

# Jet Blasts

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## Wells/Kern Take Down Southern CC Regatta



Above: Wells/Kern (#1130) make a close cross as Hennon/Wallace tack away from the shore at the SCC.

The 6<sup>th</sup> Southern Comfort Classic regatta kicked off Friday night with ASC members Lenny Wells and Teri Fosmire sharing some alone time at the local pizza joint. We are still investigating the lack of enthusiasm for the annual darts and beer extravaganza, but preliminary indications point towards the absence of Dave “Plywood” Michos and Brent “It’s only a 5 hour drive to NC” Barbehenn as primary factors.

The weather forecast was very promising for the entire weekend and did not disappoint. ASC

suiting up five boats for the event, including one helmed by Nicky Einthoven with crew Teri Fosmire, still glowing from her date with Lenny

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the previous evening. Lenny was joined by his rising junior star, Caswell Kern, while new Jet member Curtis Boyd was ready to give #203 its first action of the year. Joining the ASC boats was our regular traveler, Tom Grace and Paula Pacheco (Lake Norman YC) in *Wren*, last renovated during the Eisenhower administration.

A new innovation at Lake Julian this year were real-time wind observations, and they showed sustained winds at 14 kt with a gust recorded at 24 kt while the fleet readied for the first start. Nicky correctly determined that her crew weight of 60 lbs. combined was a little light for the conditions and opted for race committee duty, leaving five boats in the fleet. PRO Connie Berchem set up a nice square course along the long axis of the lake. Hennon's crew Lacie Wallace called the line perfectly and #483 raced off into the lead with Wells/Kern close behind. Boyd and crew Mitchell caught a big 20 kt puff halfway up the second leg and experienced firsthand the warm embrace of a power plant cooling lake. Hennon/Wallace would take round 1.

Race 2 would ultimately decide the regatta winner. Apparently, Grace and Pacheco did not take it too well as Hennon and Wallace performed some "victory spins" around #717 prior to the start. Their chants of "We are the Champions" probably didn't help matters either. So, as #483 rounded the top mark for the second time, #717 gybed just in front and Tom "accidentally" lost control of the tiller, rounding up into #483's kitchen and causing an emergency gybe and capsize to avoid Paula being on the business end of a boom. Hennon/Wallace

ultimately could not recover and had to retire for the day. Wells/Kern went on to take the next two races and secure the lead.

That night, the fleet enjoyed a wonderful evening at the local restaurant on the lake. They were joined by several ASC club members for a BBQ meal. Bruce and Jo Sampson (#977) provided the entertainment with some wild cornhole tosses and Teri showed everyone that she's a secret Jenga master. Later in the evening, Teri and Lenny were seen sharing a drink under the dim moonlight as the warm sounds of Kenny G played from the bar. Not sure what that was about.

Sunday featured great wind, the return of #483, the debut of Nicky and Teri, and capsizes number 4 and 5 for Team Boyd/Mitchell. I can't say enough what a great attitude the crew of #203 displayed the entire weekend as they just would not quit. It paid off handsomely in the second race of the day as they led the race halfway through. Einthoven/Fosmire sailed consistently fast all morning and finished just behind the leaders in all four races. As for the leaders, Wells/Kern and Hennon/Wallace battled all morning, engaging in tacking duels and looking for every small advantage to nudge ahead. It was great racing and a reminder how fun this boat and class can be.

"Dave's Dogs" hot dog cart filled everyone's stomach for the award ceremony, which featured homemade sailing bags by Berchem's Blue Ridge Sailmakers- what a special treat. A big thanks to all of the ASC volunteers who made this event possible. We'll do it again next year!

Chris Hennon (#483)

Sail			1	2	3	4	5	6	7	Total
1130	Lenny Wells	Caswell Kern	2	1	1	2	2	2	2	12
483	Chris Hennon	Lacie Wallace	1	3/RDG	DNS	1	1	1	1	15
717	Tom Grace	Paula Pacheco	3	2	2	4	5	4	4	24
977	Bruce Sampson	Tom Cannon	4	3	3	5	6	5	5	31
1128	N. Einthoven	Teri Fosmire	DNC	DNC	DNC	3	3	3	3	33
203	Curtis Boyd	Bob Mitchell	DNF	DNF	DNS	6	4	DNF	DNF	45



Right: Lenny Wells and Caswell get ready for the next start



Left: #483 leads downwind as Wells and Boyd give chase



Right: Curtis Boyd and Bob Mitchell. Below: Chris Hennon and Lacie Wallace hike it out.



Right: Tom Grace and Paula Pacheco show good form.



Left: #483 crosses just in front of #1130 as a rogue Flying Scot invades the race course.



Right: Bruce Sampson and Tom Cannon rip upwind

## Restoring Jet #444 (Seabiscuit) – Part II

*[Editors Note – See the 4<sup>th</sup> quarter 2016 JetBlasts for Part I].*

With the new transom and centerboard trunk installed and the keel and hull edges patched and repaired, we were back to about where someone years ago might have started with a wood Jet-14 bare hull kit.

I used chemical stripper to remove what remained of the old paint inside. Scrape, wire brush and then finally orbital sanding. First with 80 grit then 120 and finally 180 grit. I then coated the inside with a double coat of West Epoxy. I use their Special Coating Hardener for coating. It cures a little slower so there is a little more working time before it starts to thicken too much. But more important, it has a small amount of UV resistance compared to West Epoxy with the more standard Fast Hardener, and when cured it lacks the wax like film that the Fast Hardener leaves. When well cured, sand. This may sound obvious, and likely anyone with normal intelligence it is, but for maybe thirty years of working with the stuff I would go out to the shop after allowing my last coat to cure over night and start sanding. Bryan Parker told me to “let that stuff cure a couple days”. Which again, you would think I might have figured out on my own, as when I was unable to work on a project the day after I had applied epoxy, I would notice it had gotten harder and was therefore, easier to sand. There was less gumming up of the sand paper. No, it didn’t sink in still. So Dick Parker provided an easier instruction, after applying epoxy “Walk Away!”

So, to make some reasonable progress I have two or more repairs or areas that I am working on at once. That way several can be idle, curing, while I continue working on the others. Anyway, you must sand cured epoxy or paint before

recoating, to level the surface and to make sure each coat sticks to the next. If we leave this stuff hard and shiny like a piece of glass, the next coat will chip off fairly easily. So, I almost always apply two coats at a time, the second coat when the first is still sticky and will bond together with the next without sanding. I just don’t know anyone that likes sanding, me in particular.

I now clamped in temporary cross members to get the hull to measure in width wise at the cross sections shown on the drawings. That done, I could then cut and fit the thwart, permanent cross frames and carlins. As I mentioned the hull had a twist so I also braced the hull from the ceiling to straighten it. Then with the installation of each additional framing member the proper shape was becoming permanent.

Same goes for the air tanks. With the deck off these can be fit and sealed properly.

I found some fiddle back Ash to trim the cockpit and deck with at a nearby lumber yard and then tracked down some veneer with a similar grain and color to put on the plywood I had for the deck. For a boat, I think you must epoxy wood veneer if it is going to really be waterproof. This generally means vacuum bagging to hold the veneer tight to the plywood as it cures. But, I really didn’t want to buy and store a pump and heavy plastic Bag that this requires for the next who knows how many years. And as I could apply the veneer to the plywood flat, before installing it on the boat, I decided to try to build a veneer press, a flat table with a matching top that you can squeeze down on the pieces of plywood and veneer with clamps. The top is arched so that the pressure from the side clamps extends to the middle of the panel. It worked pretty well once I learned not to over tighten the



clamps, causing the top to bow upwards in the middle.

So, with the veneer on, I fit the deck pieces. Then, trim the edges at the outside of the hull and inside at the cockpit. And finally fit the Ash rubrails and carlins. In each case I would clamp and temporary screw it together to hold while the epoxy cured and then remove the screws and fill the holes with wood plugs.



Sand smooth and coat the deck and hull with two coats epoxy. Sand and one or two more coats. Sand and three coats of clear auto paint on the clear wood areas. On the hull, I faired things up with epoxy filler (see below), then primer and paint with auto paint.



Hardware was installed and removed so I could coat any exposed wood, even screw holes with epoxy. Let it cure and re-install hardware. The centerboard is an old rusty carbon steel job. I ground off most of the rust, coated it with clear epoxy and then a coat of epoxy with graphite powder mixed in. When I was sanding I could see where I hit the clear and knew to stop sanding before going through to the steel. Kept using finer grit wet or dry sand paper down to 2000 grit. Finish rigging and sail. –Marion Zaugg









## President's Corner

To my Jet 14 friends,

As I write this it seems that Spring is officially here, and that means it is time to break out the boats! I would like to thank the members of the board for helping to get everything ready for the upcoming season. I would like to thank my awesome cousin Tiffany Parker for keeping the board and myself on track with deadlines and also for getting our publications printed and sent out. Thanks to Chris Hennon for the revival of the Jet Blast, I always enjoy sitting down with a hard copy and reading about what's going on in our class. I would also like to send a huge thanks out to PJ Blonski, our class's second VP, who is in charge of putting together our travelers' series schedule. PJ is also planning what I am sure will be an awesome national championship at Edgewater Yacht Club in Cleveland. I highly recommend making the trip up to Cleveland for nationals, there is sure to be some great sailing and plenty to do off the water as well.

Over the last couple years that I have spent on the board, I have been talking with other sailors and board members about how to make the Jet 14 class great! Each one of us is the answer to making our events better. We have great people, the folks that volunteer their time to host and run regattas, cook for competitors, house travelers who sometimes drive more than ten hours to make a regatta. We have great venues, from the Midwest to the East Coast and down to North Carolina, what a great variety of places we get to sail. The best thing we can do for our class as individuals is to show up and have a great time. Last summer I was guilty of not making many of the events that I would have liked to have gone to due to too many friends getting married, 6 weddings in one sailing season! Life happens, and it often cuts into our sailing time. My plans for this year though, are to make as many events as possible. I know that each drive is worth the experience. I encourage everyone who hasn't given themselves the extra push to go sail in a different venue to try it this year. I have always thought of sailing as a good excuse to see the country and to spend some time with a great group of people.

Looking forward to seeing everyone on the water!

Seth Parker

### Jet-14 Class Online

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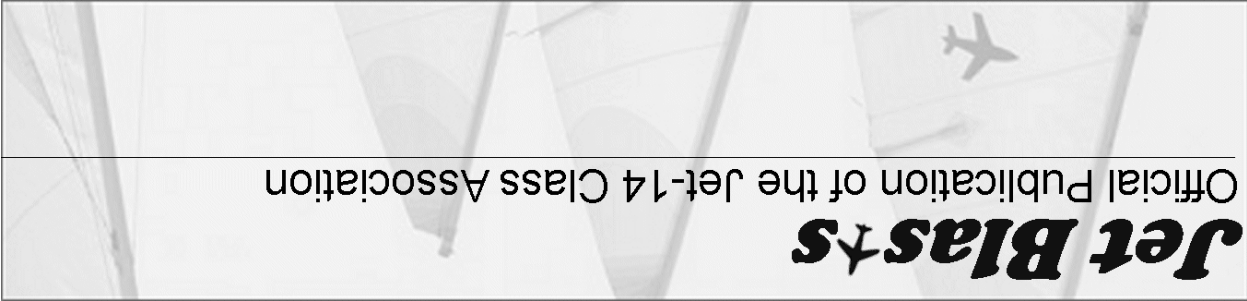
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