

**Heather Gregg Earl & Joe Bardenheier  
Make History as Inaugural  
J/70 North American Champions**







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## **PRESIDENT'S LETTER**

To say it has been an exciting year for the J/70 Class would be an understatement of epic proportion. Our first North American Championship was handled deftly by Kathy Parks (Class Secretary), Chris Groobey (Class Treasurer), Linda Ambrose (AYC Sailing Director), Will Keyworth and the whole Annapolis Yacht Club race management team. As you know, we sold this event out in an extraordinary 28 hours. Although challenging conditions persisted for most of the event, it was a huge success both on and off the water. The event was won by the Corinthian team of Heather Gregg Earl on Muse. In a fleet that was only 1/3 Corinthian, it is no small feat that this team ended atop the leaderboard. It bodes very well for our fledgling Class that this regatta was won by a female helmsperson with no pros on her crew, but rather a group of her friends that sailed together at Tufts. A bid has been accepted from Rochester Yacht Club to host our 2014 NAC. RYC and the Class have imposed a 120-boat limit for this event. We will have one day of qualifying to split the fleet in two for the Championship series.

As many of you may already know, the J/70 has been granted ISAF international status. To that end, our inaugural World Championship will be held next September in beautiful and historic Newport, RI and hosted by the New York Yacht Club. This promises to be another DON'T MISS event. It appears that we will also likely have 120-boat limit to maintain regatta integrity. We have published qualifying regattas and slots on the Class website.

Our 2014 Midwinter Championship will be at Key West again. There are over 40 boats currently signed up, and the J/70 will once again be the largest fleet in attendance. For those of us looking for a more value-oriented option for this winter, we will be having a three-regatta series at Davis Island Yacht Club in Tampa, FL. Details can found on our Class website as well as the DIYC site. This event has nearly 40 boats signed up already as well and promises to be a lot of home-style fun at an affordable price point.

I hope you all are enjoying your J/70s and the great regattas we have had this year. Please reach out and use our Class Forum to tell us what is going on in your respective areas. The success of our Class relies on the grass roots level to build fleets and promote this great little boat. I hope you all have had BIG FUN this year, and I am looking forward to seeing you on the circuit in 2014! Have a safe and happy holiday season.

Joe Colling, US J/70 Class President



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## J/70 Awarded ISAF Status

*At the recent annual meeting of the International Sailing Federation (ISAF) in Oman, the ISAF board approved the J/70 as one of their newest ISAF classes. The designation becomes official upon the signing of the standard class agreement in the coming weeks. In less than 18 months after launching, the J/70 exceeded the requirements for global distribution and class organization; and now joins the distinguished company of many long standing international classes. ISAF status allows a class to run sanctioned World and continental events; it opens up funding in many countries for sailing athletes who compete in class events; and it allows the class to be considered for future international "Games" such as the Pan Am Games, Asian Games and the Olympic Games.*





## Heather Gregg Earl & Joe Bardenheier Make History as Inaugural J/70 North American Champions

Heather Gregg Earl and Joe Bardenheier will be remembered as the first ever J/70 North American Champions. The co-owners from Boston, MA, sailing *Muse* with Stuart Saffer and Bill Lynn, earned a ninth in the final race to secure victory with 95 points in the seven-race series. The North American Championship was held at the Annapolis Yacht Club by Fleet #1 and title-sponsored by Hillman Focused Advantage Fund. Brian Keane's *Savasana* earned second on the podium with 97 points. Tim Healy's *Helly Hansen* placed third with 101 points.

"We didn't know we won the regatta until we got to the dock!" beamed Bardenheier. "We just figured if we stayed in the top 10, we might end up pretty high in the event. We didn't look at the scores all day." In fact, *Muse* was 13<sup>th</sup> after



the first day, when they tallied two fifths plus a 55 due to having the challenge of a penalty turn. "We sailed very consistently and just stuck with it. We had great teamwork and good communication the whole time."

*Muse* was purchased last December and sails with an entire Corinthian team. They have campaigned the boat throughout the Southern Circuit as well as events in New England. "This was a conclusion to a hard fought year," summarized Bardenheier. "We got into the J/70 relatively early, and we've put together a nice team effort with my fellow Tufts University Alumni. It's a wonderful Class, and we are so excited about the people in it. The organization is wonderful, and we look forward to being involved for years to come!"

Heather Gregg Earl  
& Joe Bardenheier  
Make History  
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American Champions



The leaderboard changed with every race on day one of the Championship, but it was Bennet Greenwald's identical line of 4,4,4 that placed him in the lead after three races. With winds ranging between 4-8 knots, and no boats able to repeat a top three finish all day, Greenwald's *Perseverance* lived up to its name as the 89 teams battled the tides of the Chesapeake Bay. Excitement ran high for the kick-off race, which saw Kerry Klingler's *Menace* seize the victory. Martin Kullman's *Touch 2 Play* took the win in race two, and Joel's Ronning's *Catapult* snagged Thursday's closing contest.

Due to a lack of wind, racing was abandoned on day two of the event. The Race Committee team scrutinized the conditions constantly throughout the day, but the breeze never piped up enough to meet the required minimum. Saturday's conditions cooperated to allow four races in winds that started

around 15-18 knots and leveled off to 8-10. Keane crossed the line first in the day's initial bout, with Douglas Strebel's *Black River Racing* winning the next contest. Keane returned to victory in Saturday's third race, and the final battle saw Cole Allsopp's *Moxie* take line honors.

The anticipation for this North American Championship grew at a feverish pace since June when the regatta reached its 90-boat entry threshold within 28 hours. "It's tremendous to see a great turnout from all over North America for the first Class championship," praised Jeff Johnstone of J Boats. "Fleet 1 and Annapolis Yacht Club did an incredible job organizing a major championship on such short notice. It's particularly gratifying to see such a broad cross section of sailors from one-design boats and with helmsmen ranging from ages 13 to 76."



Heather Gregg Earl  
& Joe Bardenheier  
Make History  
as Inaugural J/70 North  
American Champions



## The top 10:

1. Heather Gregg Earl/Joe Bardenheier (95 points)
2. Brian Keane (97)
3. Tim Healy (101)
4. Peter McChesney (111)
5. Robert Hughes (115)
6. Joel Ronning (144)
7. Douglas Strebel (152)
8. John Brigden (153)
9. Martin Kullman (154)
10. Henry Filter (159)

Sandy Grosvenor served as PRO for the teams from Bermuda, Canada, Mexico and the USA. Visit [www.j70nac.com](http://www.j70nac.com) for complete results.



## Winner's Debrief with Gregg Earl



### **1) You didn't know you won until you hit the dock. What were the conversations on the way in?**

**HEATHER:** When we crossed the finish line of the last race, we all took a moment to decompress...none of us thought we won. We were all giving each other high fives as we knew we had a solid regatta and felt really good about how we sailed. Tricky conditions with all the good guys up and down. We were pretty consistent except one race where we had to do a penalty turn right after the start in light air landing us in 55th that race with no throw-out in the Championship. Not good! After that, we didn't focus on the scores so much...we just focused on trying to be super consistent. On the way in, we all started to guess where we wound up. We guessed anywhere from third to fifth. Pleasantly surprised when a competitor told us the news as we hit the dock!

### **2) The title came down to the final race, and you had quite a bit of ground to make up to secure the championship. What was your approach in that last race?**

**HEATHER:** Our approach throughout the regatta was to be consistent and keep ourselves in the game. And that definitely was our approach for the last race. Not to take too many risks as there wasn't a throw-out race. After the first day, we stood 13th after finishing the day 5, 5, 55. With a 55<sup>th</sup>, we knew we had some hard work ahead of us to make the top

10. Going into the last race, the leader had 31 points on us and a few boats were just points behind us. Our approach was to, again, keep ourselves in the game. Given the shifty conditions and the fact that sides were paying big, we focused on making sure we were clear at the start, starting away from the pack a bit, so we could punch out and get to the side we wanted. Luckily, that worked and Billy Lynn, our tactician, did an amazing job calling the shots that final race.

### **3) Tell us about your experiences thus far racing the J/70. What brought you into the Class?**

**HEATHER:** I have to say I haven't had as much fun sailing since college sailing!! The J/70 is a blast!! The boat is a hoot to sail, especially in the breeze. It truly is one-design, it's manageable in terms of crew (only three other people needed to sail), it's great value for the money, and the fleet after one year has such depth in talent. Eighty-nine boats on the line and just one year old...impressive. When I was looking for a new One-Design Class to jump into, I wanted one in which the sailing itself was more fun. And buying into a Class where I had a lot of confidence that the fleet would develop quickly and with a lot of talent was important to me. As a mom chasing my 10-year-old around the Opti circuit, I needed to make sure that the new Class I picked had enough well-attended regattas throughout the year to make

## Winner's Debrief with Gregg Earl



it worthwhile. When I went for my first spin in the J/70 with Stu Johnstone one 20 knot day in Newport, I was sold.

### **4) What expectations did you have coming into the North Americans?**

**HEATHER:** Our goal was to win the Corinthian Division and place in the top 15 overall and have a ton of fun with an all Jumbo crew from Tufts, my alma mater. That, we did!

### **5) The conditions on the Chesapeake Bay allowed for racing on two of the three days. Did you expect it to be a generally light air event?**

**HEATHER:** Yes, harkening back to my college sailing days, I spent many a light air regatta at Annapolis in the fall so we were prepared for what we ended up getting. It was unfortunate that we didn't get any racing in the second day, but my hat's off to the PRO Sandy Grosvenor and her RC for conducting such a well-run event and calling the racing on that second day.

### **6) How did you maintain your boat speed in the conditions?**

**HEATHER:** Constantly changing gears all the time. Overall, a light regatta but we did see the breeze up and down a bit. The racing spanned 5 to 15 knots of breeze...so adjusting rig set up, sail trim, and weight placement was key.

### **7) Do you feel the J/70 is a good platform for women sailors?**

**HEATHER:** Yes! And for all you women out there who don't know what to put on your Christmas List... Santa knows exactly where to get a J/70!

Kidding aside, I think it's a great boat for women. It's manageable in terms of putting a program together given number of crew, and women can easily sail the boat. It's totally manageable for women as drivers or any crew position for that matter. I've sailed it with an all women crew a few times, and we had a ball.

**8) Many professional sailors have been quite active in the J/70** in its young history. Yet you won the North Americans with a full Corinthian team. What advice do you have for fellow amateur racers who want to compete in major championships?

**HEATHER:** Crazier things happen!

My advice to my fellow amateurs is:

- 1) I think it's great to stick together as an amateur team! Stay together!
- 2) Putting together a good team with great chemistry goes a long way - don't underestimate the power of this!
- 3) Practice, practice, practice - together as a team!
- 4) Make sure having fun is one of your goals - we all tend to do better when we do!

**9) The J/70** has had an amazing rise to popularity. How is the Class evolving in the United States?

**HEATHER:** The Class is on fire. In just one year, they are up to 400 boats sold in North America. And another 100 in Europe. It's a real testament to the confidence so many sailors have in J Boats' ability to build deep and competitive one-design fleets. This boat hit the market at the right time for sure. It's going to be a great Class to be a part of. I can't wait for Key West!



# **J**<sup>®</sup> **70** **2014 J/70** **WORLD CHAMPIONSHIP** **IN NEWPORT**

# THE FIRST

**SEPTEMBER**  
**8-13, 2014**



The first J/70 World Championship will take place in Newport, Rhode Island from September 8-13, 2014. Hosted by New York Yacht Club with event and logistics support by Sail Newport, the 2014 J/70 Worlds will be one of the hottest one-design tickets around. Hot enough in fact that it will be a qualified entry event with a cap of 120 boats. Upcoming J/70 events such as Key West, the Davis Island Winter Series, NOOD regattas, etc., plus most of the regional events throughout the season will have qualifier slots (both Open and Corinthian) for the 2014 Worlds. For a complete list, visit <http://www.j70class.com/index.php/world-qualification>.



*"Pre-regatta,  
getting to  
know everyone!  
This is  
Rod Johnstone,  
the man  
who made this  
crazy boat!"*

# Young Sailing Talent

Ian Moran has been very lucky to be coached by Dave Ullman of Ullman Sails and by Joe Colling, J/70 Class President, from Edgewater Yacht Club in Cleveland, OH. He has made his way early on in the sailing world at the ripe age of 13 by making the USA National Optimist Team. Ian has put aside his speed skating, of which he is ranked fourth in the United States, to concentrate on what seems to be his first love—competitive sailing. He was the youngest skipper at the J/70 North American Championship in Annapolis, racing in a fleet of 89 boats. In November, he was awarded Edgewater Yacht Club's most prestigious honor, *Sailor of the Year*.

## BOATS RACED COMPETITIVELY

Antrim 27  
Bic  
Dragon  
Ensign  
F16  
Farr 44  
FJ  
J/22  
J/70  
Jet 14  
Laser  
Melges 32  
Nelson Merrick 25  
Nelson Merrick 45  
OD 48  
Opti  
Thistle  
29er  
420

## COMPETITIONS/REGATTAS (sailing competitively since 8 years old in 2008)

2009 ILYA 2nd place Opti  
2010 ILYA Opti champion  
2011 ILYA Opti champion  
2012 ILYA Opti champion  
2013 ILYA Opti champion  
2012 Jet 14 Nationals, third place (adult fleet)  
2011 Team trial, qualified for USODA  
2012 Team trial, qualified for USODA  
2012 Orange Bowl, 5th place blue, 250 boats  
2013 Qualified at Team Trial, made USA National Opti Team, 194 boats  
2013 Spring Fling at Coral Reef, Miami, 15th place  
2013 North Americans, Bermuda, 13th place, 5th American out of 190 boats, 23 different countries  
2013 New England Championship, Portland, Maine, 13th out of 340 boats  
2013 New Jersey State Championship, Long Beach Island, 2nd place out of 180 boats  
2013 Great Lakes Opti Championship, 1st place overall with 60 competitors



# Young Sailing Talent

## TAKE A WALK THROUGH

The North Americans from the eyes of 13-year-old Ian Moran with these photos.



*"We are getting ready for racing in the Chesapeake Bay with teammates: Chris Chadwick, me, Krissy Zillman and Joe Colling, President of the J/70 Class. Chris is local knowledge and a good sailor. Krissy is originally from our Edgewater Yacht Club junior program, but has sailed all over."*



*"Rounding bottom mark in top five. Great way to start off the first day!"*



*"After the first day of racing with the toys all put away, we are headed to dinner."*



*"Me with Dave Ullman at the awards party. We are just talking about the races of the regatta."*



*"Leaving the Boat Yard in Annapolis after watching the America's Cup, the second best place to watch the races. I am with Joe Colling, also from Edgewater Yacht Club, the owner of the boat I raced and in charge of our whole team. Thank you Joe for this opportunity!"*



# 2014 J/70 North American Championship

**July 14-20, 2014**  
**Rochester Yacht Club, Rochester, NY**  
[www.j70nac.com](http://www.j70nac.com)

The Rochester Yacht Club is proud to host the 2014 J/70 North American Championship. Organizers are hard at work ensuring that this will be a great event. The yacht club has a long history hosting top notch regattas, including multiple J/24, J/22, Soling, and Sonar World and North American Championships. They'll make sure that the J/70 NAs provides competitors with a fulfilling regatta experience. Event dates are July 14-20, 2014.

The Notice of Race is now available. Please check the regatta website [www.j70nac.com](http://www.j70nac.com) for the NOR as well as regular updates with regatta news. Registration is expected to open in early January through Regatta Network. After 2013's quickly maxed out 90-boat fleet, we expect to have over 100 boats. There is a maximum fleet size of 120 boats though, so plan to register early!

The regatta should be an awesome experience, both on the water and ashore. Four days of competitive racing and one practice race day are planned. You'll be able to count on a superbly managed race course under the leadership of PRO Hank Stuart. Onshore, the club will provide a friendly atmosphere with complimentary beverages every day, some meals for the entire crew, daily prizes, full use of the club's facilities, and onsite parking. Did we mention you'll have a great time?

Regular updates on the regatta will be available via the regatta website ([www.j70nac.com](http://www.j70nac.com)), Facebook and Twitter. Check back often.

See you and your team in Rochester for the biggest and best J/70 event yet!



# J/70 TECHNICAL COMMITTEE REPORT

By Sean Enrique O'Keefe • Technical Chair, J/70 Class Association & Owner, Hull #203

In January 2013, the Class Association began its work. The challenge was how to make an already great one-design boat and Class better, without screwing it up.

The secret was to listen to what our Class members had to say. The Technical Committee has been one of those conduits of information. Another great source of information and experience came from doing inspections at regattas, such as KWRW 2013 and the 2013 NAC. Most, if not all, of the Class Rule and builder spec changes originated from the rank and file Class members.

**The following is a list of the major issues that came up, and their resolution.**

**Crew Weight:** "Every one-design Class should have a maximum crew weight." Conventional wisdom dictates that a maximum, and perhaps even a minimum, weight should be adopted by a one-design Class. But as folks got experience in the J/70, they realized that the boat was self-regulating as to weight. It seemed that much below about 640 lbs and much above 680 lbs often would put a team at a disadvantage. And everybody liked the idea of not having to worry about weigh-ins before a regatta. The initial worry about crew weight gave way to the realization that there was no need with this design to regulate crew weight.

**Kelp Cutters Made Optional:** One cannot sail in certain venues, such as San Diego to Santa Barbara, without some manner of dealing with chronic kelp. Most of the J/70 venues in Europe, the Northeast, Great Lakes and Mexico do not have to deal with kelp or weed problems, so the kelp cutter became optional. It became legal to remove the kelp cutter, and fill the slot—permanently or with a temporary filling.

**Winches:** "Sport boats don't have winches!" or "The winches are great for my kids or when my wife and I want to double hand the boat." The design of boat is intended for a large market segment. The J/70 is amazing in that it appeals to both the hard core racer, and the club family racer/cruiser/day sailor. The hard core racers quickly adapted to the winch position. (Much in the same way, small children don't touch a hot stove a second time.) At the 2013 NAC, a large number of boats had padded their winches with coolies. So for now, winches are here to stay.

**Anti-chafing gear:** Anti-chafing gear was allowed without restriction.

**Outside Assistance to Allow Towing:** Debated amongst the Technical Committee members, and rejected. The rule remains in place that outside assistance in the form of towing to the race venue is not allowed. There are two policy reasons for this rule: 1) as a matter of safety, the J/70 should have a working engine on board and, 2) only a limited number of teams can afford the luxury of high speed tows to the race course. Please remember these rules must be invoked individually by the Notice of Race or Sailing Instructions. The default is that this rule does not apply. The Notice of Race shall state that "J/70 Class Rule I.3 of Section I are invoked."

**Backstay leg alternative allowed:** The original "Chinese finger cuff" design was praised for its ease of tightening the backstay leg, but criticized for the difficulty in letting it off. The rules allow for the shrouds or backstay leg to be adjusted between races. An alternative design permitting the addition of a grommet and some dyneema lashing has been allowed in the builder specs.

**Auto sprit retraction system allowed:** Out of concern for the safety of competitors and convenience of the teams, boats have been allowed to add an auto retraction system, typically using one or two strands of bungee cord to retract the sprit.

**Safety Line 4kg tension test, changed to a 2kg test:** This is an example of pragmatism. Safety line tension is an element of avoiding extreme hiking. In order to have a simple hiking rule interpretation (i.e., base of spine on deck, with taut safety lines), it is necessary to define "how taut is taut." However, as a practical matter, we found that few teams were capable of securing the dyneema lashing so as to prevent the knots they used from slipping before the first weather leg was completed. One solution was to allow the installation of a turnbuckle on the safety lines, but if required, was a fairly expensive fix. The turnbuckle solution, which is permitted in the builder specs, requires the turnbuckle to be swedged onto a wire safety line. By changing the Class Rule from a 4kg test to a 2kg test, most teams can tie a knot to withstand slipping, without going to new safety lines and a turnbuckle.

# J/70 TECHNICAL COMMITTEE REPORT

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**Gennaker ratchet blocks may be moved forward from the original builder position to the jib ratchet block eye:** At the 2013 NAC, several teams had moved their gennaker blocks forward to the jib eye, and asked to move them back to the original builder located position. This was an example of the "closed rules" in action (i.e., if the rules don't say you can do it, you can't do it.) However, after the NAC and checking with the builder and designer to make sure that the jib pad could withstand the stress, this good idea was adopted as legal.

**Jib material:** An investigation has been undertaken by members of the Technical Committee into the possibility of permitting alternative carbon fiber jibs (such as Aramid) to the Dacron type fiber presently authorized. The goal is to make the most economical solution available to Class members. If a carbon fiber jib would last 50% longer than the Dacron type fiber and be sold at the same price, then such solution would seem viable. (Were it so easy.....) After some research amongst the sailing professionals and lofts, the problem appears more complex. The Dacron type sail that is now used by the Class might be considered to be slightly heavier than is really necessary. So the sail lasts somewhat longer than what would be a serviceable lighter Dacron type fiber. These sails stretch and age in a more even manner than the more brittle carbon fiber sails. Carbon fiber sails do tend to be lighter/stronger. However, one of the issues is how heavy and which construction method should the rules allow. Carbon fiber sails are more expensive. They may not be more economical, and perhaps could ultimately be more expensive, especially if the sails are abused. The Dacron type fiber is very user friendly. The issue remains open.

**Weight & corrector weights:** A J/70 weighs 812 kg.....CR C.6. As of January 1, 2014, a boat participating in a Class-sanctioned regatta will be required to have a valid weight and inspection certificate. So far from the limited data collected, US built boats are weighing in at 4kg to 20kg light of minimum weight. There has not been a single report of a "heavy boat." The Class Office is currently shopping for a portable scale, which will serve as the official Class scale. However, in various areas around the country, interested Class members have borrowed J/24 Class scales, or rented highly accurate recently calibrated scales. The Class is preparing to

weigh boats at the upcoming 2014 KWRW. Members are encouraged to contact Chris Howell about opportunities to weigh and get certified prior to KWRW.

**A team of "5":** The ExCom has voted to recommend to the Class Board that the Class Rules allow local regattas a rule alternative which permits a crew of 5. The feeling is that such an election would encourage family, junior and female teams to compete.

**World qualifying slots:** Essentially, the ExCom adopted a system similar to that of the J/24 Class and with a bias toward the teams with Cat 1 drivers.

On a personal note, I want to express my thanks to Jeff Johnstone, Chris Howell, Joe Colling, all the ExCom members, many many sailing professionals and Class members that have put up with my cross examinations and ignorance of the rules and sailing technology. Thank you for your patience and the "teaching moments." It's been a great year.

The J/70 Class Association now becomes the US J/70 Class Association. The International J/70 Class Association, with its own Board of Directors and committees, will take over the rule adjustment process. The US Tech Committee will continue to serve as a conduit of ideas, debate and feedback.





# 2014 Inaugural Quantum J/70 Winter Series



## Davis Island Yacht Club

Davis Island Yacht Club is pleased to welcome the J/70 Class to the first Winter Series sponsored by Quantum Sails with support from Gill and Coral Reef Sailing Apparel. The three event series (January 9-12, February 7-9, and March 21-23) promises warm temperatures and fierce competition with a heaping dose of DIYC hospitality. The event is structured for sailors by sailors—with each event having plans for practice sessions and clinics on Fridays, tons of racing on Saturday, barrels of fun on Saturday evening, and a solid but targeted day on Sunday (so that sailors can get on the road and back home for the new week). Storage was offered for the three-

month period for the first 30 boats, but please feel free to email the event organizers to be placed on a waiting list for onsite storage. There is also storage in the area, but this storage may require some boat-breakdown. The event organizers will also be happy to help you with lodging and other questions and concerns so please reach out to them! Quantum Sails and DIYC look forward to seeing you all in the sun for some fun this coming 2014. For more information, visit <http://diyc.org/calendar/2014-quantum-j70-winter-series/> or contact Mike Dawson at [mwd571@gmail.com](mailto:mwd571@gmail.com).





## Quantum Key West 2014

The J/70s will be back in force in Key West in January. Entries have already topped 40 and there's no shortage of competitive talent. The Key West venue is second to none, and the quality race management is a race week hallmark. Premiere Racing will once again award additional daily and series J/70 Corinthian trophies. Key West and the Midwinter Championship are also on the line. Sign up today to enjoy the dependable breezes, warm January sunshine and cool nightlife that can only be found at Quantum Key West 2014. Event dates are January 19–24. For more information on entries, special J/70 logistics packages at the Truman Waterfront Property and more, go to: [http://premiere-racing.com/QKW2014\\_event.html](http://premiere-racing.com/QKW2014_event.html)

Photo Credit: Andy Newman / Florida Keys News Bureau



## J/70 FLEET LIST

### **Fleet 1 Chesapeake Bay**

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410-269-5664  
[Will@sales.northsails.com](mailto:Will@sales.northsails.com)

### **Fleet 2 Newport/Narragansett Bay**

Fleet Captain  
Suzy Leech  
Jamestown, RI  
860-995-4300  
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### **Fleet 3 Lake Erie Central**

Fleet Captain  
Richard Nesbett  
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### **Fleet 4 Southern California**

Fleet Captain  
Karl Pomeroy  
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### **Fleet 5 Southern Chesapeake Bay Fleet**

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### **Fleet 6 Erie**

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### **Fleet 7 Niagara**

Fleet Captain  
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### **Fleet 8 Rochester**

Fleet Captain  
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### **Fleet 9 Marblehead**

Fleet Captain  
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### **Fleet 10 Fort Worth Boat Club**

Fleet Captain  
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### **Fleet 11 Santa Barbara**

Fleet Captain  
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### **Fleet 12 Eastern Long Island**

Fleet Captain  
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### **Fleet 13 Southern Lake Michigan**

Fleet Captain  
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### **Fleet 14 Austin**

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## J/70 FLEET LIST

### **Fleet 15 Western Long Island Sound**

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### **Fleet 16 Fishers Island Sound**

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### **Fleet 17 Pacific Northwest**

Fleet Captain  
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### **Fleet 18 Canandaigua Finger Lakes**

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### **Fleet 19 San Francisco Bay**

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**Quantum J70 Winter Series @ Davis Island Yacht Club (Event 1 of 3)**

January 11, 2014 to January 12, 2014  
Where: Davis Island Yacht Club, Tampa, FL

**2013/14 J/70 San Diego Winter Series (January)**

January 18, 2014 to January 19, 2014  
Where: San Diego Yacht Club

**2014 J/70 Midwinter Championship/Quantum Key West Race Week**

January 19, 2014 to January 24, 2014  
Where: Key West, FL

**Quantum J70 Winter Series @ Davis Island Yacht Club (Event 2 of 3)**

February 07, 2014 to February 09, 2014  
Where: Davis Island Yacht Club, Tampa, FL

**2014 Primo Cup-Credit Suisse**

February 07, 2014 to February 09, 2014  
Where: Yacht Club de Monaco, Monaco

**2014 St. Petersburg NOOD**

February 14, 2014 to February 16, 2014  
Where: St. Petersburg Yacht Club, St. Petersburg, FL

**2013/14 J/70 San Diego Winter Series (February)**

February 22, 2014 to February 23, 2014  
Where: San Diego Yacht Club

**2014 Bacardi Miami Sailing Week**

March 03, 2014 to March 09, 2014  
Where: Miami, FL

**2013/14 J/70 San Diego Winter Series (March)**

March 08, 2014 to March 09, 2014  
Where: San Diego Yacht Club

**2014 San Diego NOOD**

March 14, 2014 to March 16, 2014  
Where: San Diego Yacht Club and Coronado Yacht Club, San Diego, CA

**Quantum J70 Winter Series @ Davis Island Yacht Club (Event 3 of 3)**

March 29, 2014 to March 30, 2014  
Where: Davis Island Yacht Club, Tampa, FL

**2014 Charleston Race Week**

April 10, 2014 to April 13, 2014  
Where: Charleston Harbor Resort & Marina, Mt. Pleasant, SC

**2014 Lipton Cup Regatta**

April 11, 2014 to April 13, 2014  
Where: Smyrna Yacht Club, New Smyrna Beach, FL

**2014 Annapolis NOOD**

May 02, 2014 to May 04, 2014  
Where: Annapolis Yacht Club, Annapolis, MD

**2014 Seattle NOOD**

May 16, 2014 to May 18, 2014  
Where: Seattle Yacht Club and Corinthian Yacht Club, Seattle, WA

**2014 Chicago NOOD**

June 06, 2014 to June 08, 2014  
Where: Chicago Yacht Club, Chicago, IL

**2014 Newport Regatta**

July 11, 2014 to July 13, 2014  
Where: Sail Newport, Newport, RI

**2014 Central NY Sailing Association Annual Regatta**

July 12, 2014 to July 13, 2014  
Where: Sodus Bay Yacht Club, Sodus Bay, NY

**2014 J/70 North American Championship**

July 14, 2014 to July 20, 2014  
Where: Rochester Yacht Club, Rochester, NY

**2014 Marblehead NOOD**

July 24, 2014 to July 27, 2014  
Where: Corinthian Yacht Club, Marblehead, MA

**2014 World Championship**

September 08, 2014 to September 13, 2014  
Where: Newport, RI

**J/70 Chesapeake Championship**

November 01, 2014 to November 02, 2014  
Where: Fishing Bay Yacht Club - Deltaville, VA



***The J/70 Class newsletter  
will be published quarterly.***

***Send your fleet reports,  
regatta recaps, photos,  
lessons learned and tips to  
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