

Calendar

April TBA

Spring Thaw Invitational – Lake Norman, NC

April 23-24

Collegiate Regatta – Annapolis, MD

May 14-15

Spring Series – Annapolis, MD

May 21

Crystal Bowl – West River, MD

May 28

Pines Lake – Pines Lake SC, Wayne NJ

June 4-5

Mohican Chief Regatta–Mohican SC, Mansfield OH

June 4-5

Parramore Memorial Regatta – SSA, Annapolis MD

June 11-12

Irey Memorial Regatta – West River SC, Galesville, MD

June 18-19

Cleveland Race Week –Cleveland OH

*Date Still Subject to Change

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Starting line at 2004 Jet Nationals

2004 JET 14 NATIONALS Wrap Up AUGUST 18-21, 2004

Dave & Sue Michos - #217 "Catalyst"

The Jet 14 Class, Edgewater Yacht club and everyone owes a great thanks to the Sponsors of the 2004 Jet 14 Nationals: Title Sponsored by Mitsubishi Electric (Cliff Peshek #1131), Event Sponsored by AC/Delco (John Gemperline #665), Captain Morgan Rum (Robert Rocawich, EYC Assistant Clubhouse Manager), Wanenmacher Insurance (John Wanenmacher), almost 30 "Sponsor-a-Keg" sponsors and 40+ donations of Silent Auction items and giveaways. Mitsubishi and others went a long way in covering the costs of getting such a great Principal Race Officer as Ken Legler, supplying skippers and crew with superior regatta clothing, and putting on fun events afterward like the AC/Delco Blender Party with Captain Morgan Rum and the Bill Buckles Liquor Box Blender. For anyone who could not come, this was a Nationals not to be missed. Ken Legler and the top notch crew of Edgewater YC Race Committee volunteers (headed by Mike Dills) set nice square lines of proper length, set nice courses, usually Modified Olympic Triangles and a couple of five-legged windward leewards. The wind shifts were quite significant shown by about 250 degrees of rightward oscillations on Friday. Ken, Mike and crew were on top of it all though, making pretty exact "Changes of Course" at both windward and leeward marks -- even making the leeward gates square. Besides the rain and swells/chop greater than the wind there was not much to complain about. The top two finishers



Class Officers/Board Members

- President: Brent Barbehenn, Fleet 61; 856-722-1729
- First VP: Sean DeFusco, Fleet 51; 908-537-0980
- Second VP: Dave Michos; Fleet 60; 216-261-9922
- Secretary: Joy Shipman; 401-423-1050
- Treasurer: Kerri DeFusco; Fleet 51; 908-797-5431
- Chief Measurer: Marion Zaugg; Fleet 4; 419-892-3796
- 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 ; Flt 61; 410-267-1652

Contacts for Active Fleets

- Fleet 3: Pines Lake SC, Wayne NJ – Jim Ungemach 793-893-5197
- Fleet 4: Mohican SC, Mansfield OH, Karen Hugon 330-264-9725
- Fleet 31: Saratoga SC, Ballston Spa, NY Al Tedrow, 518-371-8765
- Fleet 32: Raritan YC, Perth Amboy, NJ Valerie Schwenk 718-447-5977
- 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 62: Annapolis YC, Annapolis, MD Bob Putnam 202-338-1165

raved about the club and facilities and said the event was the best they'd been to or it was the best Nationals. Having such a great PRO as Ken Legler was worth the cost. The racing itself was quite tight, though nine-time champion Brent Barbehenn skipper and crew Nicole Finefrock were usually at the top in #698. A few of us managed to stick with him through some of the races. Brent would always manage to flash a little better boat speed when it counted or show some great sense of the wind on the racecourse. As both the 2004 National Champion and newly elected President of the Jet 14 Class, I'm sure he'll pass down some tidbits either in the Jet Blast or online at the Jet14.com website or the website's Message Board. Brent walked away with eight first place finishes.

Battling for second and third were law firm partners Dirk Schwenk (crew Adam Gilbertson) in #1137 and Todd Lochner (crew Jen Campbell). Though their firm is named "Lochner and Schwenk" their finishing positions were opposite as Dirk managed to finish four points ahead of Todd. The rest of the top ten were 4th place #1132 Marion Zaugg (crew Carol Van Kueren); 5th Sean Defusco (crew Kerrie Defusco); 6th #1134 Bill Buckles (crew Matt Ayers); 7th #1149 Ted Reshetiloff (crew Pete Appell) in a brand new Jibe Tech hull; 8th Dave Michos (crew Sue Michos) in the top placing wood boat); 9th #952 Hank Boissenault (crew Jill Barnes); and #10 #717 Tom Grace (crew Paula Pacheco).

Perpetual trophies went to Sean and Kerrie Defusco for best finish husband/wife team; Hank Boissenault and Jill Barnes for best finish among first time nationals participants; Tom Joudrey and Angie Bond for Best Finishing Junior Skipper; and Nate Ireland and Ivan Baker for The Most Improved from Last Year's Nationals. The 2004 Traveler's Award was given to Dave and Sue Michos. Michael and Laury Parramore finished second and

Marion Zaugg and Carol Van Kueren finished third. In the B Fleet, soon to renamed the Presidential Fleet, were 1st #1133 Nate Ireland and Ivan Baker; 2nd #1146 Jim and Elaine Lamb; 3rd #1135 Mike and Tim Vining; 4th #1145 Chris MacMurray and Frank Bajowski; and 5th #628 Steve Jackson and Chris M. On Wednesday, the Juniors and Women raced their Nationals. The race committee managed to get off one race before the wind went to 20-plus knots. As all the boats would be raced the next three days in the main event, further racing was abandoned. The top Junior finishers were #1134 Caitlin Aguero (crew Abby Rowlands); 2nd #1135 Adam Gilbertson (crew Tim Vining); 3rd #1048 Clark Kennedy (crew Hank Kennedy); and 4th #665 Mike Gemperline and Hunter Ferris. The Women's Nationals now have a Perpetual Trophy thanks to a generous donation by Joy Shipman and work by Karen Hugon. Winning were #544 Joanne Beaver (crew Laury Paramore); 2nd #628 Joy Shipman (crew Sue Michos); 3rd #884 Karen Hugon (crew Anne Rossner); 4th #1131 Katrina Posedal (crew Sue McDowell), 5th #1093 Kate Erklauer (crew Courtney Flick); and 6th #1146 Elaine Lamb (crew Faye Coscia). Friday's racing was followed by a crew race (skipper and crew swap positions). Of the 31 boats racing 23 boats participated: an extraordinary showing. Finishing first were #1137 Adam Gilbertson (crew Dirk Schwenk); 2nd #1032 Jen Campbell (crew Todd Lochner); 3rd #698 Nicole Finefrock (crew Brent Barbehenn); 4th #217 Ken Legler (crew Sue Michos); and 5th #1132 Carole Van Kueren (crew Marion Zaugg). The race included a huge right hand shift and a premature start by #217 skipped by Ken Legler. While Ken isn't really crew he was anxious to get back on a Jet and race it like he did as a teenager. Everyone had a lot of fun and maybe some of the crew will be buying their own Jets in the future. Off the water, PRO Ken Legler also did a great job Thursday evening discussing the dynamics of the Jet 14,

including "tiller sawing." After each day of racing, Ken put together charts of boats' mark roundings and how they progressed at each windward/ leeward/ finish mark, connecting the boats with lines. Jim Lamb may be putting them on the website for your interest. The Friday evening Blender Party was a blast. A few people had a few too many blender drinks and might have spent a bit more than what they wanted on the nice items in the Silent Auction. Thanks, AC/Delco, Bill Buckles and all of the liquored up participants for such a great time. Though the multitudes of Sponsors helped make the 2004 Nationals possible, it was the participants that made it so much fun. There was a great mix of people. At past nationals in Ohio, boats usually show up on Wednesday afternoon and leave after awards on Saturday. Edgewater Yacht Club, Cleveland Fleet #60, District II and the rest of us truly appreciate and are honored by the Class' excitement about Jet racing on Lake Erie.



Tight Racing @ 2004 Nationals
Presidents Message

It's almost 2005! Bring it on! But first, a few "thank you's".

Thank you Howie and Mary Ungemach. Your service to the Class for over 30 years is impressive, extremely generous, and one of the main reasons why our class has survived and continues to be strong today.

Thank you Dirk Schwenk. You've done a great job as our leader, and I can only hope to be near your level. The Class is better off today due to your efforts, and special thanks for serving a 2-year term. I'm sure I'll be speaking with you quite often for advice in the coming year.

Thank you Dave and Sue Michos. The Class was once again fortunate to have another great Nationals regatta, and this was mainly due to your efforts. I still don't know how you got Ken Legler to be the PRO.

So how do we replace Howie and Mary? The Jet-14 Class is fortunate to have many generous members, and two quickly volunteered their services when the Ungemachs decided to retire. Joy Shipman is now the Class Secretary, and Kerrie DeFusco the Class Treasurer. We are lucky to have these talented, hard working people serving the Class.

Meanwhile, our Webmaster, Chris Hennon, has been continually upgrading our website, and WE CAN NOW PAY ANNUAL DUES VIA THE WEB. This will hopefully cut down on paperwork, and ultimately cut Class costs. Go for it!

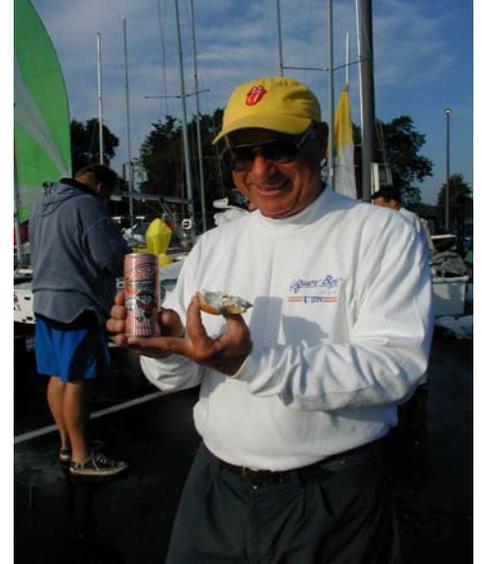
How about our new activity in North Carolina? Barry Saunders organized a regatta this past November near Chapel Hill, and turnout was great with 14(?) boats. Let's try to figure out how we can help both Barry and Tom Grace increase the Jet population in NC.

Regarding measurement issues with new boats, Marion has been working with our builder, JibeTech, to get everything resolved this winter.

Looking to the coming season, I see a good year shaping up, and feel honored and excited about serving the Class along with a talented and energetic Board of Governors.



Cleveland Skyline @ 2004 Nationals



Bill Buckles starts with a winning breakfast

2004 Jet-14 Summer Series July 24-25, Severn Sailing Association

Eric Johnson

This year's Jet-14 Summer Series at SSA could have easily been mistaken for the Fall Series, with small craft advisories, gray skies, and a solid northeasterly breeze in the mid- to upper teens. Michael and Laury Parramore showed that they could win in heavy air as well as light, racking up four firsts, three seconds and three thirds to win the ten-race series by eight points. The conditions kept the non-racing traffic on the bay to a minimum, and the Jets shared a course with Vanguard 15s on Saturday, and Lasers and Snipes on Sunday. [Brent Barbehenn was out both days ostensibly practicing for the Thistle nationals, but was probably also scouting out the competition for Cleveland!] In spite of the unseasonable weather, eight Jets took off from the SSA docks Saturday morning for Area C, off Bembe Beach, where the RC had set up a windward-leeward course. Steep chop rolling in from the bay made for challenging steering upwind and fast, exhilarating rides downwind. The favored strategy on the runs seemed to be to bear off at the top mark, work the waves downwind, and put off gybing until late in the leg. Spinnakers were



optional, and most teams opted to sacrifice a little speed to get a little more control. While the downwind strategy sounded straightforward, it was not without its risks. Capsizes after the gybe claimed several victims, all at nearly exactly the same spot on the course – Ted Reshetiloff and Elaine Lamb in race 1, Dirk Schwenk and Bernadette Brennan in Race 2, and Eric Johnson and Cathy Cotell in race 4. The weary competitors retired to Kirby and Roberta Mehrhof's apartment for burgers, hot dogs, and made-to-order Mojitos courtesy of Carl and Faye Coscia.



Iron Mike Gemperline of EYC

**Jet 14 Gravy Bowl Regatta
August 7, 2004**

Sean Defusco

The annual Gravy Bowl Regatta was held on the waters of Spruce Run on August 7. In addition to being the 2nd leg of the District I Championship, the Gravy Bowl was also the New Jersey Yacht Racing Association's Jet 14 Championships thanks to HSC's NJYRA representative Bob Griswold. The fleet was again blessed with excellent conditions with winds in the 8-12 range. The Race Committee got off 5 races with a break for lunch in the middle thanks to the efficient work of Byron Hicks, Ray Buchanan and Peter and Jonathan Kinkel. Competition was extremely close throughout the day with first place finishes posted by 4 different crews. Team DeFusco took the first race the hard way. After a 720 penalty just before the weather mark, a big righty

allowed them to sneak inside at the gybe mark and make their break. Race 2 belonged to Doug and Emily Brown with Charlie's Angel sailed by Charlie Engler and Anita DeMatteo close behind. Charlie and Joanna Smith sailed an excellent race putting them in a close 3rd at the finish. The 3rd race was wide open until the last third of the final beat. Brian Mohan and Ted

Charlie's Angel. Charlie's Angel took an early lead beating everyone to the weather mark. After they set the chute, the wind shifted hard left making the reach too tight to hold. In one of the rare cases when being behind is an advantage, Team DeFusco didn't put up the chute and was able to climb over Charlie's Angel for the lead. Charlie's Angel was closing fast on the beat, but ran out of water before catching up. Team DeFusco won the race and the regatta. With a 2nd place finish, Charlie and Anita locked in 2nd for the regatta. Doug and Emily finished 3rd for the regatta. In the B Fleet, Charlie and Joanna took 1st and Ernie Minotti and Barry Inglett from Pines Lake finished in 2nd. Full results are below. Thanks to everyone for coming.

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Klein, Team Brown and Team DeFusco were all sailing for the bullet. Brian and Ted went right, Brown and DeFusco went left. Right was the way to go and Brian and Ted took the gun. Following a brief lunch break, the fleet was back on the water. Charlie's Angel and Brent and Barbara Benson made it around the weather mark just before the wind dropped to almost nothing stranding the rest of the fleet. The wind soon picked back up. The fleet tried to reel them back in, but it was too late. Charlie and Anita took the bullet with the Bensons just at their heels. This set up the final race as a "winner takes all" showdown between Team Brown, Team DeFusco and



Your Editor Ted Reshetiloff & Pete Appell



2004 National Champ and Class President Brent Barbehenn and Crew Nicole Finefrock



Ken Legler PRO for 2004 Nationals



Sue Michos Organized a great 2004 Nationals!



Cliff Peshek of EYC



Mike Vining and Son Get ready for a day of racing

Minutes of the Jet 14 Class Governing Board Meeting Held at Edgewater YC, Ohio August 18, 2004

President Dirk Schwenk called the meeting to order at 7:15 PM. Present were: Chris Hennon, Marion Zaugg, Brent Barbehenn, Michael Parramore, Dave Michos, Sue Michos, Kerri DeFusco, Sean DeFusco, Peter McKenna, Ted Reshetiloff and Barb Joudrey. The absence of Howie and Mary Ungemach was sadly noted, and we pray for a quick recovery by Howie. They have been the backbone of the Class for 30 or so years, and we will miss them. The new slate of officers for 2004 was proposed as follows: President—Brent Barbehenn, 1st VP—Sean DeFusco, 2nd VP—Dave Michos, Sec.—Joy Shipman, Treas.—Kerri DeFusco, Chief Measurer—Marion Zaugg, Dist. I VP—Susan Mallows, Dist. II VP—Sue Michos, Dist. III VP-- Peter McKenna, Dist. IV VP—David Hansen, Jet Blasts Ed.—Ted Reshetiloff, Webmaster—Chris Hennon, Member at Large—Chris MacMurray. Dave Michos suggested that the Class stick to a policy that the pres., 1st VP and 2nd VP “move up” on an annual basis, not remaining in the same position for more than 1 year. All concurred this policy should generally be followed, but sometimes, as in the past year, circumstances deem it necessary to deviate, and the Class was fortunate that Dirk graciously agreed to serve another term as Pres. Chris Hennon reported that 21 members registered using the web site, and there are now 41 members signed up for the message board. This spells SUCCESS, although more participation is always welcome. Something new Chris is working involves posting new members on the web, and sending “welcome aboard” emails to these new members as well as the list serve. Putting the constitution & specs on the website was discussed, and Dirk made the motion to post the constitution and specs on the web in open format. The Board APPROVED this. However, prior to posting, the specs need to be

digitized (Kirby Mehrhof/Marion Zaugg), and brought up to date (Joy Shipman with input from others). Posting an online database for all boats was also discussed, but not recommended due to privacy concerns. The Class Secretary should be in charge of the list, and keep it off the web. Michael Parramore agreed to help establish/upgrade said list. Sue Michos proposed the Class establish some type of coordinated National/District/Travelers Series Schedule aimed at increasing participation for the Chevron events, but also leaving time to locally develop fleets. In short, the Travelers Series would be modified, and would include 4 regattas: Silver Chevron, ACCs, Nationals, and one other regatta. The intent would be to have these regattas rotate through the different Districts each year. Sue made the motion to modify the Travelers Series for 2005 such that it would include the Silver Chevron, ACCs, Nationals and the 2004 Halloween Regatta (at Mohican this Fall). This was APPROVED. Sue will work with Ted Klein, the original designer for the Travelers Series, to establish the scoring, and to get it published in Jet Blasts and put on the web asap. A special THANKS to Ted for the development of Travelers Series, and for continuing to help refine its aspects. Sue Michos suggested a great way to increase membership which was used in conjunction with this year’s Junior and Women’s Nationals: (assuming the host club can swing it financially) have the \$15 entry fee which competitors who are not already Class members, but have already paid, waived, and apply it to Class membership. 12 new members were picked up at this year’s event. Future nationals sites were discussed. Saratoga is still the number 1 choice for 2005 if we can use the facility. Joy is also looking into Newport. Lake Norman is a possible back up. Brent will pursue Saratoga with the intent of getting a “go” or “no go” reading asap. In continuation of the several measurement/spec issues under

discussion from the February '04 Board meeting:

The motion to delete the requirement to carry an anchor, but to require a towline of 33 feet minimum length and ¼ inch minimum diameter at all sanctioned events was APPROVED.

Section 29 of the Specs should be changed accordingly.

1. Thwart location—drawings need to be updated noting the forward location on newer boats.
2. Carbon fiber/high tech materials proposal is still tabled. Marion to look at rewording.
3. Requirement for aluminum masts to be only DM-1 or DM-2 sections was NOT APPROVED.
4. Proposal to reduce fore and aft dimension on wood masts from 2 ¾" to 2 ½" was tabled pending further discussion.
5. The location and size of the deck opening for keel-stepped masts had been previously approved, and is as previously published.

Dirk suggested an alternate method to measure CB pin location be investigated. Currently running a tape measure along the keel from the stem is required, which is difficult without a hoist, as is determining the exact pin position from under the boat.

*Respectfully submitted,
Brent Barbehenn, Member at Large*

**Konigsburg Regatta
Sept. 18-19, 2004**

Dick Kennedy & Michael Parramore

You must have often wondered what it would have been like in old Russia to race a Jet 14 against Ivan the Terrible? "Terrible," you ask. "Terrible," I answer, even if Ivan were in his dotage. But also terrifyingly exhilarating, not to say wet, I would imagine. How terrifying, how wet, you can envisage from these average wind and gust velocities off Annapolis:

MM	DD	TIME (EDT)	WDIR
WSPD	GST	kts	kts
09	18	7:00 am	S 14 15
09	18	8:00 am	NNW 15 17
09	18	9:00 am	N 25 28
09	18	10:00 am	N 27 32
09	18	11:00 am	N 29 35
09	18	12:00 pm	N 26 31
09	18	1:00 pm	N 32 39
09	18	2:00 pm	N 33 36

The first gun for the Jets, Flying Scots, and Lasers was schedule for 1100. Crafty old Ivan had lulled us into overconfidence with those gentle whispering winds whistling in the rigging in the early hours before the race. Ivan began to snarl a bit, but it was ignored by a fleet caught up in enjoying a sense of blissful well-being. A sense so great that the participants and the race committee agreed to enjoy it and delay the start to around noon. Eleven Lasers launched, including a large contingent from the Naval Academy intent on upholding the Navy's traditional willingness to "go in harms way." All but one Scott had wisely decided to enjoy the moment at home, and he did not want to risk a DNF. Six Jets had answered the morning roll call. Four answered the call to duty.... the two Kennedy boats opted for a form of sick leave. (You see why I speak of "imagining" conditions in the first paragraph.) The only crew with a history of real sea duty and actually sailing in harms way, Mac and Frank eventually decided Jet scantlings fell a little short of battleship standards, and that their experience rated at least command of a cruiser in the conditions, so turned around before reaching the course. Randy had recently read the book, "Gentlemen Never Sail to Windward," and didn't try, deciding that it was better to show a new crew how exciting it was planing back and forth in front of the club house with spray flying up to the spreaders rather than have him experience the traumatic satisfaction of recovering from a turtled position at the jibe mark. That left Parramore and Reshetiloff to do battle against each other and Ivan. I don't really know the origins of Ted's family name, but from

reading "War and Peace," it sounds Russian to me. He is a sensible fellow, so perhaps his inclination towards violence grows out of a desire to revenge some ancient atrocity Czar Ivan committed against the Reshetiloff's, perhaps the dastardly pillaging of the family vodka stock. How he convinced Pete Appell to participate in this vendetta, I don't know. As for Michael, all I can figure that guided him was a desire to try out new transom bailers and to demonstrate by Laury's agile competence how critical crew work is to survival in heavy air. From this point on I could see only from time to time when the mist parted a lot of Lasers popping up and down in the gusts. So I turn you over to our one-race regatta winner, Michael for the battle particulars: While Mr. Kennedy's assumptions were well spirited regarding dodging another hurricane this year for the Konigsberg, (last year, this regatta got cancelled due to Isabel) I dare say that Ivan was very much with us when Saturday morning dawned to 30 plus knots out of the north and rain. Not to be deterred by said distractions, 6 boats showed up to race with 4 heading out to the course. By the start of the first race, Gobi, a wood boat with bags (NOT TANKS) flipped and managed to right and start (with the help of the largest holes caved in the transom allowed by the class) while guessing at the time the flag would come down with Ted Reshetiloff and Pete Appell in #1149. While #1149 was going quite lovely on starboard on the left side of the course, "Gobi" obviously not having enough of the pressure continued out to the right for more of it. This resulted in both boats showing up at the windward mark at the same time with "Sam Mcgee" inside. "Sam" successfully held off "Gobi" until the leeward mark when both boats got hit by a oh, 27-knot gust at which both boats looked at the mark and were reminded that it was time to GYBE. "Sam" did so and turtled, #544 did so and did not. Laury, as usual, was the one most responsible for keeping Gobi

upright. Both boats completed the race, at which time "Gobi" asked "Sam" if they would like another. They replied "yes," but after getting hit by another 27 knotter, "Sam" retracted their statement, at which time both boats retired and had a wonderful ride back to the dock. At which time "Sam" Keeping with tradition started by DK at the Annual, capsized the boat again "to get the mud off the main." All crews adjourned to the clubhouse in which we partook of bourbon soaked beef and beverages and hung the new Irey half model on the wall. Along about 7:30 pm, Mr Schwenk called to inquire as to whether any Jets sailed and how many points he would need to defend the cup on Sunday. I inquired about his pre-regatta announcement that he was rechristening his ride but was rebuffed for now. [Editor's note: Dirk's wisdom in staying home was based on sound weather forecasting and expectations (however much flying in the face of reality) that Jet sailors might tend toward the rational.] I probably encouraged him in that misconception by calling him before the regatta to get the exact wording of Jet guidelines for starting races in high winds. His reply: "The Race Committee will not start a race if there are sustained winds or repetitive gusts of 20 knots or above. Determination of wind speed shall be at the discretion of the Race Committee. Safety first!" What better advice could you hope for from a practitioner of admiralty law? But the enthusiasm of the moment and an unfounded expectation and hope for moderating conditions prevailed until ordered thought processes took command. Sunday did dawn with more of the same with the addition of small-craft warnings, although winds dropped to near 10 in the late afternoon. Max Reshetiloff was sick so "Sammy" was out. That left MacMurray and Gobi, and then along rolls Mentasana... we all agreed to cancel. So, MacMurray got third for showing up both days and Bruns got the president's trophy for making it out the course the first day

but because he did not show the second day, He now has been demoted to President's division and will receive the trophies to honor such demotion. Regretfully, "Gobi" has also had to renew his membership in the FNBRMB* as a result of this regatta... I do not believe Ivan's name is going on this trophy... Many thanks to Dick Kennedy for putting on the event..

*Founding Members of the Noble Brotherhood of Recovering Mast Benders



New Member Kate Erklaurer sailing 1093 at Nationals

**2004 Potomac Challengege
October 2, 2004**

Chris MacMurray

A bang of the Race Committee's cap gun started the third annual Potomac Challenge. South winds were steady 10-12 knots. Most participants were concerned with prospective thunderstorms while Reshetiloff's focused on early line crossing. The first three Gold Cup legs sailed quickly in keeping with a forty-minute race schedule, Mentasana leading the way. Then an unpredicted phenomenon took place. Winds died at the weather mark when river current reached max ebb. (Think twice before leaving those anchors ashore.) With a two hour time limit on the race, there was concern abandonment might be necessary. But thanks to the speedy Reshetiloff's (1149), now narrowly ahead of Gary Mentasana (1144) and his new crew Oleg, the race finished with 15 minutes to spare.

Next, the start sequence was interrupted by a wind shift 90 degrees east. This forced mark repositioning. After a clear second race start all boats headed to the right side of the course ... except Gary Mentasana. He headed up river against the current. As the fleet tacked to lay the mark, Gary continued upriver. In fact he went so far upriver there didn't appear to be a chance he could reach the mark before the entire fleet rounded it. But Gary was one with the elements. Not only did he round the mark first, he won the race. Six boats sailed the two-race series. Claudia and Ted tied with Gary and Oleg for first place Chevron Fleet honors. Randy Bruns was second in Ceveron Fleet. Dick and Clark Kennedy and Eric Johnson with Cathy Cotell tied for first place Presidents Fleet honors. Robbie Melson and his stalwart crew (father) Ken were first in the non-spinnaker fleet. A sincere thanks to our Virginia Delegate, Jeff Frederick, who provided the committee boat on short notice. He then scrambled to another engagement. (You have my vote.) Assisting Jeff was Sandy Melson, Robbie's mom. Also a big thanks to Captain Frank Bajowski for bringing the crash/mark boat. Assisting Frank was local occasional Jet crew, Carlos Epspinosa. Carolina Espinosa assisted with the picnic setup. West Marine provided race committee equipment. Thank you! Finally, Joanne MacMurray prepared the picnic and tolerated my preparations for this regatta. I can't thank her enough for all her support.

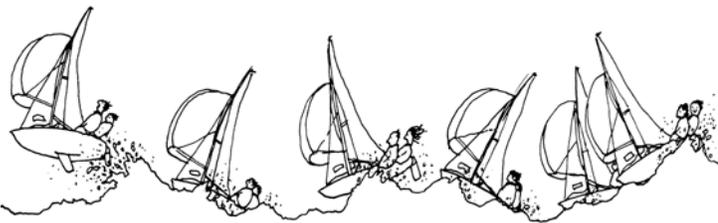


Another tight start at 2004 NA's



2004 Nationals Cleveland, OH

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 Feb 28 for the next issue.



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Next Issue

- Winter Meeting Report
- Chapel Thrill Coverage
- Fleet Reports
- Jet Frost 2004-2005 Coverage
- Famous Jet For Sale
- Spring Regatta Update
- U.S. Sailing Award Nominations
- New Members

Miscellaneous

- Visit www.jet14.com soon for updated Spec Changes, Chief Measurer's Rulings & Class By-Laws & Constitution.

Last Minute News

- Congratulations to Bill Buckles and his LB crew on finishing fourth in US Sailing's offshore Championship sailed at Long Beach (CA) YC in Catalina 37s.
- Congrats also to Brent Barbehenn and Ben Stock for their 3rd place finish in U.S. Sailing's Champion of Champions Regatta.