

Jet Blasts

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Going Fast In a Jet-14: Trim is King



Above: Brent Barbehenn prepares for a race at the 2019 Southern Comfort Classic with ASC crew Tyler Pennington (Photo credit: Gay Weber).

At the Southern Comfort Classic regatta this past April, national champion Brent Barbehenn took some time during a rainy afternoon to talk to the fleet and club members about his thoughts on sailing and going fast. The excerpts are taken from the full video, available on jet14.com.

Growing Up Sailing

I've never had any formal sailing instruction. I was lucky that my father sailed. When I was

growing up, we sailed every week on Lake Hopatcong. I watched my dad race, and that's

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all I wanted to do. When I went to college, we didn't have a sailing team, only a club. People couldn't understand why I'd leave at 5 a.m. on a Saturday and miss the football game, and then miss the party at night. I just love it. I appreciate just being near water and being with friendly people. It's something in my blood.

On Moving On To Big Boats

I have no desire to go into big boats – I've never had. I like a small boat, where you can feel things.

Errors You Notice on Slower Boats?

Trim of the sails is probably the #1 item. Mostly under trimming, especially the main in light to medium air – but it's a fine line. A leech (trailing edge) of the sail that is too tight in lighter air is death.

Good mainsail trim

The sails will tell you if you're trimmed right. Upwind, the only telltale you really need on your leech is the one trailing your upper batten. If it's never flowing at all, you're over trimmed all the time. If it's flowing all the time, you're not trimmed enough.

Trimming the jib

At about mid-way up the jib, you'd like to have your leech parallel to the centerline of the boat. If you put a piece of black tape on the sail about halfway up, it really helps you to see if your jib is curving in or curving out. If it's choppy, you want it out. If you want to point in smooth water, pull it in a little.

Mainsail wrinkles

Your mainsail is like a bedsheet – if we're all holding it and we all move in toward each other, the wrinkles will go away. If everyone pulls back, the tension will create wrinkles. In heavy air, you probably want to flatten the sail to depower it. The most important thing to do is to bend the

mast more and not restrict the movement of the mast at the deck. In light air, you want less wrinkles. If you have wrinkles that start at the mast and go all the way back to the clew, you are over trimmed for light air. Restrict your mast at the deck so it won't bend as much in lighter air.

Going fast in light air

The best sailors who point well in light air have a little tighter leech, but only for brief episodes. They let the leech breathe a little in between.

Using the Vang and Cunningham

The cunningham positions the draft of the sail (deepest part of the sail). Pulling it on moves the draft forward. In heavy air, you can then bend your mast even more when you do this. The vang bends the bottom third of the mast. Pulling on your mainsheet creates a fair bend from top to bottom.

Thoughts on starting

I first evaluate if the course is square. If the mark is off to one side, you probably want to position yourself to get going at that mark sooner. I typically try to start in the middle 2/3 of the line and gauge where there is less traffic. If I want to get to a certain side, I will try to start more towards that end. I'm not usually at full speed at the starting gun unless I'm certain I'm below the line. I try to avoid people who might mess up my start, even if I'm in the right and they're breaking rules.

What I like to have in a crew member

I want them to be attentive. The most important thing is to tack the jib. There are different techniques for this depending on the conditions.

What are you looking at while you race?

I'm mostly looking for wind on the water. I don't like sailing with a compass. Sometimes you can tell a lot by watching other boats.

Jet Season Starts Off Strong at SCC Regatta



Start of race 3 at the 2019 Southern Comfort Classic (Photo Credit: Gay Weber, ASC).

The 8th running of the Jet-14 Southern Comfort Classic featured a potpourri of weather and mass consumption of fried bread. It also boasted the highest number of entrants in its history with 11 boats registered, including several from out of town. The favorite was a certain blue boat from New Jersey - the Westgate Sportsbook gave Brent Barbehenn and junior crew Tyler Pennington 101/100 odds to win. Also competing in the top fleet was Lake Norman YC and 46-time National competitor Tom "Corner Banger" Grace with longtime partner Paula "I can't believe we're back in 717" Pacheco. Rounding out the out of town boats was Stewart FitzGibbon (1161) from Mohican, and Barry Saunders (737) and Don Janeway (1115) from Carolina Sailing Club. Representing the local fleet were Chris Hennon and Kevin

Trebilcock (483), juniors Cole Wise and Olivia "Watch out, I have my driving license" Hennon (1129), Lenny "Damn Centerboard Pin" Wells and ASC crew Kate (433), Don Read and Lisa Wilcocks (951), and Bruce Sampson with Tom Cannon (977).

The weather forecast Saturday was for 80% chance of thunderstorms - not good. After a short delay because of light wind conditions, Barbehenn stated that "I didn't drive 18 hours to sit here and eat hushpuppies" and promptly rigged up and set off for the race course. Other skippers, thinking that the 846-time national champion might know something, soon followed and in 15 minutes the fleet was out on the water. However, the approach of a Mordor-like cloud shield from the west and the rumblings of thunder signaled to the fleet that there would be



Above: Don and Rebecca Janeway (#1115).

no racing today, and all returned safely to port just as the deluge began.

Sunday's forecast was for the rain to end around 10 am and a good northwesterly wind to fill in around the same time. Fortunately, the forecast was spot on and three races were contested in 5-15 kt. The race committee did a great job setting up a square course in a challenging environment where winds were shifting up to 30 degrees at a time. As expected, Barbehenn/Pennington worked the shifts well and exhibited nice boat speed to lead the fleet around the course during the day. Cole Wise and Olivia Hennon (1129), who announced their arrival on the circuit last year by leading a race at Mohican, were light and fast all day and consistently up with the lead pack

Three races were run and the distances between the boats was small. The Janeways had a great second race, hitting what Don called a "lucky shift" to take second in the B fleet. Don will learn that we don't call such shifts "lucky", but take full credit for expecting them to come and being in the right place. Read and Wilcocks also had their moments during the day. Don is a racer of several classes, and this was only his second Jet regatta. We hope to see more of him and Lisa this year. Saunders and Walker sailed a consistent series, finishing 2nd in the B fleet. Their results included a rare tie with Sampson/Cannon in race 2.

As everyone munched on "Dave's Dogs" hot dogs and sausages and packed up for the trip home, all agreed that the company was great and that the racing exceeded expectations. We're looking forward to seeing everyone else who couldn't make it on the regatta circuit this year.

Chris Hennon (#483)

See Page 5 For Full Results

Dave Irey Memorial Regatta

Three boats from three states gathered for the Dave Irey Regatta at West River Sailing Club on June 1-2. Doug and Susan Brown (747) came down from New Jersey and Lenny Wells and Teri Fosmire (433) came up from North Carolina to join locals Eric Johnson and Cathy Cotell (1146). The forecast was for light winds all weekend, so we started off the event just hoping to have enough wind for decent racing. The Irey is a multiclass event, so Jets were sharing the course with A-cats, Chesapeake 20s, Flying Scots, Albacores and Lasers. While the RC did their best to keep the fleets separated, the sheer number of boats on the short courses occasionally made for some challenging interactions between the fleets.

Saturday's first race was held in a shifty 6-8 knot southeasterly breeze that lasted just long enough to get a race in. Doug and Susan roared off the starting line like 747 and led all the way around the course to start the regatta with a bullet. After a brief postponement for a dying breeze, we enjoyed an unusually steady southeasterly breeze for the rest of the day. This turned into an excellent opportunity for speed testing, and with Eric and Cathy's 1146 sporting a brand new main and jib, they made the most of the conditions, notching wins in the next three races.

Sunday was definitely a day for the lake sailors, with the wind more westerly, with significant shifts and puffs. As it turns out, the best wind of

the day was on the sail out to the course. The first race of the day started in about 8 knots of breeze, which got lighter and patchier as the race progressed. Playing the big shifts and puffs were important, as was staying out of trouble with traffic. Lenny and Teri did this beautifully, and were leading the race late in the penultimate leg until they were swallowed up by a pack of Chesapeake 20s on the right side of the course. Doug and Susan hit a line of pressure on the left, which allowed them to take the lead at the last rounding and hold on to it through the finish. The last leg of the race was sailed in the last

remnants of the morning's breeze, and when the RC signaled a postponement to wait for wind, the Letters agreed that they had had enough, especially considering the long trip home for two-thirds of the participants.

In the end, Eric and Cathy edged out Doug and Susan by one point for the overall win; Lenny and Teri took third overall. Special thanks to Lenny, Teri, Doug and Susan for making the trip and helping keep this event alive for the Jet-14 class.

Eric Johnson (#1146)

Dave Irej Memorial Regatta (June 1-2)

Sail	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1146	E. Johnson	C. Cotell	(2)	1	1	1	2	5
747	D. Brown	S. Mallows	1	(3)	2	2	1	6
433	L. Wells	T. Fosmire	(3)	2	3	3	3	11

Southern Comfort Classic (May 4-5)

A Fleet

Sail	Skipper	Crew	Race 1	Race 2	Race 3	Total
558	B. Barbehenn	T. Pennington	1	1	1	3
717	T. Grace	P. Pacheco	2	2	4	8
483	C. Hennon	K. Trebilcock	3	4	2	9
1129	C. Wise	O. Hennon	4	3	3	10
433	L. Wells	Kate	5	6	5	16
951	D. Read	L. Wilcocks	6	5	6	17

B Fleet

Sail	Skipper	Crew	Race 1	Race 2	Race 3	Total
1161	S. FitzGibbon	H. Henthorne	1	1	1	3
737	B. Saunders	R. Walker	2	3.5	2	7.5
977	B. Sampson	T. Cannon	3	3.5	3	9.5
1115	D. Janeway	R. Janeway	4	2	4	10
1128	B. Mitchell	T. Fosmire	DNC	DNC	DNC	18



President's Corner



Hello Jettters,

Working either locally, nationally or both we have excellent opportunities to get out there on our Jet 14's. The schedule is there just make a plan and connect to make it happen. I am thrilled to find a few people in Cleveland with recently purchased boats ready to either join in a regatta like Cleveland Race Week (six registered / more hopefully) or learn from the smaller race course in our area each Tuesday night with the Cleveland Foundry Sailing Organization at the mouth of the Cuyahoga. Sure some nights get rained out, but the weekend practices we have been doing to help them get going make up for that in leaps and bounds. I do remember a time when Dave Michos was doing the same for me and even the day of the race we were tuning or changing things with his expertise making it happen. Working the way up in a fleet of sailors in a one design boat is rather obvious as the

week to week and year to year scores will tell you.

We need to encourage and enhance and reward these efforts to keep people motivated and sustain our fleets. Anytime you or someone you know sees opportunities to make this connection of others into our boats please do what you can efficiently to facilitate it. Often that means referrals from others, sharing that referral with skippers needing crew, or updating each other if you do or don't have crew yet for this week's races so that something can be done about it. Warming up to a cool and wet season may need another round of emails and encouraging words to get that boat down to the lake and use it.

As for the Nationally option, that leads us to the once a summer gathering at a different location to challenge each other and have as much fun as we can fit into those few days. Consider making this one of your regular vacations as I have. Family or friends can come along as many have been even if they are not going to sail or be out on the race committee boat. Pick a place to stay or when it is an option for you maybe camp or stay at a local's home too. As we all want to do better each year, work to enhance your skills locally, regionally and adapt or improve the boat you're in to be ready for the 2019 Nationals in August. If you have any items or boats you wish to sell or swap, please consider bringing them to this even and hopefully we can find someone to put it to good use. And if anyone is looking to borrow or lease a boat please speak up and ask early as that may be an option but connections must be made. See you there as I expect to not miss this year's Nationals.

Sincerely, Ernie Michaud (#1136)
Fleet 60, Cleveland, OH

Coming Soon...

- July 6-7: Independence Day Regatta, Lake Norman Yacht Club, NC (Contact: Chris Hennon 828-779-9088)
- July 20: Lorain One Design, Lorain Sailing and Yacht Club, OH (Contact: Seth Parker 440-503-4406)
- July 21: Gravy Bowl, District I Championship, Hunterdon SC, NJ (Contact: Nicky Einthoven 609-882-3392)
- August 3-4: District IV Championship, Mayfield YC, NY (Contact: Dean Whalen 518-573-9841)
- August 7-10: Nationals, Lake Hopatcong YC, NJ (Contact: Brent Barbehenn 856-577-5993)

Ireland/Auer take CRW

Bridget Ireland and George Auer took all four races in cool and rainy conditions to win Cleveland Race Week. Ernie Michaud and son Scott took second, and Marsha Kneller had 3 top 3 finishes to clinch 3rd. Full results on page 8.



Above: The podium for CRW. (L to R) Bridget Ireland (#1147), George Auer, Ernie Michaud (#1136), Scott Michaud, Marsha Kneller (#1141)

Ideal Conditions Highlight NC Governor's Cup

Five Jets gathered at Kerr Lake near Henderson, NC to compete for the Governor's Cup regatta championship June 15-16. Sailing was ideal both days, with a consistent southerly in the 10-18 kt. range that surprisingly featured only subtle shifts. Temperatures, which have been known to reach the low-mid 90s this time of year, were quite comfortable as well, with lows in the 50s and highs in the low-mid 80s.

The 103 boat regatta featured 9 full one design fleets racing on two courses. The Jets started with the Tanzer 16s and open monohull division. Chris and Olivia Hennon, sailing Charlie Engler's old ride (#1129), started well and found good boat speed in the strong winds to win all five races. They were followed closely by Lenny Wells and Caswell Kern, also from Asheville Sailing Club, racing #433 this year.



Above: Bruce Sampson (#977) heads out to the race course on Father's Day at the NC GC (Photo Credit: Kirsten Kern).

Cleveland Race Week Results

Sail	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Total
1147	B. Ireland	G. Auer	1	1	1	1	4
1136	E. Michaud	S. Michaud	2	2	2	2	8
1141	M. Kneller		3	5	3	3	14
1051	J. Maude		4	3	4	7/TLE	18
1076	S. Parker		5	4	5	7/TLE	21
542	N. Dugan		7/DNC	7/DNC	7/DNC	7/DNC	28

NC Governor's Cup Regatta Results

Sail	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1129	C. Hennon	O. Hennon	1	1	1	1	1	5
433	L. Wells	C. Kern	3	2	2	2	2	11
962	B. Saunders	S. Saunders	2	3	4	3	4	16
977	B. Sampson	H. Rand	4	4	3	4	3	18
1115	D. Janeway	R. Janeway	5	5	5	5	5	25

Boats For Sail

Listed are known boats currently for sail. Please check jet14.com for the latest prices and status of these boats and more.

Allen Jet-14 (New)



Allen Boat Company will produce a Jet to your specifications from bare hull to race ready. Many color combinations to

choose from. Contact [Allen Boat Company](#) for pricing and details. 716-842-0113

#1119



Recent hull paint. Slight deck damage (4" crack). New hardware. Comes with trailer (recent bearings w/bearing buddies), 3 sails,

cover. \$1,200. Saratoga Springs, NY. Contact [Ken Pokalsky](#). 518-339-5894.

#1013



New lines, ready to sail. No trailer. Sails in excellent condition. Includes spinnaker but no pole. Bailers have been glassed over but can be opened back up. Has a slow leak. \$950. Wayne, NJ. Contact Chris Seliga. 201-832-9062.



#628

Mobjack hull. Tanked and very stiff. Many upgrades including new Ullman kite, 2017 painted bottom, new

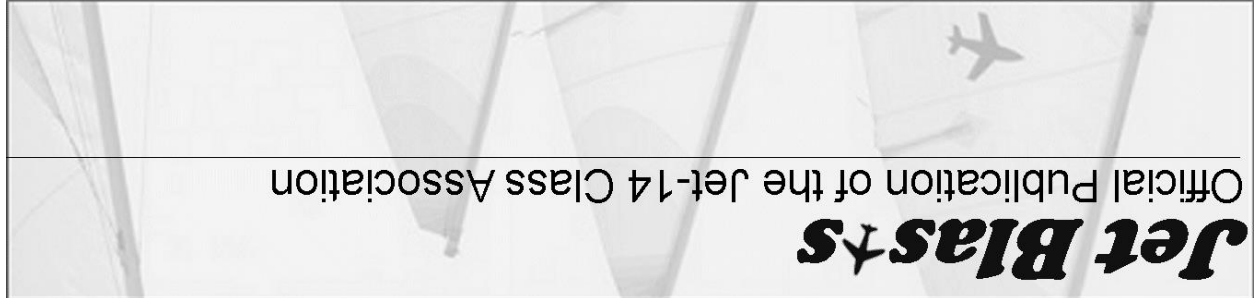
control lines. North sails (2013?) included. Loadmaster trailer, top and bottom covers. \$1,995. Cleveland, OH. Contact [Kevin Milligan](#). 216-635-8140

News and Notes

- The 2019 Jet-14 Nationals will be contested this year at Lake Hopatcong Yacht Club in Mount Arlington, NJ (August 7-10). You are encouraged to use online registration this year. Information, NOR, and registration are at www.regattanetwork.com/event/19166. Register before July 26 for the early bird rate of \$180. Registration is \$195 after that date. Optional on the water lunches must be purchased online by July 31. Onsite registration (no lunches) will be available.
- Please welcome a new member into the Jet-14 family. DeDe Richardson of Carolina Sailing Club (Fleet 65) recently purchased Jet #962 from Barry Saunders. DeDe joins a growing number of Carolina Jet-14 sailors - fleet 65 now has 15 active boats. Don't worry – Barry will still be racing #737 and will be trying to make it up to Nationals this year.
- A very special boat is now available for purchase. Jet #53, originally built in 1955 for the Lavallette, NJ fleet, has been restored by the Havre de Grace (MD) Maritime Museum. Trailer and boat cover are included. Proceeds from the purchase of this historical hull will benefit the Havre de Grace youth sailing program and HdG Maritime Museum, both nonprofit organizations. Asking price is \$2,000 but other offers considered. Contact Al Caffo at 302-753-0646.
- Speaking of youth sailing, the Asheville youth sailing program is in full swing at Asheville Sailing Club (Fleet 65). Dozens of juniors have signed up for a series of week-long camps. They'll be sailing Optis, O'pen Bics, and two Jets (#1048 and #1130). Recently, ASC juniors Tyler Pennington and Hayden Henthorne were among 5 juniors who crewed or skippered in the Southern Comfort Classic at ASC. The club is excited about the potential of getting kids in Jets and thanks the Jet-14 class association for funding to acquire Jets for the program.

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