

# Long John Regatta

Monmouth Boat Club

Red Bank, NJ

October 24, 2020

| Pos | Skipper             | Crew                           | Sail  | Race 1 | Race 2 | Race 3 | Total |
|-----|---------------------|--------------------------------|-------|--------|--------|--------|-------|
| 1   | Ched Proctor        | Meredith Killion, Steve Gruver | 15507 | 3      | 1      | 1      | 5     |
| 2   | George Harrington   | Ian Sanderson, Vivian          | 15367 | 4      | 5      | 5      | 14    |
| 3   | Mitch Hnatt         | Ryan Staggard, Colleen Kennedy | 15439 | 9      | 4      | 2      | 15    |
| 4   | Paul Jon Patin      | Andre Patin, Tim Shiebler      | 14950 | 7      | 2      | 8      | 17    |
| 5   | Jon Schwartz        | Jack Huntsman                  | 14922 | 1      | 10     | 7      | 18    |
| 6   | Ted Duffy           | Isabelle Duffy, Dan Vought     | 14175 | 8      | 6      | 4      | 18    |
| 7   | Brian Hayes Jr      | Chris Schon, Tyler Kaplan      | 15315 | 5      | 8      | 6      | 19    |
| 8   | Dale Barney         | Cole Barney, Max Lopez         | 15514 | 10     | 7      | 3      | 20    |
| 9   | Brian Taboada       | Stu Challoner                  | 14589 | 2      | 11     | 9      | 22    |
| 10  | Geoff Loffredo      | James Gilmore, Kristin Hess    | 15165 | 12     | 3      | 12     | 27    |
| 11  | Dave Watts          | Patrick Corr, Robert Watts     | 15365 | 6      | 12     | 11     | 29    |
| 12  | Caroline Hoedemaker | Robert Hoedemaker              | 14634 | 15     | 9      | 10     | 34    |
| 13  | Miya Preyer         | Sarah Schon                    | 14204 | 11     | 14     | 13     | 38    |
| 14  | James Elder         |                                | 14820 | 13     | 13     | 14     | 40    |
| 15  | Bill Jaeger         | Jeannie Mauritzen, Rob Nunn    | 15471 | 14     | 15     | 15     | 44    |

If crew names are missing contact the Class Office to update.

[Art Petroseмоло Photo Link: Nautical Photography](#)



Long John Regatta 2020

By: Ched Proctor

Lightning Fleet 70 and the Monmouth Boat Club normally hold the Long John regatta the third weekend of April. It is held on the Navesink River in New Jersey. But after Covid postponing they decided to have a 1-day event on October 24. The NOR specified allowing sailing with 2 people. Two of the 15 boats sailed with two. The rest sailed with three.

It was a no-frills regatta with racing, and a beer keg in the parking lot. No inside activities were held and no trophies were awarded. For me it was my type of regatta. It was the first time I've travelled with a boat since the terrible event of the spring. And get this: There was no entry fee! I was fortunate to have Meredith Killion and Steve Gruver sailing with me.

I checked the tide time a few days before the regatta. In past years I recollect that sometimes we needed to sail with the centerboard part way up when the tide is down. Since low tide was a half hour before our noon start time I anticipated that this might be the case this time. It turned out that we never pulled the centerboard up and never hit bottom. We figured the current would be a factor in the light air but it was particularly significant.

The wind was South West. Velocity was light. Most of the time it was 2 on the leeward side. Three races were run. Race 1 had the most wind. Occasionally we had 2 on the high side. With the late fall weather there was minimal motorboat traffic. Race 2 and 3 were progressively lighter. The wind was generally aligned with the river axis which runs from the Southwest to Northeast. In race 1 there were puffs coming from the north shore.



**Race 1:** The course was 5 legs. There was an offset at the weather mark and gate at the leeward mark. Our prestart strategy for the race was to avoid the mess at either end of the starting line and get to the right and the breeze of the North Shore. We accomplished the starting part. But we spent too many tacks on trying to cross to the middle to get between the competition and the mark. Brian Taboada pulled it off well by being the first to the right. He had a comfortable lead around the 1<sup>st</sup> weather mark with John Schwartz/Jack Huntsman in second. We rounded another few places and a long distance behind. On the run, the fleet behind John, compressed a bit. Somewhere John got past Brian. At the start of the next beat he extended to the left and hooked a lefty that moved him into an unassailable lead. We decided to push hard to the right to get the pressure that seemed to reside along the North Shore. This got us to third place behind Brian at the weather mark.

We all jibed to port early to again use the northerly pressure. We were a little earlier to jibe and found pressure that Brian didn't get. This allowed us to close to within 3 lengths of him at the leeward mark. On the last beat, John sailed easily on to the win while we tried to reel in Brian. We both rounded the right (looking upwind) gate mark and held port tack most of the way to the right crossing the river. In the following position we didn't see any opportunity to the left but found a few little left shifts to get us up off Brian's stern into clear air. A few puffs got us to the position where we might have been able to pin Brian beyond the starboard tack lay line. We got a header and elected to tack a little before we got to the port tack lay line. I'm always more comfortable positioning on the leeward side of our opponent on starboard tack and felt it would be better to be bow out. It was probably a mistake. Anyway, it didn't work. This left Brian to wait and take a clear lane 3 boat lengths away on Starboard tack. The Northerly pressure helped him lay the finish. We had to tack for the finish. We finished third.

**Race 2:** 5 legs same course as in the previous race. The weather mark was moved closer to shorten up the course and get races in. This meant that the pressure off the North shore wouldn't be as big of a factor.

We didn't have a great start in the middle of the line. It was better than some though. Brian Taboada and Brian Hayes Jr were over early at the leeward end of the line. We made about 4 tacks trying to locate a clear lane. We bounced back and forth between the breezes on the 2 sides of the river. It was lighter than the first race. We eventually decided to go hard right all by ourselves. We did find a nice breeze that shifted right. Unfortunately, by the time we had gotten it, we were overstood. This allowed several boats to get in from the left ahead of us. We rounded the weather mark about 7 or 8. Brian Jr. did a nice to catch up and round ahead of us. Paul-Jon Patin with his 12-year-old son Andre steering, did a nice job to lead the race.

Upwind, the right side had been favored by more breeze shifted right, we did a jibe set at the offset. Initially it felt pretty ugly, but by holding onto it, we eventually found a nice bit of breeze that took us most of the way down the leg, rolling past boats that had delayed jibing. We rounded the right (looking upwind) gate mark close behind Dale Barney after some discussion about overlap yes or no. That position often leaves one with no option for clear air but to tack which we did. Again, we used whatever opportunity we could find to go back to the right. The right pressure again smiled on us to get us to the weather mark around 3<sup>rd</sup> or 4<sup>th</sup>.

On the second run, the wind shifted left and got very light. We held Starboard jibe most of the way down. We were nearly laying the mark. Some boats behind jibed out on port toward the middle of the river and parked. We found a good time to jibe to port to roll over Mitch Hnatt. At the leeward mark we gained the inside on Paul-Jon. We popped around 1<sup>st</sup> on the left gate mark. There was wind on the left now. We sailed all the way to the port tack lay line and tacked in a shot of pressure that took us neatly to the finish line on port tack. Fewer tacks seemed to be working! The fleet behind had to struggle to drift to the finish line.

**Race 3:** The course announced was 3 legs finishing upwind toward the club. After we finished the 2<sup>nd</sup> race the wind died, bringing into question the possibility of a third race. However, after a short wait a little breeze filled in from essentially the same direction. The committee set the mark a little further left right in the middle of the river. We started just above the pin end pile up with a good head of steam. Dale Barney had a great start right at the pin. It seemed like he might pinch us of but a little lifting pressure as we approached the shore on the South side of the river got us over him. The boats in the middle faded and we looked like we'd be able to cross easily. We decided to resist the temptation and continued on to the lay line before tacking to port. The puffs were becoming very fitful but tended to be from the left. We reached into the mark and rounded with a two-boat length lead.

The 2<sup>nd</sup> leg was very challenging. The fleet nearly inverted. There was a puff coming down the river from the right which induced us to hold starboard jibe even though our course was 90 degrees to the course to the leeward mark. The wind was barely sufficient to fill spinnakers. There appeared to be some pressure up the river coming down the South shore. Starboard jibe took us closer to this pressure, but we had to wonder if it would get to us before we needed to head toward the mark. Mitch Knatt was close behind us. He held high on starboard. He was nearly rolling us when the wind seemed to disappear completely. Then a boat behind, possibly Bran, jibed first. There was a puff coming again from the North shore. We jibed with no wind. Since we were the furthest South it looked like the whole fleet would roll over us. and be headed for the mark. Dale Barney was just to our left and he did roll over us. The group behind him was clustered very closely. They were disturbing each other's air, defending and attacking high. This gave us a small lane to sneak out from under. The wind came ahead and we jib reached into the right (looking upwind) gate mark. Dale was first around. We escaped the horde behind and rounded right behind him. Mitch who was further from the leeward marks when the wind shift came, was luckily able to escape around the left mark and get out clean on starboard. Because of the Southerly shift it the long tack to the finish line. We beat Dale to the tack and so were on the long tack to the finish on his leeward side and bow out. From here we laid the finish line to win the race.

Although there were not any trophies awarded, the top five places were announced. It was a friendly time. Masked and social distanced, friends caught up with covid time happenings. Some commented that we would be there for the spring long John. It was nice to experience something that felt somewhat normal. Thanks to the group at Monmouth Boat Club and Lightning fleet 70 for making a regatta happen.

