up.

Sunday's two races were windward leewards with Marion Zaugg and crew Carol Van Kueren winning both, making up a lot of ground to get toward the top of the standings. By the end of the day, there might have been only one capsize. Almost everyone was able to fly a spinnaker. Bill Buckles managed to win the regatta followed by a three-way tie for second place. Marion managed to win the tiebreaker, followed by the Michoses and the Lambs.

The regatta was also the second half of the South Atlantic Yacht Racing Association's Jet 14 Championship. It was the first time in decades SAYRA had such an award for Jets. Dave and Sue Michos won the tiebreaker to win the championship with Marion and Carol in second place.

It's fantastic to see the great racing North Carolina has put together. The Saunders, Tom Grace and Paula Pacheco deserve a lot of credit for putting together the Spring Thaw in April and this past regatta so that the class is promoted down south. The venues of Lake Norman and Lake Jordan are similar: decent size lakes, nice facilities and usually warmer temperatures. What's more, neither of the regattas are during other districts' "busy" seasons.

I hope to see even more boats next year for the new North Carolina Circuit.

FLEET REPORTS

Fleet 51It was a very good year!

Charlie Engler 1129

Thanks to 3 new full-time boats the HSC fleet showed a 54% increase in series qualifiers for the year. We welcomed Kaitlyn and Bob Orr in 1045, Rick Rainey and sons in 699 and Charlie and Joanna Smith in 1015 (who will be sailing 1151 in 2005 and are our new Asst Fleet Cpts.).

In addition, several other Jets are under reconstruction and should be ready for the 2005 season...including 199 (Leslie), 756 (Scherrer), 875 (Liebel).

Plus, this fall, we re-welcomed 1107 now owned by Elliot and Caleb Zimmerman and 1015 which will be sailed by Jianming and Benjamin Maio.

And then there are other area Jets still hanging in the garage or on leave of absence, but that's another story.

In 2003 we averaged 3-4 on the starting line and 6-8 in 2004, thus reaching our short-term critical-mass goal. In 2005, we hope to reach 10+ on the line for Sunday club races, which, of course, adds to the fun...and also attracts attention!

Of value this past year were weekly Email fleet news messages, a great tuning session led by CoCaptain Sean DeFusco, a beer and pizza party in the spring, and efforts to provide continuing mutual assistance and a "welcome aboard."

An interesting trend is developing for next year. At least 6 HSC Jets will be sailed by Father and Son/Daughter combinations, often with the father as crew. As a result, we are planning a day for a Junior Skipper Regatta (Jr. or Sr. crew), possibly leading to more competitors for the Junior Jet Nationals.

We are hearing from newer members how important the Class web-site, the HSC Web-site AND the Sailing World Harken Ads are in attracting interest, and that the clincher is the number of Jets sailing in our club races over the 24 week, 72 race season.

And, of utmost importance, Fleet 51 wishes Sean and Kerrie DeFusco every good fortune in their return to their ancestral Rhode Island home waters. We will miss them, but have little doubt they will be a big addition to District IV.

Fleet 51 Spring Get Together

Charlie Smith

Fourteen eager-for-summer Jet 14 Fleet 51 members gathered at the Sunset Inn near our home waters at Spruce Run Reservoir on March 2, for a successful Spring Thaw get together. Over refreshments we identified a number of likely additions to this summer's starting lines, IN ADDITION to last year's regulars!

We expect to see 199 Skip Leslie, 686 Jim Green, 756 Joe and Jarrett Scherrer, 875 Al Liebel, 1015 Jianming and Ben Maio, 1029 Nate and Tom Maier, 1033 Rodger and Mira Hall, 1107 Elliot and Caleb Zimmerman, and 1123 Ted Klein. Additionally, we hope to have our fleet boat ready for use this season.

As you will note in the season schedule, we're looking forward to a successful Junior and Open Competition at the Wren Regatta in July. Line up a promising junior now and help us make this event a success. Also on the schedule is a new regatta at nearby Lake Nockamixon in PA where we hope to spread the good word about Jet 14 racing.

With the recent rains, the reservoir is overflowing and boats have begun to appear at the lake for the 2005 season. Join us in New Jersey.

Fleet 60 news

Cliff Peshek

Kiwis Join the Jet-14 Class!

The Jet-14 Class welcomes new class members Jonathan Histed and Evan Barlow. Both Evan and Jonathan are native New Zealanders, but had never met before becoming professional colleagues here in Cleveland.



Downwind at the Chapel Thrill Regatta

Evan Barlow and his wife Amanda are newlyweds. Jonathan's home town is Auckland, the city of sails, and Evan is from Invercargill. Bringing their national pedigree in sailing to Cleveland, they got involved in the local sailing scene by crewing together on Flavius Cucu's J-105. Looking for ways to improve as crew they decided to sail as a team in a Jet-14. They wanted to sail in an active local one-design fleet and the Jet-14 looked like a good fit. "The boat has a good responsive feel, and has a spinnaker", two positives that Jonathan recently noted. He added, "Being a two person boat, we felt like we wouldn't have to spend a lot of time looking for additional crew". The Jet-14 racing schedule does not interfere with their J-105 program.

After a short search the Kiwis found a nice boat in Ada, Ohio, brought it back to Cleveland and promptly renamed #833, "Kiwi Magic". In less than half a sailing season in the Jet-14 they say their skills have already improved. "We wanted to develop a better feel for the boat and the wind" Jonathan said. "We have improved in two respects, so far. First, we have a much better eye for what the wind is doing. In a small boat this is essential to survival. Secondly, we are developing our sail trimming skills. In a dinghy you constantly play the sheets. On a big boat you might not continuously adjust your sail trim. But of course, the boat would not be sailing at its optimum performance. The responsiveness of the Jet-14 has helped us develop a good feel for sail trim which we use on the J-105." We

wish Jonathan, Evan and Amanda lots of luck this sailing season!

New Jetters, Jim and Andrew

Hermetet

We'd also like to welcome Jim Hermetet and his son Andrew to the Jet-14 Fleet. Jim and Andrew won the Junior Sailor's silent auction and are the new owners of the well proven Jet #952. Dave Michos is donating 10% of the sale price to the Junior Sailing Program. You may know Jim and Andrew from years of campaigning their Express 27, with Jim doing the driving and Andrew on the foredeck. Andrew is an experienced junior dinghy sailor in the Interlake class, and Jim will be getting back into dinghy sailing after a few years in keel boats. Jim noted recently that "the Jet will provide us a good father and son activity". We expect some good competition from this new father and son team.

Club sailing is less than two months away! The season starts with a parking lot tuning session on May 12. Our first race date is May 19, 7:00 PM.



New class members Jonathan Smith and John Gemperline

Glass Jets Wanted for Donation

Joy Shipman

The director of the University of Rhode Island's sailing program Norm Windus has again offered to keep any Jet(s) donated to the URI Foundation rigged-and-ready to dock launch at URI's sailing center in Wakefield RI. He knows our class through David Konisberg, David Hansen, Gary Mentasana, Frank

Krazer and me - he taught me to sail FJs so god knows he has seen how much I've learned crewing and sailing against you guys. He thought he'd gotten a Jet donated to the Foundation last year but it fell through. Boats should be in good condition - URI Sailing has a full shop just not the time or the money to rebuild boats beyond ordinary repairs and upgrades. Norm and Chuck Norris run an excellent program on very little money. Norm did an Olympic FD campaign in 1980, Chuck who coaches the URI's team is part of Ken Read's world-champion Etchell's crew and their All-Americans include Ed Adams, Ken Legler (he brings his Tufts team down to train at URI in the Spring), Skip Whyte, Moose McKlintock, Lars Gluck, Bob Merritt plus 22 or so more. Their summer recreational sailing program's awesome. Besides Friday night racing and a two-week racing clinic in Techs, they offer four-week beginning (in Techs) and intermediate (in FJs with 420 chutes) classes and two-week keelboat classes. Incredibly reasonably priced and once you've your skippers cards you can sail there daily from May 31 to Nov 1 for \$75. The sailing facility is three connecting, fairly shallow "ponds" with very little rock about four miles north of Jerusalem-Galilee-Point Judith, RI. It's next door to several marinas and Point Judith YC (Vanguard 15s) and is one pond up from Camp Fuller (a YMCA camp which has a sailing and racing program). They've a 470, two Lasers, a FD, two Etchells and a J24 - all donated through the Foundation - so a Jet(s) would be an excellent fit: there's certainly more to it than an FJ but then again it's not as complex as a 470 (and there's no trapeze).

For more information, go to www.urifoundation.org -website includes IRS info as well as boats currently for sale - or give me a call. I'll pick up boat(s) if needs be.

2005 Travelers Series Scoring

Sue Michos

The 4 National Regattas for the Travelers Series for 2005 are Mohican 10/04, Silver Chevron-Irey 6/11-12, ACC- Newport 7/16-17 and the Nationals in Aug. Following is the scoring method / qualifications for this trophy:

- 1) High point scoring based on the number of boats sailing, so if 20 boats sail, first place gets 20 points, second gets 19, etc.
- 2) Must sail 3 regattas to qualify, one of which MUST be Nationals.
- 3) Points for Nationals will be scored as 1/2, so for example if 40 boats sail, and you win you would get 20 points.
- 4) If you sail all 4, you get to throw out your lowest score.
- 5) Goal to get at 20 boats to each of the Chevron events. If you need results from Mohican they are on the website. MSC had 21 boats.
- 6) If there is a tie, then the ties are broken by the current USSailing rules of racing.
- 7) Scoring based on the person driving the boat.
- 8) Awards to the top 3 boats.

CONGRATULATIONS to the following Jet Class Members:

- Our webmaster **Chris Hennon** and **Chris MacMurray** were both appointed to our Board of Governors as a Member-at-Large at the Board's winter meeting on Sunday 2/13
- **Nan Irey** - now Commodore of WRSC
- **Mike Vining**, Jet 1135 - now Commodore of Edgewater YC
- **Todd Lochner**, Jet 1032 - now President of CBYRA
- **Bill Buckles**, Jet 1134, who won the T-10 Class (again) at Key West Race Week



Fleet 60 with Chili Bowls at the Chili Bowl

Editors Note: Many apologies for the lateness of this issue. If you would like to assist in an issue please let us know. Please send your submissions to Ted_Reshetiloff@yahoo.com by June 30 for the next issue.

PLEASE WELCOME
New Jet Class Members:


Charles Aler, Jet 1084 - Pete Appell - Hank Boissoneault - Chad Clark, Jet 1093 - Eric Clever, Jet 3 - Kate Erklauer, Jet 1130 - John Gemperline, Jet 665 - Thomas Hickley, Jet 743 - Jonathan Hinstead, Jet 833 - Steve Jackson - Jim Kokernak, Jet 1119 - Elaine Lamb - Sue McDowell - Paula Pacheco - Katrina Posedel Rick Rainey, Jet 699 - Jonathan Smith - Dan Weeks, Jet 577 - Dean Whalen, Jet 716 - Elliott Zimmerman, Jet 1107 - Tom Maier, Jet 1029 - Caitlin Aguero - Mike Gemperline, Jet 665 - Adam Gilbertson - Tim Vining, Jet 1135

Miscellaneous

- Visit www.jet14.com soon for updated Spec Changes, Chief Measurer's Rulings & Class By-Laws & Constitution.
- Hull number 1151 was issued to Charlie & Joanna Smith, HSC. The fifth new hull number issued in 2004.
- Check out JibeTech's new website (built by US Olympic Yngling sailor Carol Cronin): www.jibetech.com


Next Issue

- Spring Regatta Coverage
- Pines Lake Regatta Coverage
- Nationals Update
- Fleet Reports
- The Article you write and send us!




2004 Nationals 1,2,3,4,5

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