

Calendar

Oct 18-19

Halloween Classic, District II Championships (Leg 3, TC 2004) MSC, Mansfield, OH

Oct 25-26

District III Championship SSA, Annapolis, MD

Jan 30 – Feb 1

Mid-Winters Championship, TC 2004 SPYC, St. Petersburg, FL

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October November December 2003



Light Air Start at Jet Nationals 2003

First Jet Nationals Experience

Charles Krafft

A Jet Nationals is probably not the best place to try out a Jet for the first time, however that is what my crew, Kelsey Averill and I did. Spurred by an enticing article in the West River Sailing Club newsletter by Randy Bruns, in which he offered to find boats for anyone interested in racing, I took him up on his offer. My wife and I initially planned to sail Betty, the local fleet loaner boat, but a last minute change in plans had Randy loaning us his boat and Kelsey Averill stepping in as crew. Kelsey, who is an accomplished high school sailing team member and Laser sailor, and I got in the boat for the first time on the Wednesday night before the regatta.

At the start of the first race, which fortunately was recalled, we were welcomed to the class by one of its more prominent sea attorneys. Needless to say, we learned quickly to keep our distance, be it ahead or behind. On the restart, we found ourselves behind the front row the committee boat, tacking quickly to port to clear our air. In spite of our poor start, the right paid off and we ended up in the single digits at the first mark. We looked down the run and saw most of the lead boats on a port gybe but one lone boat (Bill Buckles) out on starboard. We held off Barbehenn on the beat and subsequent run to hold our position to the finish. That wasn't too bad for our first race in the Jet. We were quickly humbled in the next race, where we managed to fall behind in the light and lumpy going and finished 17th. Thursday evening, we were treated to a fabulous seafood dinner, organized and personally served by Todd Lochner. Any one of the multiple seafood entrees would have made a full meal - mussels, shrimp, lobster. Each diner received all of them. These Jetters sure know how to throw a feast. After a morning postponement on Friday waiting for wind, we found



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September 5, 2004

For more information contact
Commodore Sue Michos at
suemichos@msn.com or 216-261-9922

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- 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: Todd Lochner; Fleet 61; 410-263-4464
- 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: Hunteaton 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

ourselves over the line early at the start of race three. After re-rounding the committee boat, we worked our way back into the top ten, only to falter again in the light going upwind and ended up 14th. I was starting to learn the fleet and the boat but still had a ways to go. In the fourth race, we obviously hadn't learned enough and ended up 18th. Conditions were tough though, as indicated by the inconsistent scores of a number of top sailors. Saturday, the breeze was significantly better than the previous two days but the threat of thunderstorms kept us in the same sailing area, even though the plan was to set the course farther out in the bay. I made a few adjustments to the sail trim and we finally started to get comfortable with the spinnaker pole arrangement. We had to work at it, but managed three top ten finishes, which we felt pretty good about. I owe a lot of credit to Randy Bruns for offering his boat, which was in tip-top shape, and pretty besides. I made many new friends in the class, in addition to renewing those with



Dave & Ann Hansen dig into the feast with Gary Montesana at Nationals.

Jetters I already knew. The boat was fun to sail – perhaps a bit underpowered compared to my Thistle, but very responsive to trim and crew movement and position, not unlike my Penguin. I had a good time in the Jet and am contemplating finding a boat. Although this was the first time I skippered in a Jet class regatta, I did crew for Rhett Simonds once, when I was about 10, in a cold

blustery frostbite race on the Potomac, many years ago. When I was at the University of Virginia, we raced Jet 14's at Davidson College on Lake Norman. Of course, whenever Brent Barbehenn, who sailed for Duke, competed, he was at the front of the fleet. No surprise there.

Presidents Message

As I sit here at my desk, a fleet of nearly 70 j-22s is heading out for a days racing in the Rolex International Women's Keelboat Championship. (Called, "RIWKC" in the official publications -- now that's an acronym that flows off the tongue). The fleet floats about 280 top women sailors, including teams from South Africa, New Zealand, Canada, and Hawaii. This is big time women's sailing. Jets are well represented, with Sue Michos running the pointy end for a Midwest team; Mary Grealy driving a team that includes our own Laury Parramore, Jen Campbell and (part-time our own) Joanna Beaver. Jamie Smith, of Irey fame, is sailing with a team based out of West River. And all that leads me to the point -- women are great, women sailors are really great, and women sailing jets are just fantastic. So how do we get more? Why don't we have more women in our Class; on our Board of Governors; skippering boats; and making key decisions about our long-term success? Why don't we have 10 fine-tuned, hot-rod women's teams at Women's Nationals. Why isn't there a major award for competitive women's teams, like there is for competitive married people, juniors, etc.? How do we make sure that our regular-but-not-married-to-a-member women crews receive Jet Blasts and other information? These questions have been drifting around in the back of my head for some time. I do not profess to have the answers, and even if I did so profess, I don't think I am the right person to give the answers. So -- here is my President's Message,

straight from the bully pulpit, and without any Kennedyesque undertones: How do we make our Class better for the women that we have? How do we bring new women into the Class? When can we start?

- *The Prez.*



Sail Newport Champs: 1st: T. Lochner, A. Cole; 2nd: G. & C. Mentasana; 3rd: T. Reshetiloff & P. Appell

**Atlantic Coast/District 3 Champs
Saratoga Lake Sailing Club
Balston Spa, NY**

Ted Reshetiloff

The 2003 ACC's were successfully run in beautiful conditions with the help of our gracious hosts Al and Jane Tedrow. This was my first trip to Saratoga Lake Sailing Club, and one I hope to repeat for many years to come. We had 16 boats turn out, many familiar faces and a few new ones. My crew Pete Appell and I arrived Friday to some early showers that gave way to a beautiful afternoon with a 10kt southerly blowing right up the lake. For those who have never been to SLSC it is an idyllic location for Jet racing. My crew and I, along with several others, pitched our tents and camped for the weekend. Friday evening brought most of the participants and a great dinner and cocktail party. More racers arrived later in the night including Dave and Ann Hansen. After lunch on Saturday the wind finally filled in from the southeast and we decided to have a go at it. We did four races, all triangle courses, in a variety of winds. The breeze started out from the southeast

and steadily clocked to the northwest over the four races. My crew and I were able to catch a few good shifts and win the first race. In the second race we saw remarkably more dramatic shifts turning reach legs into beats and beats into runs. I normally am not a big fan of triangle courses but in this case it seemed the most likely option to get a windward leg! By the third race the wind had settled in to the northwest although there were some ominous clouds looming over the clubhouse. We never got any bad weather and were able to sail the third and fourth races in somewhat steady breeze. The first four races saw a lot of mixed up finishes with many sailors who normally place quite well finishing in the middle and some new comers finding themselves in good finishes. Pete and I were able to claim first place for the day with a 1,2,2,5. Ralph Hansen and Joy Shipman were just 4 points behind in second. To be ahead of Hansen and Zaugg in the same regatta, my head was spinning!

Sunday morning we awoke to another perfect day, this time with a nice 8-10kt southerly blowing up the lake. We got two more races off and this time the class's best really showed their stuff. Master Zaugg had stellar finishes with the good company of Dave and Sue Michos and others. As it ended up Pete and I were tied for points with Marion, who broke the tie by beating us in the last race. So we ended up second with Ralph and Jane Hansen in third. Ralph and Joy took the District IV trophy home as well. Ralph commented that it was not often that he got the opportunity to beat his son and daughter in law in a regatta! After the awards we all posed for a great picture on the steps of the club (see below) and then slowly made our ways home. A great regatta, a great location, fabulous hosts, and perfect weather. In my book this regatta was a perfect 10. And for anyone who did not attend make plans now for next year. This

regatta has to be one of the most beautiful locations to race a jet!

1	1132	M. Zaugg, C. VanKueren
2	699	T Reshetiloff, P. Appell
3	555	R. Hansen, J. Shipman
4	1032	T. Lochner, A. Cole
5	1105	S. DeFusco, K. DeFusco
6	1007	B. Benson, B. Benson
7	1066	D. Hansen, A. Hansen
8	1136	D. Michos, S. Michos
9	1001	N. Einthoven, A. DeMatteo
10	1001	D. Brown, S. Mallows
11	324	P. Joudrey, A. Brown
12	942	A. Tedrow, MJ Tedrow
13	1142	J. McKenna, P. McKenna
14	1129	C. Engler, E. Greenhorn
15	1084	C. Young, A. Mandel
16	970	B. Mohan, T. Klein



**Beat The Heat
SSA Annapolis, MD**
Ted Reshetiloff

This year's Beat the Heat Regatta was sailed in a variety of conditions with a variety of competitors. Variety is... well we all know what variety is. On Saturday the lot at Severn Sailing Association in Annapolis looked more like a Jet -14 repair facility than a club. Many folks were tuning their boats, making repairs, and completing some of those pre-Nationals go-fast plans. The weather was well... hot. There was a really nice southerly blowing all day though. We ended up heading out at 3:00 pm to race off the seawall. The chop was still a bit high from traffic but the breeze was good. I managed to set a course and get my boat on the line. A very difficult task being the solo RC for the day. My crew was a friend from work who had never been sailing in a Jet and only out 2 times on a cruising boat... We had 9 boats but unfortunately Carl Coscia had to

retire before the first race with a broken spreader. We sailed 4 races in a southerly breeze that ranged from 5-10 kts. The windward mark roundings were a bit hectic in the chop and with short courses it seemed that everyone converged on the mark at the same time. All in all it was a tough 4 races in the breeze and chop. After racing several folks went swimming in a nearby marina pool, guests of Kirby and Roberta Mehroff. Sunday I was not able to sail, as I had no crew. It must have been contagious because only 4 boats showed up for the day's sailing. Sunday's schedule was the normal morning harbor start with racing out in the Bay. The breeze once again cooperated and there was a nice southerly all day. It was a good thing too because the heat was back on Sunday as well.

- | | | |
|---|------|----------------|
| 1 | 1137 | D. Schwenk |
| 2 | 1081 | E. Johnson |
| 3 | 433 | K. Mehroff |
| 4 | 1140 | P. McKenna |
| 5 | 823 | J. Lamb |
| 6 | 1010 | C. Hale |
| 7 | 699 | T. Reshetiloff |
| 8 | 665 | M. Parramore |

**2003 Nationals Primer
SSA Annapolis, MD**
Ted Reshetiloff

The National's Primer Regatta was sailed at SSA on Sunday the 3rd in the best southerly breeze this Jetter has seen this year! The wind was due south and at 11 am Thomas Point had 16 kts with gusts to 17. We sailed 4 races all windward leewards and shared the course with the Daysailer fleet. The Comets were supposed to sail as well but I never saw any out. Unfortunately our Fleet Captain Tom Stout was unable to sail as his new business is keeping him too busy to finish his boat. We had 7 boats register for the regatta but unfortunately only 5 were able to compete. Kirby Mehroff's wife/crew Roberta was mending a hurt back and there was too much breeze for a one-man crew. Carl and Faye Coscia

made it out to the race course but decided not to sail as the breeze was building. By 1 pm the southerly had shifted a few degrees to the east and built to a healthy 18 with gusts to 20. The downwind legs were nothing short of exhilarating! I found myself playing the centerboard and the main to keep the boat singing. There was a fair amount of chop so on the downwinds I would lower the board some when things got out of control to avoid wiping out. Then when the next puff hit the board came up and we would tear off on a plane again. During the second race close to the leeward mark we gybed. Seconds later Eric and Cathy did the same but ended up going over. As we rounded the mark I said to my crew Pete, "Oh man, it looks like Eric and Cathy wiped out". Pete looked back and said, "What do you mean?" When I turned my head they were right back where they had been. That was the fastest recovery I've ever seen. The fourth race finished and we all blasted our way back in managing to avoid the nasty thunderstorms that were brewing. All in all a great regatta, with great wind, and good practice for the big one....

- | | | |
|---|------|---------------------------|
| 1 | 699 | T. Reshetiloff, P. Appell |
| 2 | 1081 | E. Johnson, C. Cotell |
| 3 | 1140 | J. McKenna, Unk |
| 4 | 1141 | B. Putnam, M. Grealy |
| 5 | 1145 | C. MacMurray, Unk |
| 6 | 433 | K. Mehroff, R. Mehroff |
| 7 | 530 | C. Coscia, F. Coscia |

**2003 Gravy Bowl
Hunterdon SC Clinton, NJ**
Sean DeFusco

The Gravy Bowl, Leg 2 of the Jet 14 District I Championships, was held on Saturday, August 9th at HSC. Despite a questionable weather forecast, six boats showed up to compete. Fortunately the wind was mostly accommodating and the rain stayed away as the fleet knocked out the first 3 races. Despite many lead changes, Team DeFusco managed to land on top for all 3 with Team Brown and Charlie's Angel close

behind. After an excellent start, the Mohan-Klein Syndicate lead race 4 but then the breeze dropped and the rest of the fleet was quick to close the gap. Thanks to a tight rounding and huge left hand shift, Team DeFusco snuck back in front for another win. During the 5th and last race of the day, the sky opened up drenching the fleet and dropping visibility to almost nothing. Team DeFusco, fully loaded on cold medicine, decided to make full use of the throw out and headed to the beach for dry clothes. Race 5 had the tightest racing of the regatta with the lead constantly shifting between Nicky, Charlie, and Doug all the way to the finish. Charlie's Angel topped all, followed closely by Nicky and then Doug. When the racing was over, Team DeFusco was securely in 1st with 4 points. Team Brown and Charlie's Angel were next with 9 points each. Charlie's Angel landed in 2nd on the tiebreak putting Team Brown in 3rd. The full results are listed below. With racing over and the boats put away, the fleet retired to Susan Mallows for the post regatta party. Thanks to Doug Brown for grilling in the rain and to all the competitors for coming out and making the regatta a success. Special thanks are certainly due to Rich Bauman and Elliot Zimmerman for their excellent RC work in the tough conditions.

- | | | |
|---|------|------------------------|
| 1 | 1105 | S. DeFusco, K. DeFusco |
| 2 | 1129 | C. Engler, S. Mallows |
| 3 | 1011 | D. Brown, E. Brown |
| 4 | 1116 | N. Einthoven, T. Wells |
| 5 | 970 | B. Mohan, T. Klein |
| 6 | 1001 | V. Einhoven, K. Pearce |

**SURF CITY REGATTA
SCYC, Surf City, NJ**
Susan Mallows

Once again the Jet class was fortunate enough to be invited to one of the Jersey Shore premier regattas. Seven boats sailed the bay with real consistency demonstrated among the contenders. Saturday was bright and clear with an early northwest breeze of about 15 which clocked round to

an easterly sea breeze by the afternoon and dropped to about 8. Sunday had a similar wind pattern but was slightly warmer with lighter air. The chop wasn't too bad, nor was the eelgrass or the tide.

Early on Ralph broke his tiller (we all thought the last skipper might have had something to do with that) then lost his hat, which affected his early scores. Brian Mohan regaled us Saturday night during the Karaoke festivities (he really CAN sing!). We missed Dave and Anne, who regularly attend the regatta, but made sure to call Dave on the way to the annual Mini Golf Championship. Doug Brown eventually won this hotly contested event with 35 on a par 40 course.

The surf at the beach was awesome - Fabian was making his presence known with 8 foot rollers although the weather was perfect. Many Jetters had Charlie Engler to thank for putting them up in the optimal regatta digs right at the club.

It was a great event, good competition, good camaraderie, good weather. For those of you who missed it this year come out next year - the Flying is worth it!

1	1144	G. Mentasana, K. Mentasana
2	1101	D. Brown, S. Mallows
3	1105	S. DeFusco, K. DeFusco
4	1129	C. Engler, A. DeMatteo
5	555	R. Hansen, J. Shipman
6	970	B. Mohan, T. Klein
7	1112	B. Allen, K. Allen

Jet 14 Rides out Hurricane Isabel...

Randy Bruns

My old Jet 14 (#834, Best Jet Yet the former) rode out Isabel tied to a tree and dock just fine. Old timers may remember this boat, its an old squishy Siddons and Sindle that Jamie Brickell took second in the Nationals with. Prior owner was Heidi Backus. Its been collecting leaves for several years and lives on a marine railway. It certainly couldn't stay on its berth and I had no trailer so it went in the

water for the big event. Didn't even take on water until it rained.

JET 14 2004 NATIONALS COMING TO EDGEWATER!

Dave Michos

The Jet 14 Class Association is excited about the year's past growth at Edgewater and the Ohio area. They've awarded EYC with next year's Nationals proposed for August 18-22, 2004. The event runs the Women's and Junior Nationals on Wednesday. The Nationals run Thursday, Friday and Saturday.

So far our regatta committee includes the Michoses, Nesbetts, Mike Vining and Bill Buckles. We've got several ideas including some fun-theme races beforehand.

This fall we are changing our racing to Saturday and if there is interest we may continue with some frostbiting. I brought a competitive wood boat back from this year's Nationals, so our local class will continue to grow on a strong basis. If you are interested in joining the fun, contact Dave Michos 216-261-9922.

Update on happenings in Jetworld:

Michael Parramore

Fleet 60 - Cleveland- Dave and Sue now have 7? Boats for sail in anticipation of the nationals. The boats come in all flavors and Dave hopes the club members will buy them for the nationals.

Fleet 62 - Annapolis YC- Local rock star extraordinaire John Aras and his son Evan ran away with the WRSC annual. They currently are trying out the Jet by borrowing Bill Buckles' #1134.

Fleet 46 - West River-Ben and Ken Allen are now Joining WRSC and Randy is making a renewed effort to boost the fleet. The Porters have

New Members since June 1st!

- Jenny Campbell- Jet # 1020, Severna Pk, MD.
- Eric Johnson- Jet # 1081, Alex., VA.
- Jim Lamb- Jet #823, Haymarket, VA.
- Dawn Satek- Jet# 1094, Bay City, MI.
- Charles Krafft- No Boat, Owings, MD.
- Bob Griswold- Green Pond, NJ.
- Joanna Beaver- Annapolis, MD.
- Nathan Ireland- Columbus, OH.
- Bridget Ireland- Columbus, H.
- Heidi Bay- West River, MD.
- Ryan Lamb- Wayne, NJ
- Adam Gilbertson- Maconia, OH.

bought another boat #1010- Che Hale's old boat. Che has a wood boat he got from Marion he is rebuilding (#196). Charlie Krafft (8th-nationals) is looking for a good stiff glass hull. Charlie is an excellent Thistle and Penguin sailor and past president of the Thistle class.

Fleet 61- Severn Sailing Assn.-we are all mourning the loss of Inkjet - #823 which was last seen heading out of Eastport in the back of a garbage truck. Jim Lamb however, does have some great parts for sail. Contact him directly. The club and any boats that were left there did not fair well from Isabel. We got 5' of water in the bottom floor, etc. Top Thistling family, The Schooldens just bought #982- "The Dandy lion" and will hopefully be out next year. Ted Reshetiloff is waiting for his new boat #1149 from Jibetech.

Fleet 51 - HSC has sold yet another "original" Dubdam and #711 is residing in Doyletown with the new owner buying #323 for a mold. In more NJ news, Frank Fitzgerald, all-round good guy, has contributed 1005 to HSC for the Jet fleet's use as a loaner/trainer, something we've needed for years.

Fleet 31 - Saratoga- there is another group of young sailors, which hope to form a new fleet up there and have

started it with one of the Saratoga Jets which was sitting in the field.

Fleet 35 – Packanack Lake - The folks at Packanack Lake welcomed two new Jet sailors to our fleet this spring. Bob Dette has been a lifelong Sunfish sailor who has also been heading the race committee at our annual Jet regatta. Steve Grabowski has spent most of his recent sailing years cruising with the Sea Scouts. It's great to have some new competition! Sue Clark, closely followed by George Swede, Bill Hall and Bob Dette, won the spring series. The fall series is being closely contested between John Henderson, George Swede, Sue Clark and Bob Higgins. The annual Christmas party and awards dinner will round out the season in December.

From Mohican Sailing Club Jet 14 Fleet #4:
Marion Zaugg and Karen Hugon

We currently have 12 members, with several of those owning multiple hulls. Paula and Chris Hennon relocation to the Miami area was a very big loss to the club and fleet. We also miss Tom Joudrey who is in Washington D.C. at The American University, and still miss Paul Joudrey who is at Case Western Reserve University. We are very lucky and happy to have new Jet owner and fleet member (long time club member) Stewart Fitzgibbon and son Thomas who bought Mike Chambers #1091. We are also very fortunate and excited to have Mike Chambers new Jibe Tech #1148 in our fleet. We feel this is critical to our ability to generate interest in the new boat and Jets in general. We are thrilled with Dave and Sue Michos's efforts and success bringing Jet sailing back to the Cleveland area, and support them whenever we can. We also work together to search for other possible groups to interest in starting their own fleet of Jets such as the invitational regatta we attended at

Lake LaDue this year. Currently we are getting ready for the Halloween Classic Regatta October 18,19. A popular event, racing plus Chili cook off, costume party, round robin ping-pong tournament, and Marion Zaugg's He-Man Breakfast. We expect a good turnout of 18 to 20 boats.



Jr. Nationals Champion Tom Joudrey

Bought/Sold/Traded
Michael Parramore

The Michos' Jet collection grows: Bought: 1135-from Koski chartered out to Vineland? 665- from me I got it back from Gore Friedrichs, 6??- I bought from guy in Nutley, NJ (you knew him, Howie) I sold to Dave Michos. 443- bought from Al Wynn in Wayne, NJ. 217 bought from Koski. 958 bought from Grant Edward's- Ohio

Che Hale bought #196 from Marion #1010- Che Hale sold to Catherine Porter #823- "InkJet" destroyed by Isabel was owned by Jim lamb, #1146 blue decked Jibetech sold by Bob Putnam to Jim Lamb #892- bought by Greg Schoolden Elkridge, MD

#392 bought by Scott Courtney Edgewater, MD 21037 #711 and #323 bought by a guy in Downingtown, Pa #756 bought by some guy in NJ? #1005 owned by HSC #699 bought by Rick Rainey NJ #1149 bought from Jibetech by Ted Reshetiloff. #1020 bought by new member Jenny Cambell friend of Bob Putnam. The boat came down here from Saratoga last fall. #1074 bought by some guy in a lake close to Saratoga. #1049 bought from Dave Burt sold to Scott Latham Chester Springs, Pa. #826 and #1131- Cliff Peshach owns both of these boats. #1148 Mike Chambers new Jibetech.

Measurement Certificates
Howie Ungemach

Earlier this year I told Ted that I would write an article about the subject for Jet Blasts. Subsequently Marion, in e-mail, asked for " the proper channels the Official Measurement Certificate is to follow". This memo is an attempt to answer both requests. At one time the Measurement Certificate was as much a part of boat ownership as the boat itself. Skippers in events other than just the Nationals were required to have their certificate with them when they registered, and transfers of ownership would not be considered valid without submitting them to the Class Secretary for endorsement. Over the years we have gotten away from this to the point that the Nationals is the only event that a certificate is required, and the secretary rarely receives a certificate for endorsement when there is an ownership transfer. What then is the purpose of the Measurement Certificate? The founders of the Class didn't leave us any documentation as to what they had in mind, but here is my take on its purpose: It documents the fact that the boat it defines is truly

a Jet 14, and that its hull was produced from molds approved by the Jet 14 Class Association. Based on inspection and measurement by a qualified measurer and endorsement by the chief measurer, it certifies that a boat meets (or doesn't meet) the dimensional criteria and other attributes as set out in the drawings and specifications of the Jet 14 Class Association.

It serves as a certificate of ownership much as a deed or bill of sale documents ownership of a vehicle or a home. In some states it is accepted as proof of ownership when registering a boat with state agencies. It can also be valuable in the settlement of property and insurance transactions. Following is the procedure that should be adhered to in obtaining and processing Measurement Certificates:

New Boats: At the request of the building and payment of the royalty fee, the secretary will issue a hull number. After obtaining information relative to the sale of a new boat the secretary will send to the purchaser of a new boat a Measurement Certificate form in duplicate with the basic information written in (name, address, boat no, etc.) Upon receipt of the certificate form, the owner will arrange to have the boat measured by a qualified measurer, who will record the various dimensions on the certificate along with any applicable comments. Both copies are then mailed to the chief measurer who, after a review of the measurements recorded, will endorse the certificate, keep a copy for his file, and mail the original to the owner.

Used Boats: At the time ownership of a boat is transferred from one owner to another, it is the responsibility of the seller to endorse the certificate of the boat being sold, and in the space provided write in the name, address, etc. of the buyer. The certificate is then given to the buyer (new owner). It is then mailed to the secretary for endorsement and recording in the Class

records and returned to the new owner. The secretary then mails a copy of the updated certificate to the chief measurer.

Reworked or Repaired Boats:

If, at any time, a boat undergoes significant rework or repair that impacts dimensions listed on its measurement certificate, the boat, at the request of the chief measurer, must be re-measured following the procedure detailed in New Boats above. **Undocumented Boats:**

Occasionally boats are discovered that have no documentation and no known hull number. If after detailed inspection, the boat is determined to be a Jet 14, the secretary will assign the number of another jet of the same vintage that is known to have been destroyed. Re-measurement should follow the procedure detailed New Boats above.



Award winning Jet 14 Sailors relaxing

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Womens Nationals 2003 at West River, MD



Nationals 2003 at West River, MD

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- Fall Regatta Coverage
- My New Jibtech Jet
- Jet Frost
- Fleet Captains Report
- 2004 The Year of The Jet

Miscellaneous

- Congratulations to builder Andrew Pimental on winning NYYC Rolex Laser Master North American Championships
- Money raised from the 2003 Nationals totaled \$1,532.91. The breakdown of this amount was: Silent auction income \$860.91, and regatta net income of \$672.00. The monies will be used to retire the Simonds Putnam mold loans.