

### Calendar

#### **November 5-6**

Chapel Thrill Regatta  
Chapel Hill, NC

#### **November 19**

Annapolis Frostbiting begins  
SSA, Annapolis, MD

#### **January 13-22, 2006**

Cleveland Boat Show  
Cleveland I-X Center, OH

#### **February 4, 2006**

Winter Board of Governor's  
Meeting

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Smarts Subscription

***Did You Sell Your Jet 14?  
Did You Move? Let Secretary  
Joy Shipman Know!!!  
joyshipman@cox.net***

Thanks to this Jet Blast's Guest  
Producers:

Eric Toivonen, Guest Publisher  
Dave Michos, Guest Editor



*Jets Start the Last Race of the 2005 Nationals at Saratoga Lake*

### **Brent Barbehenn Wins His Tenth Jet 14 Nationals.**

Aside from the regatta starting with too little wind and ending with too much, 5 long competitive races were sailed in a variety of conditions. The lack of wind lasted 1 1/2 days. With the big breeze on Saturday, getting a 6th race in did not happen, meaning there was no throw out. Race 1 started in a spotty and dying northeasterly and was shortened on the 2nd beat. The start was made more interesting by several weed clumps right on the line. As everyone quickly found, avoiding weeds was a necessary tactic throughout the series. The leaders got better air all the way around, as the top third of the fleet broke away from the main pack. Tom Grace sailed a great race in difficult conditions for a strong 2nd place. Unfortunately for some of the consistently top boats, this race resulted in a hole too deep to get out of.

Finally by mid-day Friday the wind started filling from the south--the "best" direction. By the start of Race 2, the wind was up to 15 knots and the big boys came out to play. Weed removal was more difficult in these conditions, but nevertheless required. Prior to starting, several boats used the "back-up" method (not recommended while racing), where the boat is pointed into the wind, slowed to a stop, then the boom is held out so the boat goes backwards for a good boatlength. The Hansen and Mentasana teams used this more than most. Others pulled up centerboards, then went aft to hand-clear the rudder. Adam Dunki-Jacobs and Dave Alvarado(#677) surely had clean blades, as they started near the pin, tacked to port, and easily crossed the fleet. Unfortunately for this talented team, a series of breakdowns would not let them finish this or any other race. It is rumored that their recently refinished boat will be renamed from its current name "Homecoming King" to "Breakdown King" Team Michos showed good heavy air speed, but had

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Fleet 31: Saratoga SC, Ballston Spa,  
NY - Al Tedrow

Fleet 35: Packanack YC, Wayne NJ  
-Sue Clark  
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Fleet 46: West River SC, Galesville,  
MD - Randy Bruns  
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Fleet 51: Hunterdon SC, Clinton NJ -  
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MD - Bob Putnam  
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Fleet 63: Lake Sacandaga, Mayfield,  
NY-Dave Japikse  
518-475-3550

weed problems on the second beat to drop back a bit. The Marion Zaugg/Carol van Keuren Team came out of nowhere to blow by 5 boats on the last beat to grab an impressive 2nd. Owners of the Class' newest hull (#1151), Charlie and Joanna Smith, got things rolling to pull out a 10th.

The wind decreased to 7-10 knots by Race 3, and stayed that way the rest of the day. Race 3 saw Tom and Paul Joudrey continue their consistent ways with a nice 8th place finish. Tery Glackin and Mary Gamble, chartering Bill Reed's 1128 (THANKS BILL!), broke into the top ten with a 9th. Nate and Bridget Ireland (#1133) finally got untracked to get a 7th. Both Race 3 and Race 4 were a fight to the finish for the lead, with Team 698 edging Gary and Cathy Montesana and David and Anne Hansen respectively by a boatlength in both races.

The final Race 5 started in 12 to 15 knots, and ended with some gusts just over 20. Dirk and Stephanie Schwenk had the hammer down from the start, and were challenging for the lead until they got it around the final leeward mark. But nothing could stop Todd Lochner and Andrew Cole in #1032 on the last beat. They ground down Team Schwenk to grab an impressive 2nd. Were it not for a late right shift and the race ending, 698 would have been steamrolled as well! As the wind was now a consistent 20 knots and gusting higher, additional races were cancelled and the 2005 Nationals were history.

The fleet was deep and aggressive. Boats were pushing at the starts, with 2 general recalls and several individual recalls in the series. In all but the first 2 races, the lead was up for grabs until the finish. Sean and Kerrie DeFusco (#1105), and Bill Buckles and Ed (?) (#1134) showed consistency pays as each had double digit finishes in 2 races, but managed to get 6th and 5th overall.

Brent Barbehenn #698

**President's Message**

As I take the reigns of the Jet 14 Class, I would first like to thank Brent Barbehenn for all his hard work and dedication to the class as president. He steered us through a difficult transition and is handing over the class in excellent shape. I'm extremely proud to serve the Jet class as president and look forward to continuing the great work done by those who served before me.

While I'm on the topic of thanking people, let me take a minute to recognize all those involved in making the 51<sup>st</sup> Nationals a reality. Saratoga Lake Sailing Club was a gracious host and opened their doors wide open. The race committee lead by Dave Hudson of the Thistle class did an excellent job in the ever changing conditions. Also, thanks to Brent Barbehenn, Joy Shipman, Bill Buckles (& his blender), Ben Stock, Dave & Anne Hansen, Sue & Dave Michos, Marion Zaugg & Carol Van Kueren (and anyone else I missed) who helped to make this year's Nationals a memorable event. Not to underscore the racing, Nationals is much more than just a regatta. Nationals is the one event that really brings the class together each year. It is the time to catch up with old and not so old friends, meet new members and hear about what is going on around the class. Nationals is as much a family reunion as a racing event. The welcoming atmosphere combined with competitive racing is our most important asset. I hope that even more members will plan to attend Nationals in 2006.

***"Looking towards the future, the most critical issue is finding new members and having good boats to put them in."***

An important note from the annual meeting was granting a new fleet charter! Please join me in welcoming Fleet 63, Mayfield Yacht Club, to the

Jet family. In a little more than a year, Dave Japiske and company have rebuilt several boats, put a fleet together, started a Jet junior program and hosted a pre-Nationals warm up race on their home waters of Great Sacadanga Lake. I'm sure we'll be hearing a lot more from Mayfield YC in the not so distant future.

Looking towards the future, the most critical issue any one design class faces is finding new members and having good boats to put them in. This boils down to two key items, promotion and new boats. This is where I hope to focus the bulk of our collective energy for the next year. Much of the groundwork is done. We have excellent promotional media and communication channels with our brochures, website, message board and list servers as well as the resources to implement new ideas. Dave Michos, our new 1<sup>st</sup> VP, is putting a marketing plan together as we speak. For new boats, the class owns a great set of molds just waiting to produce some of the finest Jet 14s ever. Several options are being discussed to maximize our investment in these molds. With a little luck and a lot of hard work, we will find a way to put new Jets on the starting line by next season. We have an excellent team assembled for the task, but could always use more help and new ideas. Please drop me a note (seand50@hotmail.com) or give me a call (401-405-0493) if you have ideas or want to get involved.

There are still plenty of events on the calendar for 2005. In fact, some of the best events are still to come. Get out there and do some sailing! While you're at it, score some points for the 2006 Travelers Series at the Chapel Trill Regatta in North Carolina on November 5<sup>th</sup> and 6<sup>th</sup>.

See you on the water,  
**Sean DeFusco**  
*Jet 1105 - RIlander*



### **Tips From the Top** **--Sailing and Winning in a Brand** **New Jet 14 by Gary Mentosana**

2005 marks the third full season and the third Nationals for 1144 since Cathy and I picked her up in Newport the week before the 2002 Nationals. Considering that this year's Nationals was our best finish ever, I think we are now officially done working out the kinks of the new boat. That said, there were both significant and subtle things to learn about the JibeTech Jet before we were fully up to speed.

The biggest differences between 1144 and 941, the first Mentosana Jet dating back to 1974, are stiffness, agility and all the controls work. 1144 is much stiffer and consequently much quicker through the chop. We noticed that during the christening sail and have not looked back. As for agility, the aluminum board in 1144 required some getting used to considering that I had only previously sailed Jets with steel boards. 1144 is clearly quicker to plane which can be attributed to both the stiffness of the boat and the aluminum board. However, I believe the boat is a bit more sensitive upwind with an aluminum board meaning that I feel like there is a narrower "groove" and that it is easier to fall out of that groove. Lastly, with respect to controls, once we got comfortable with

things, where everything everything was, you can clearly focus more time and energy on keeping the boat moving and looking for the next shift.

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***"the biggest differences . . . are stiffness, agility and all the controls work"***

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With all that said, my biggest recommendation for anyone new to the class or getting a new boat is to set your rig to the tuning guide and go and sail for a year. Don't worry about changing mast rake or rig tension or you can't sail as high as Brent (that is just not physically possible!). Just go sail the boat and get used to it. Focus on why the boat stalls going upwind and how to get back up to speed. Figure out how to sail low and fast downwind. And don't forget to focus on team work with your crew. This is a team game. When skipper and crew work and think as a team, the boat is much easier and enjoyable to sail.

I think all of those near the top of the fleet would agree racing a Jet is largely about feel and minimizing mistakes. After sailing a Jet on and off 30 years and 1144 for 3 years, I generally have figured out the feel and now concentrate on the basics ... sailing flat, in pressure on the lifted tack.

Until the next time we cross tacks,  
Gary Mentosana, #1144



**Mohican Sailing Club’s Halloween Classic Attracts 21 Boats**

*- Who will stay upright in this Jet Blast?*

Twenty-One crews showed up and sailed in this years' Halloween Classic Regatta At Mohican, Sept. 15-16, and if some one of them left disappointed we certainly didn't hear them say it.

In a nut shell what people came for we had. Weather, excellent. Partly sunny both days with highs in the 60's on Saturday and high 50's on Sunday. Wind, Oh yes we had that too, mostly around 12-16 kts. with not infrequent blasts up to 22+kts. on Saturday and a more even 8-12 kts. on Sunday. Food, yep, by the counter full.

Early arrivals Friday evening got their camp sites or RV's set up for the weekend. Saturday a.m. and it was hot coffee and many dozen fresh donuts and other pastries, followed by Mike And Jon Chambers serving up sloppy joes and all the fix'ns. Bill Buckles and crew Ed Edgell provided EMS service after the windy races with "The Blender" and as a tune us up for, the Chile Cook Off Saturday Night. There were six official entries and despite some less than ethical lobbying, the best batch won the vote, MINE! Sounds of the " The Blender" reappeared after dinner.

Sunday morning, and in most cases following several doses of pain killers, came the ultimate pain killer, the He-Man Breakfast. After the racing it was a hot lunch of chili, some kind of pizza like bread things and apples, and cider.....

A big thank you to Denny Dieball down from Toledo to run our races and assisted in the kitchen with the He-Man, you don't get a better RM. Thanks to Joe and Gina Volter from Cleveland and Sue Michos for helping all weekend on the race committee. Thank you to all the Mohican club and Jet fleet No. 4 members that worked so hard to put it all together and make our guests glad they came. Thanks to Nate Ireland and Ben Stock for lining up several guests to sail with us. And the biggest thanks to all our guests that make the trip, took the time to sail and spend the weekend with us. It was a blast.

The racing was wild, windy and close, except for Brent and Ben who as is usual drilled us. They were however, caught admiring the autumn colors apparently when a 22+ knot shift/gust put them....well....I'm don't sure how to

describe it but.....in the drink. I would say they went swimming but if any of you have ever watched Ben Stock try and swim.....scrap iron floats higher. They sailed out of a complete swamping and finished 13th.

From the scores you can see the rest of the racing was very close. Many newcomers were there and just sailed great. Many, many nice words about the Jet and the people that sail them. We are looking forward to seeing all of these faces in Jets again soon.

1. #1132 Marion Zaugg, Carol VanKeuren 2 2 1 3 2 10
2. #698 Brent Barbehenn, Ben Stock 1 1 13 1 1 17
3. #324 Paul Kreitzer, Erin Sherer 5 7 5 6 8 31
4. #1093 Chad Clark, David Crist 7 6 4 7 9 33
5. #1136 Dave Michos, Mike Brock 8 3 2 8 13 34
6. #120 Bridget Ireland, Joe Miner 9 8 3 12 3 35
7. #1135 Bill Buckels, Ed Edgell 6 21 6 2 5 40
8. #1148 Mike Chambers, Jon Chambers 11 5 7 17 6 46
9. #1133 Dick/Bryan Parker 4 4 22 4 21 55
10. #1134 Nate Ireland, Matt Scantland 3 21 22 5 7 58
11. #1138 Bill Regan, Erin Regan 10 9 11 16 12 58
12. #1091 Ivan Baker, Becky Young 14 15 10 9 11 59
13. #1127 Marty Schilke, Kim Schilke 13 11 9 13 15 61
14. #1129 Charlie Engler, Cherie Redfern 17 12 22 10 10 61
15. #1131 Cliff Peshek, Bev 12 14 8 14 17 65
16. #884 Karen Hugon, Ann Roessner 15 10 14 18 14 71
17. #398 Eric Toivonen, Rick Galyen 16 13 12 19 18 78
18. #665 Mike/John Gemperline 21 22 22 12 4 81
19. #94 Barb Joudrey, Betsy Drennen 21 22 22 15 16 96
20. #833 J. Histed 22 22 22 20 21 107
21. #180 Tim Parker, Seth Parker 21 22 22 22 22 109

**Regatta News**

**Gravy Bowl**

*Hunterdon Sailing Club  
Charlie Engler, 1129*

Saturday, August 27, turned out to be an interesting day to sail at Spruce Run....with plenty of wind for races 1 and 3, and a breather for race 2. Racing was very competitive with 3 boats tied for first on point totals.

As has become his style, Doug Brown won with a tie-breaking first in the final race, AND will be awarded the NJYRA Jet 14 State Championship. 10 Jets participated, including a Pines Lake contingent of Chris Adams sailing with Greg Thomas, and Scott and Bob Higgins. Nicky nominated Scott and Bob for well-deserved Strivers Awards.

And all were pleased to sail with HSC's rising star Guido Bertocci with crew Simon who tied for first and took second place trophies. Brent and Barbara Benson, also tied in first place points, took third....their turn to win a tie-breaker comes up next! The race committee, headed by PRO Bill Waggoner, was thanked for their square lines a good courses under shifty conditions. Assisting Bill were Nancy Waggoner, Edna Lehotay, Ramon and Cathy Rosswaag (Cathy volunteering as a last-minute replacement), Jim Bardwil, and Terry and Teddy Wells.....our thanks to you all!

1	1011	Doug/Kelly				
	Brown		2	4	1	7
2	1150	Guido/Simon				
	Bertocci		1	3	3	7
3	1007	Brent/Barbara				
	Benson		3	2	2	7
4	1129	Charlie Engler/Anita				
	DeMatteo		4	1	5	10
5	1151	Charlie/Joanna				
	Smith		5	6	4	15
6	1116	Nicky Einthoven/Stehanie				
	Wells		6	5	7	18
7	458	Chris Adams/Greg				
	Thomas		8	7	6	21

8	1107	Caleb/Elliot				
	Zimmerman		9	8	8	25
9	1001	Art Roswell/Vim				
	Einthoven		7	10	9	26
10	1027	Scott/Bob				
	Higgins		10	9	10	29

District I Championship Results  
The Gravy Bowl was also Leg Two of the District I Championship. Doug Brown, who sailed with Emily for a second at Pines Lake, and a first with Kelly at HSC, easily took the trophies and red chevrons for the District Championship. Brent and Barbara Benson with two thirds, captured second, followed by Charlie Engler who, with Angel crews Amy Gilbert and Anita DeMatteo, tied with Charlie and Joanna Smith on (revised) points. After the tie-breaking calculation,, 1151 was able to, once again, dodge the Chevron bullet, and remain ensconced in the B fleet....(NOT FOR LONG!).

AND, CLOSE BEHIND was Chris Adams in 458.

<u>Pines L/HSC Total</u>						
1011	Doug/Emily/Kelly					
	Brown		2	1	3	
1007	Brent/Barbara					
	Benson		3	3	6	
1129	Charlie Engler/Amy					
	Gilbert/Anita DeMatteo		9	4	13	
1151	Charlie/Joanna					
	Smith		8	5	13	
458	Chris and T.					
	Adams/Thomas		7	7	14	
1027	Scott/Bob					
	Higgins		10	10	20	

**Nockamixon Regatta**  
*Lake Nockamixon, PA  
September 10*

We had beautiful cloudless skies, moderate temperatures, and wind of all speeds from every direction. Nockamixon is the other home club for the Bensons, where they race a Thistle or Lightning. The Jets opted to take the third start, letting the Thistles go first and the other big boats, Flying Scots, Impulse-21s, Lightning, go second. We still ended up overtaking some in the other fleets.

With great winds before the first start, the course was set for a TWW. Then the breeze died at the Jet start. The RC shortened the race in differing amounts for the different fleets, and ended up finishing boats from both directions on the same line at the same time. Interesting but well done. The Bensons got off the line a little quicker than the others and sailed away to the first mark. Then they went into a wind hole and were passed by everyone else at the start of the reach leg. They dropped their chute first on a big header, and sailed back past the bunch, and on to the win. Caleb Zimmermann picked the right side on the next "windward" leg, and finished a comfortable second.

The wind did a 180 shift and back during the second race start sequence,

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and the Jets were almost sent off in the opposite direction from the other fleets. We ended up going the same way, but with the committee boat end highly favored. The Bensons squeezed in at the favored end and sailed away from the fleet. Charlie Engler came off second and ended up in that position after considerable close interaction during the race. The wind died as he neared the finish line, letting Charlie Smith almost catch him. Caleb couldn't come back from penalty turns caused by drifting into another boat at a mark rounding.

The third race had considerably more wind, but it was across the narrow direction of the lake. The windward mark near the marina had all sorts of strange wind shifts causing five or six quick tacks all three times we were there on the TTW course. The Bensons were first, stretching it out on one of the infrequent spinnaker runs. Charlie Engler was again second, assuring second place in the regatta. The third for Charlie Smith pulled him into a third place tie with Caleb, but Caleb held the tie-breaker.

1 <sup>st</sup> #1007 Brent Bensen Barbara Bensen	1-1-1 3
2 <sup>nd</sup> #1129 Charlie Engler Anita DeMatteo	3-2-2 7
3 <sup>rd</sup> #1107 C.Zimmerman Eliot Zimmerman	2-4-4 10
4 <sup>th</sup> #1151 Charles Smith Joanna Smith	4-3-3 10

**Konigsberg Regatta**

*West River Sailing Club, Galesville, MD, September 16-17*

Two beautiful, lightish days on the West River. These were not your classic Fall conditions: just pleasantly warm and enough breeze to keep things going. Charlie was very fast all weekend, leading in both of the first two races, and holding off Gary and Kathy M. during race 2. Stef sailed with me on day 1, Connor on Day 2. He drove downwind while I flew the kite.

Dirk Schwenk, # 1137

- Konigsberg Results**  
 1 Schwenk/Schwenk - 5  
 2 Charlie Engler - 13  
 3 McKenna - 14  
 4 C. Smith/J. Smith - 16  
 5 Nicky Eintoven - 31  
 6 Clark Kennedy - 32  
 7 Dick Kennedy - 33  
 8 Randy Bruns - 37  
 9 Gary Mentasana - 38  
 10 S. Quinn - 49

**2004-2005 Traveler's Series**

*Final Results Close*

The 2004-5 Traveler's Series was run under a new format that ran used the Class' Chevron events, an open event plus 50% on one's Nationals score. In the end, traveling to all the events paid off as only one throw out was given. Points were given by a high-point system.

The results were quite close and might be even more contested next year. Several teams plan to campaign harder, starting with the first event on the 2005-06 schedule: the November Chapel Thrill in North Carolina.

<b>2005 Traveler's Series Results</b>	
Helmsman	Total Points-Highest Points Wins
Brent Barbehenn	51.0 1 <sup>st</sup> Place
Dave Michos	42.0 2 <sup>nd</sup> Place
Gary Mentasana	41.5 3 <sup>rd</sup> Place
Charles Smith	23.5 4 <sup>th</sup> Place
Cliff Peshek	22.5 5 <sup>th</sup> Place
Chris MacMurray	22.0 6 <sup>th</sup> Place
Kate Erklauer	16.5 7 <sup>th</sup> Place

**Mayfield Yacht Club Hosts Its First Regatta**

Mayfield Yacht Club is the Class' newest fleet, #63 The club has 125 families sailing out of Mayfield, NY, on Great Sacandaga Lake, a 42 square mile lake an hour's drive from Albany. The club started a junior program four years ago then opted for the Jet 14 as the program's 2-man boat. Why the Jet? The boat's design, spirit/focus of the class as a family class, availability of boats in the area, and history of racing Jet 14s at nearby Saratoga.

We held our 1<sup>st</sup> regatta as a Nationals tune-up Aug 13-14. Many thanks to Marion Zaugg and Brent Barbehenn, who came early to help measure 5 boats, show us "which end of the long stick goes up", and help us tune the rig. We were thrilled to have 9 boats at the Sunday races (5 visiting boats). Congratulations to Dave/Sue Michos. They had a flat tire in the back-country and we were worried when they didn't join us for dinner, but it didn't slow them and #217. They never finished out of the top 3 in the 6 races and beat # 2 Marion/Carol by 3 points overall to win the regatta.

We all had a great time and look forward to hosting many more regattas. All 4 of our boats (8 jrs) participated in the Jr. Nationals the following week. Since this event, we have had 1 more boat join the fleet and 2 more members are looking to buy boats. Next year we will host a regatta the week after Sail Newport. Hope you can join us.

- 1 Michos #217 1-3-2-1-2-1—10
- 2 Zaugg #1132 2-1-1-3-4-2—13
- 3 Glacken #1128 3-2-3-4-6-3—21
- 4 Dunki-Jacobs #677 5-4-4-2-3-4—22
- 5 Japiske #664 4-5-6-5-5-5—30
- 6 Metz #938 6-6-5-7-1-6—31
- 7 Zimmerman #1107 8-8-8-6-7-7—44
- 8 Whalen #716 7-7-7-dns-dns-dns—51
- 9 Soh #910 9-9-9-8-8-8--51



## Keys to Crewing -- Pointers From Ben Stock

The racing I enjoy most is on two- and three-handed boats. Synergizing a team plus the direct responsibility for performance are the most exciting and difficult challenges in sailing. The ideas here are the fruits of that thought.

I learned to sail as a crew. While my sailing was fundamentally sound, I didn't become a good crew until I learned to race competitively as a skipper. A good crew must know his/her responsibilities AND the responsibilities of the skipper. This is the biggest and easiest way for most crews to improve. Once you know all that goes into skippering, you will anticipate the skipper's possible reactions to a situation allowing you to prepare for your next move. This is most important in a big fleet start when a lot of things are happening simultaneously. You need a pretty good idea, before the skipper tells you, if you need to luff, power up, tack, gybe, etc. You then can better prioritize and analyze information you pass on. Experience skippering will teach you the situations that stress out a skipper. You'll then know to break the tension and get the skipper refocused on winning the race. By the way, skippers should crew, too, for all the reasons just stated.

But what about this weeked's regatta? Learn about the regatta venue. More clubs post weather and tides on their web sites. You can check weather reports beginning a week before the regatta. For some venues (SSA) there

are references such as Stuart Walker's *The Sailor's Wind*. Next, get the necessary gear for all expected weather conditions. I'm a chronic pack rat, but this has saved me several times when a regatta turned out to be colder than expected. For some reason it always seems to surprise my skippers that I bring my own lifejacket, but I never go sailing without it. It fits me perfectly, it is very comfortable, which means I don't mind wearing it all day, every day (I swim like a brick, so this is key for me), and it has a large pocket so it can double as my tool and spare parts kit.

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### ***"Sometimes your most important job is psychologist"***

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Read the sailing instructions carefully. The most important things are the schedule of racing, the color and shape of various marks, (pins, marks, offsets, and moved marks will be different shapes/colors) whether the start/finish line is an obstacle of the course and the race time limits. Put the sailing instructions in a ziploc or dry bag.

Now that you have all of your personal gear, the next step is rigging the boat. By this I mean help put the mast up. Not only is this common courtesy to your skipper, but you need to know all the control lines and how the boat is rigged. If something breaks or comes untied you'll know how to fix it. Repairs? My lifejacket doubles as a tool kit. I carry a Gerber multi-tool, assortment of clevis pins and ring-dings, electrical tape, spinnaker repair dots and a 2-3 foot piece of thin high strength line.

Ok, now we get to the good stuff: sailing! Skippers like information about wind, waves and the other boats on the course. (There are exceptions, of course, such as the skipper who growled "just sail!" if I looked around.) At the starts you will call out the time to the gun often. In heavy air yell to be heard over luffing sails. Have a line sight, know where the boat is in relation to the line, and communicate this to the skipper in

boatlengths. Often skippers can get so caught up in fighting for position with the boat above or below they fail to notice they're stopped 1 ½ boatlengths below the line with only fifteen seconds to go and a quick "hit the gas!" will turn a potential disaster into a good start.

The first few boatlengths after the start are very important. You need to do everything possible to maximize boatspeed in the first thirty seconds so your boat will break out into clear air. Upwind, I try to describe the relative positions of other boats in a grid of forward/back and windward/leeward: "they're two boatlengths to windward and one boatlength behind." Also, spot puffs and give time, pressure, and lift/header information (make your best guess, no one's right all the time.) When you're sailing upwind in breeze, try to keep the skipper posted on waves. He/she can keep the boat going fast or pick the right spots to tack.

Downwind, flying the spinnaker takes 100% of your attention. You also need to look for puffs, waves, what other boats are doing and anything your skipper may have missed. In light and medium air, talk about pressure on the spinnaker sheet. The skipper can drive at the best velocity to the mark. Assuming an upwind finish, look at which end of the line is favored, (further downwind,) the position of other boats, (are you covering, attacking, or both,) and the wind and waves.

One final note: sometimes your most important job is psychologist. Pay attention to when your skipper is getting their head too far in or out of the boat. I'm convinced that a huge part of success in sailing is in your head. If your skipper is sure the race/regatta is lost, get him/her to think positively.

Ben Stock

## Annual Minutes

Saratoga Sailing Club August 18

New Class Officers elected: Sean DeFusco, President; Dave Michos, First Vice President; Chris MacMurray, Second Vice President; Joy Shipman, Treasurer and Secretary; Marion Zaugg, Chief Measurer; Ted Reshetiloff, Jet Blast Editor; Chris Hennon, Webmaster.

Mayfield Yacht Club of Mayfield, NY, was granted a charter for a new fleet: #63.

Bill Buckles proposed the Class adopt the Snipe Class mainsail measurement specs to take advantage of others research, cost savings and different sail cut options. The difference is only 1.25" in the roach above the top batten. The Chief Measurer agreed to assign a committee and report back at the winter BOG meeting.

Dave Michos requested members advise him of any marketing/promotion ideas: [davemichos@ameritech.net](mailto:davemichos@ameritech.net). Brent Barbehenn offered anyone free Jet 14 brochures.

The Chapel Hill Thrill was named the first regatta of the 2005-06 Traveler's Series. The Chevron regattas would constitute the rest of the series.

Kerrie DeFusco reported \$11,672 cash on hand. She thanked everyone for their donation, including Chris MacMurray who gave \$500 in printing services.

Secretary Joy Shipman reported nine active fleets and 142 members: 111 full (with 11 extra boats registered), 17 Associate and 14 Juniors. Class Specifications have been updated for the board's review this fall. Owners of Record files were updated and expanded to include hull numbers, builder, dealer and year built. She asked members to forward her new owner's addresses when boats sell.



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