



Tim Healy Repeats as J/70 Midwinter Champion at Key West Race Week

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1,2,3,4

at the J/70
Midwinters
in
Key West
powered by
North!



Tim Healy's Helly Hansen winner of the
Boat of the Week in Key West



One Design

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Photo Tim Wilkes

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PRESIDENT'S LETTER

I hope everyone is staying warm. It's been a bit of a challenge this year. Many of our members have taken their boats south in attempts to do just that. We had a 50% increase in our Key West Race Week entry, which got us up to 60 boats in January. Our J/70 fleet was again the largest fleet to attend KWRW, comprising 48% of the entire entry there.

Many are also attending our first Winter Series sponsored by Davis Island YC and Quantum Sails. We have had over 40 boats for the first two events at DIYC. This three-weekend series has proven to be a nice and very hospitable lower cost alternative to some of the more famous and expensive venues. Some other winter events are showing a bump in participation, partly due to the boats that are attending the DIYC series.

Thanks to all who took the time to answer our most recent survey regarding the Midwinter Championship. The results came back pretty much split down the middle. The Executive Committee is having talks currently on how to most effectively manage all of our winter racing to accommodate the preferences of everyone. We have RFPs listed on the website so that any club who wants to host a Regional, National or Winter event can fill out one of those proposals and submit it to the Class Office for consideration.

The winter tour continued at the St. Pete NOOD and Bacardi in Miami, and then we are back to DIYC for the finale of that Winter Series. This is also the Southeast Championship and will decide the four Worlds berths that go with that Regional Championship.

After DIYC 3, we move to Charleston Harbor for Race Week, which is looking like it will be 100 boats. Thanks to Randy Draftz and his team for their creativity. Then we move to Annapolis for their NOOD which will also be our ECC (East Coast Championship).

As you can see, the winter and spring are full of great events with outstanding J/70 turnouts at every venue. All of the above events have berths available for our first World Championship which will held in Newport in early September this year. For the latest information on the qualifying system for the 2014 J/70 World Championship, visit <http://www.j70class.com/index.php/world-qualification>. Thanks to everyone for supporting our events and our Class in such an inspired manner.

I hope to see some of you on the regatta circuit this year. Please feel free to reach out to me or any of the EXCOMM members at any time with comments or concerns. All of our contact information is on the Class website.

Joe Colling
US J70 Class President

P.S. The 2014 Class Rules are back from ISAF and posted on the website at <http://www.j70class.com/index.php/class-rules/>.

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Tim Healy Repeats as J/70 Midwinter Champion at Key West Race Week



Organizers with Key West Race Week deemed the most impressive performance of the regatta was put forth by skipper Tim Healy and his team on *Helly Hansen*, which won the 60-boat J/70 fleet in convincing fashion. Healy repeated as Midwinter champion in Key West by winning two races and placing second or third in five others. *Helly Hansen* clinched the regatta by finishing third in Race 9 and therefore did not sail the final race, using that as its throw-out. Geoff Becker and John Mollicone combined on tactics and trimming while Gordon Borges worked the bow for Healy. "Obviously the biggest key to success is having a good team. My guys did an awesome job of boat-handling and tactics," Healy said. "We sailed here last year so we had a real good feel for the race course. This team has also sailed

J/24s together the past few years so we have a comfort level that makes a big difference." Healy and *Helly Hansen* came away with the biggest prize—capturing Quantum Sails Boat of the Week honors. "We had a huge Class down here last year with a lot of really good sailors so it's a great accomplishment to come out on top. Winning Key West is definitely one of the highlights of my career," said Healy, of Jamestown, RI. Eight different boats took first place during the week. Rob Britts' *Hot Mess* finished as the top J/70 Corinthian boat.

After racing for the J/70s was unsuccessful on Day 1 due to lack of wind, rain squalls and wind shifts were the order of the day during Day 2. Multiple storm bands that were quite severe at

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times challenged the Race Committees and forced delays. Ultimately, perseverance and patience paid off as Division 2 completed two races. Boat-handling was at a premium on Division 2 as the J/70 class was buffeted by the big breeze. There were plenty of knockdowns and round-ups as the spinnakers were pounded with sudden gusts. Skipper James Allsopp and his team on *Moxie* showed tremendous skill and strategy in winning both races. Former College of Charleston sailor Zeke Horowitz was on his game calling tactics on *Moxie*, which led after the first day of racing last year as well. "We went out there with a plan, and we stuck with it. Everything just kind of came together for us today," said Allsopp, who competed collegiately at the Naval Academy. "We got off the line well in both races and did a good job of managing the shifts. We had a good time."

Northerly winds that held steady from 12-16 knots provided the best racing conditions so far on Day 3, with three races completed for the 10 classes on three divisions. Healy steered *Helly Hansen* to a couple seconds and a third to take



control with a low score of 29. "Going downwind, we were in-between planing and displacement mode so you had to decide when to keep the bow up and the jib out," Healy said. "There were big gains and losses to be made downwind. It's crucial to know when to soak it low."

Tim Healy Repeats as J/70 Midwinter Champion at Key West Race Week



Reliably strong winds off the Conch Republic delivered again on Thursday. Northerly breezes ranged from 12-16 knots, allowing for another three-race day on all courses. Healy continued his impressive performance. He won two races on Day 4 and finished fourth in the other to earn the Industry Partner Boat of the Day honor. "The big takeaway was that you can't get too focused on one side of the course. We saw big shifts both ways, and there was plenty of pressure on both sides," Healy said. "Our strategy has been to

choose a side, but not be the furthest boat out there. You don't want to get pushed all the way to the edge."

Conditions at the southernmost point of the United States delivered the strongest winds of the regatta on the final day. North-northeasterly breezes in the 18-24 knot range made for some spectacular racing. For complete results, news and photos, visit www.premiere-racing.com.

Jousting at Key West

By Timothy B. Molony, M.D.



In the Spring of 2012, J boats introduced their newest creation—a 23-foot sport boat targeted to have widespread appeal. They appeared to have analyzed all of the existing competition, capitalized on the positives, minimized the negatives and the J/70 was born. After owning a Melges 24 and 20, a Rocket 22 as well as a J/105, I saw a boat that could be owned at reasonable cost, sailed with little pain and have great performance. When USA #55 became available in Annapolis last April, I brought her to Sothorn Yacht Club and sticking with the “J” theme renamed her “Joust.”

Over the last 18 months, the Class has grown to over 500 boats rivaling the legendary J/24 in sales. Events have cropped up all over the country, and in Europe and South America. After seeing the Class in Key West last year with an initial 40-boat fleet, with over 60 boats expected for this year, I felt that this was something we had to try. Having always crewed there before on big boats, this was going to be an entirely new challenge. The boat was optimized, sails were ordered, and I put together what I felt was the best combination of talent, friends and compatibility. First order of business was to sign on Johnny Lovell. Here was the world class

tactical and speed guru to make my job easy. Next I went to SYC Commodore Dwight Leblanc, recent Tessier Award winner, and all around sailing talent with the size and strength to help get

us around the course. Next was Andrew Eagan, fresh off a huge win as Corinthian World Champs in the Melges 20 with a second place overall. He is 20 years younger than any of us and in many aspects an even better sailor. Andrew used his Melges 20 training to do things with the jib and asymmetrical kite that continually amazed me.

Logistics were arranged, and my son Christian and I had a great road trip to Key West making the almost 1,000 mile drive in 17 hours. While waiting to pick up the keys to the condo in Truman Annex, the direct Southwest Airlines flight from





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New Orleans roared in overhead with the rest of the team on board. That Saturday, the boat was rigged, measured, weighed and launched. After a long day of getting the boat set up, we had our first team dinner—after which continued into the evening at the Green Parrot with the New Orleans band Flowtribe and other esteemed Key West institutions. A lot of friends from around the racing world were out, and it was great to get together with them.

Sunday was practice day. Unlike the past where we went out and did a few tacks, chute sets, jibes and douses, this was full-on practice with starts (10) and races (6), complete with bumping, cussing and real racing. After usually starting in 8-12 boat fleets, this 60-boat starting line was going to be challenge—something I haven't done in years. The weather was great, and we felt we matched up in speed to the Class veterans we tested with.

Monday dawned clear and bright, but dead calm. We went out after a postponement, but the wind never settled in so racing was called for the day without a start.

Tuesday dawned dark and stormy as we went out to the course. With wind in the 10-15 knot range, Johnny called a perfect midline start and we were off. As most of the Class on the left ducked our transom, we continued into a nice left hand shift. Tacking to port short of the layline, we crossed all but one boat in the 60 strong fleet. We rounded the first mark in second place, and after some

initial nerves, got the chute going. The breeze filled in and soon we were planing down the course at 13 knots. On the second beat, North pro sailor (and last year's winner and Class guru) Tim Healy on *Helly Hansen* set up to leeward of us so we could do a bit of drag racing. To our surprise, we soon motored over him confirming our rig and tune settings. A few glitches on the ensuing run cost us a few boats, and we ended up in a photo finish with overall second-place Brian Keane's *Savasana*. Initially listed as a fourth, it was later changed to a fifth place for us in our first race! As we were finishing, a squall hit the tail end of the Class, most of whom had chutes up. This generated the most spectacular wipeouts of the week.

As this squall passed, the second race started in lighter winds. This time starting on this tight 60-boat line got the best of me, and we had to tack clear onto port after a few ducks. This race was notable for big shifts, another 25-30 knot squall and some huge lead changes. Johnny called the shots to get us back in contention, and we finished with an eighth place. After the first day of racing, we were in fifth place in this 60-boat fleet. At this point, we had no idea whether this was beginners luck or were we really able to hang with the pros sailing the top 25 or so boats. It turns out it was maybe a little bit of both.

Wednesday dawned bright and clear with the breeze a brisk 18 knots falling to 12 by the end of racing. This was definitely our toughest day with an OCS, a broken outhaul and less than

ideal starts on my part. We posted a 36 (OCS return), 21 and 22 to put us back in the pack. After a prolonged debrief at the Turtle Krawls, we readjusted our attitude for battle the next day. Thursday is known as moving day, and move we did. We posted another OCS return for our throw-out race finish of 44, but rallied to score a 5 and 10 in the other two races. Friday came in with a bang with a cool breeze of 25 knots leading to a postponement of an hour and a half. Dwight and Andrew wound the rig up to our tightest setting, and we blasted out to the start. Johnny set us up with a perfect midline start, and we crossed to fleet as we tacked short of the port tack layline. Rounding first, we launched the kite and held off the competition to round the leeward gate in first. The second beat, we got caught trying to cover both sides of the course and got passed by

a pack to score a seventh. The final race played out the same way with us leading the fleet until the finish, where a fast British team just passed us to take a second.

At the final tally, we ended up ninth out of 60 which qualified us into the top group for the World Championship in Newport this Fall. We stunned the Class as most of this group had been sailing for over a year and a half. Looking back, the bottom line was that this was a team effort with a boat that is pretty straightforward to set up and sail. You don't need to be a jock or a rock star to sail it, but everyone has to execute their job at a high level to be successful. All in all, a great time and when you can exceed your own expectations, that makes it even better.

Jousting at Key West

By Timothy B. Molony, M.D.

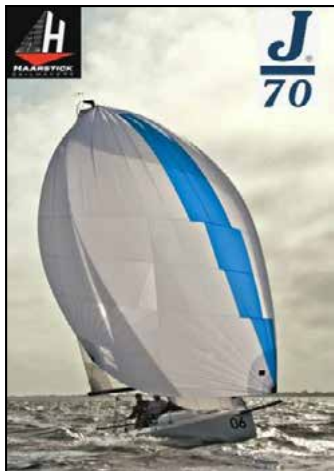




A View of Midwinters from the Corinthian Champion Rob Britts

What an amazing and exciting week the 2014 J/70 Midwinters turned out to be at Quantum Key West Race Week. Reflecting back, we were truly honored to win the Corinthian class this year and finish sixth overall in the highly competitive 60-boat fleet. Winning was very much a team effort amongst some really great friends. My team this year included long time sailing friends Steve Liebel and Coleen Walsh, as well as a newcomer to sport boats Will Felder. This is what is most exciting about the J/70 class—a very easy and fun boat that doesn't have weight limit requirements and is very easy on the crew for hiking at what can be a windy venue such as Key West in the winter. This was only my second race in the boat following the first Quantum J/70 DIYC Winter Series just two weeks prior so we still had a lot to figure out about the boat. Luckily, I have sailed this event several times now so was fairly familiar with the local weather trends allowing us to focus on making the boat go fast. With the help

of Marty Kullman at Quantum Sails, we were able to get some base line measurements on rig tune and sail trim that he found fast, and then made tweaks as we tuned up against other boats. As a Corinthian competitor, we try to keep things very simple and fun. Preparation and communication leading up to the event helped make things easy as we got to Key West. Once on the water, we utilized a “belief in the system” by everyone—which means the driver drives, trimmer trims, bow does bow and the tactician plays the game of chess. By sticking to this formula, communication is kept simple and fun. However what my crew and I really enjoyed about the week was getting to know and make so many new friends. Not only is the Class very competitive but it has many welcoming owners and crews alike. We are very excited about the upcoming spring and summer J/70 regattas and look forward to returning next year.



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Jib Trim Techniques for the J/70 - From Hand Trim to Winch

By Will Welles, North Sails One Design

The incredible success of the J/70 over the past 24 months has prompted many sailors to take a look at trying to dip their toe into the sport boat world. Whether it's someone considering a smaller, more economical boat or someone moving up to a bigger, potentially more exciting sailing experience, the J/70 certainly has struck a chord with the sailing public. After almost two years in the boats, tweaking our trimming and crew choreography, we are learning the importance of creating a jib trimming technique that is not only performance enhancing but relatively easy for teams to perfect with a little bit of practice. The first general rule of thumb is: "If the boat has to have the winch, you might as well use it!" This certainly holds true for the J/70 and, specifically, we have found that it is really quite nice (perhaps even critical) to use the winch for playing the jib sheet while sailing upwind in big breeze.

Light air

Light air tacking is all about trimming the jib to the proper "build speed" angle out of the tack so that you get the boat up to speed as fast as possible. We tend to just backwind the jib through the tack ever so slightly since back-winding too long can carry the bow too rapidly through to the new tack, and often times you will find the boat will come out too low in the new tack and the skipper will need to over steer a lot to get the boat back on the breeze. For light air, it is crucial to have good communication between the trimmer and the skipper. At this point, we are just using the leeward cleats, the jib sheet, trimming by hand and then going for weather sheet after the tack is completed and the boat is flattened to the proper heel after the roll tack.

Medium air

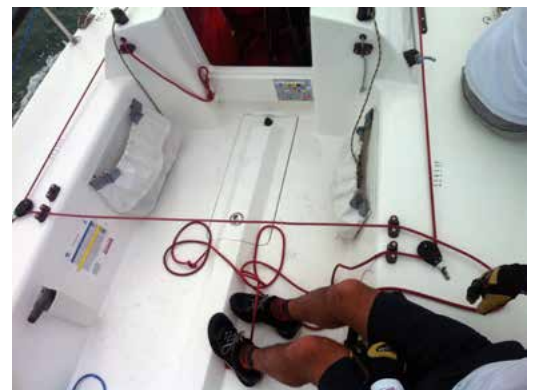
Medium air is transition time, and on our boat the trimming technique changes as it becomes important to get weight up and on the rail as quickly as possible. Our choreography is similar in

that we are still "hand tacking" the jib as long as the breeze is moderate but, after initially cleating the leeward sheet and hustling to the rail, there is still some adjusting that needs to be done on final trim. For this, we use the "banjo" technique, which requires installation of two sets of cam cleats on the boat that get mounted next to the ones that come from the factory—but face the opposite direction which we use to ease and trim the jib.



To trim the jib, you take the sheet across the boat with you during the tack and cleat the sheet in the cleat facing the rail. While the sheet is still cleated in the leeward cleat aligned with the jib block and the sheet is taut to the banjo cleat, step or push straight down on the sheet toward the floor of the cockpit.

This trims the sheet in while keeping it cleated in the leeward cleat. Do this repeatedly to trim to your jib marks.



Typically this is once or twice from your build speed trim mark. To ease the sheet, just ease the amount of the sheet that you want eased from the banjo cleat and then release from the leeward side by pulling up on the sheet in the middle and

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By Will Welles, North Sails One Design

holding down on it at the banjo cleat. We use the banjo cleats up to 12-14 knots, then go to the winch.



Heavy air

As the breeze increases, and the team is in full hike mode, we transition to yet a third jib trimming technique. Since we find that the boat just goes through the water better when you can ease the jib sheet two or three inches in a big puff, we really rely heavily on the winch to help our trimming performance. Being able to ease and trim the jib with a small, quick action helps to keep the boat on its feet and helps it go forward through the water instead of tipping over and going sideways. Using the winch is just more accurate, faster and can be done while fully sitting max outboard on the rail without leaning into the center of the boat. The technique I suggest is to tack the jib normally, which is to release the old sheet from the winch and then trim the new sheet to your build mark, and cleat the sheet in the leeward factory cleat. Once the jib is in and cleated close to where it should be (use your marks!), you can sail upwind and get up to speed quickly. It does take a bit of practice to get the timing right but, in theory, this is how you should be tacking the jib whether you are using the winch or not. Hopefully the driver is steering to the same place out of the tacks which helps dramatically! Once the jib is in and the trimmer is out to the rail, the sheet tail gets loaded onto the weather winch, the handle gets put into the winch and the sheet tail tensioned but not trimmed on. Then you reach into the middle of the cockpit and pull the sheet straight up, and the sheet will pop out of the cleat to leeward. Then trim/winch on the sheet the final few inches to

your heavy air upwind trim location mark. Be certain to get the sheet out of the cleat to leeward, otherwise you may have problems when you go to tack!

Weather sheeting

This article wouldn't be complete without touching on weather sheeting.

After a lot of testing, we have found that the J/70 really likes some weather sheet pulled on in lighter wind speeds and flat water. The range of how far inboard to move the clew is anywhere from 0" to 2.5". In light air (5 to 8 mph) and flat water, we would be "in-hauled" near the maximum inboard setting of 2.5". In medium wind speeds and average sea state, we would weather sheet anywhere from 2" to 1.5" and in heavy air 1 to 0". Our weather sheeting technique incorporates the "banjo" method once again so, to inhaul the weather sheet, we have the crew sitting furthest forward on the rail "banjo" (pull straight up on) the weather sheet while the trimmer takes in the slack on the weather cam cleat.



These are just a few of the little tricks that we use on the J/70. Please don't hesitate to reach out to any one of our J/70 gurus on the dock or in the boat park to run through this process or help answer any other questions. I look forward to seeing you at the next J/70 event!



Inaugural J/70 World Championship

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The inaugural J/70 World Championship will be held in Newport, RI from September 8-13, 2014 and hosted by New York Yacht Club. Races will be sailed on either Narragansett Bay or offshore on Rhode Island Sound, depending on weather conditions. Principal hosting partner for the event is Sail Newport, where boats will be docked for the event.

Stu Saffer, the Event Chairman, comments, "New York YC is honored to host the inaugural J/70 World Championships in Newport, RI this September. We look forward to welcoming sailors from around the world to Harbour Court, our on-the-water clubhouse, and hope they enjoy all the services and amenities our club has to offer. The initial growth of the J/70 Class is remarkable, and we are anticipating an extremely competitive regatta on Narragansett Bay and Rhode Island Sound." Harbour Court will be the site for the skippers' meeting and kick-off party, the Wednesday dinner and the Final Awards.

There is a fleet limit of 120 boats. Due to the high level of interest, qualifying events around the world will determine which teams get to sail in the World Championship. U.S. teams should visit the U.S. J/70 Class Association website (<http://www.j70class.com>) for detailed information on qualifying regattas. Foreign teams should refer to the International J/70 Class Association website (<http://www.j70ica.org>) for qualification and registration requirements.

Charter boats will be available for international teams. Please contact Kendra at J/Boats (401-846-8410 or info@jboats.com) for further information. Rooms are being held at area hotels for Worlds competitors. For more information on housing, qualifying or the regatta in general, please visit the J/70 World Championship website at <http://www.j70worlds.com/>.



ROCHESTER YACHT CLUB

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While everyone is dreaming about the next J/70 regatta on the winter circuit, the J/70 North American Regatta Committee is busy at work planning for the big event in July.

The temperature is a -1 degree outside, the river is frozen and that hasn't happened in years but it's hot inside with planning meetings, sponsor solicitation and daily meetings with the weather gods. The Rochester Yacht Club can't wait to welcome our competitors to our club. Big regattas are not new to us. Two years ago we hosted the J/24 Worlds and we hosted the J/22 North Americans, the Sonar Worlds and North Americans and the International Disabled Sailors Regatta. We are the two time recipient of the St. Petersburg Trophy.

We have a team of volunteers ready to answer your questions. Our **regatta co-chair Ed Gardner** can be reached at egard1029@aol.com. **Ken Smith, our other co-chair**, would love to help you with sponsorship. Ken's email address is lynnken@mac.com.

If you have **registration questions**, **Donna DePeters** is ready to help. Donna's email address is donna.depeters33@gmail.com.

We do have **housing** but it is limited so don't wait to contact **Lee Ann Zaretsky** at la.zaretsky@yahoo.com. We have a list of area hotels on the J/70 website. Please don't hesitate to email us with any questions.

We have 114 boats who have registered. We will get up to 120 boats and cut off registration so don't wait to register and pay for your registration. A team is not considered registered unless they have paid. We are ready for 120 boats with onsite parking, a great facilities staff ready to measure and get your boat in the water and a great basin chairmen to help you tie up your boat.

If you would like to sponsor the North Americans or know a business that would, please contact our **sponsorship chairmen, Ken Smith**. We would welcome your support. The more sponsorship the better the regatta. Enjoy sailing in the winter circuit and when that's over get ready for a great week at the Rochester Yacht Club in July.

J/70 TECHNICAL COMMITTEE REPORT

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

The big news is, effective March 1, 2014, the new fully ISAF vetted International J/70 Class Association Rules took effect. These rules are the same rules which have been in effect during 2013, with some minor changes that cleared up potential ambiguities. The most significant wording changes were in two areas:

1. Permitted Drivers - C.3.2 (a) - ISAF simplified this section to better reflect the intent of the Rules which is that any Group 1 Class member can drive a J/70, and Group 3s who own 50 percent or more of the boat can drive. It does add the requirement that all drivers be ISAF-classified, but the process is quick, easy, no cost, and is already done by many to qualify for Corinthian awards.

2. Hiking - ISAF added reference to RRS 49 (Crew Position; Lifelines) in C.1.1(c) and simplified C.3.3 to reinforce the current published Rule regarding hiking.

Other changes include more specific wording regarding jib luff attachment added to G.4.2(d), and the corrector weight location was updated in Appendix H.2.

The US Class has made a major push to get all competitors' boats weighed, and corrector weights installed. A list of boats with official weights can be found at www.j70ica.org. Regattas that count toward awarding of a berth for the J/70 Worlds will require a valid weight certificate from competitors.

The Tech Committee continues to investigate issues relating to keel depth and fairing. These issues present difficult technical problems involving accuracy and reproducibility by methods that are practical for local measurers to apply.

The Committee has also been tasked with the job of developing and recommending the Regatta Guidelines and Rules which would allow disabled sailors to compete in regular events. The adaptation of the J/70 for disabled sailors is enthusiastically supported by the US Executive Committee and J/Boats. Those persons with an interest in this subject are asked to e-mail Sean O'Keefe at j70decolores@gmail.com.



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Fleet 14 Austin

Fleet Captain
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J/70 FLEET LIST

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Fleet 17 Pacific Northwest

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Fleet 18 Canandaigua Finger Lakes

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Fleet 20 Galveston Bay

Fleet Captain
Alfred Poindexter
Houston, TX
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**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 KHYC Race Week

March 29, 2014 to March 30, 2014
Where: King Harbor Yacht Club, Redondo Beach, CA

2014 J/Fest

April 04, 2014 to April 05, 2014
Where: St. Francis Yacht Club, San Francisco, CA

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 Southwest Championship at Fort Worth Audi 65th
Annual Regatta/Leukemia Cup**

April 25, 2014 to April 27, 2014
Where: Fort Worth Boat Club, Fort Worth, TX

2014 AYC Spring Series Regatta (1 of 2)

April 26, 2014 to April 27, 2014
Where: American Yacht Club, Rye, NY

2014 Annapolis NOOD - East Coast Championship

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

2014 SDYC Yachting Cup

May 02, 2014 to May 04, 2014
Where: San Diego Yacht Club, San Diego, CA

2014 AYC Spring Series Regatta (2 of 2)

May 03, 2014 to May 04, 2014
Where: American Yacht Club, Rye, NY

2014 Seattle NOOD - Northwest Championship

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

2014 Elite Keel (Worlds Qualifier)

May 17, 2014 to May 18, 2014
Where: San Francisco Yacht Club, San Francisco, CA

2014 Delta Ditch Run

May 31, 2014
Where: Stockton Sailing Club and Richmond Yacht Club,
California

2014 Cal Race Week

May 31, 2014 to June 01, 2014
Where: California Yacht Club, Marina Del Rey, CA

**Cedar Point ONEDesign Regatta/New England
Championship**

May 31, 2014 to June 01, 2014
Where: Cedar Point Yacht Club, Westport, CT

2014 Delta Ditch

May 31, 2014
Where: Stockton Sailing Club, Stockton, CA

2014 Chicago NOOD

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

**2014 Cleveland Race Week One-Design -
Great Lakes Championship**

June 13, 2014 to June 15, 2014
Where: Edgewater Yacht Club, Cleveland, OH

**2014 J/70 Spring Tune Up Weekend on
Martha's Vineyard**

June 20, 2014 to June 21, 2014
Where: Edgartown Yacht Club, Edgartown MA

**2014 LBYC Long Beach Race Week -
Western Championship**

June 27, 2014 to June 29, 2014
Where: Long Beach Yacht Club, Long Beach, CA

2014 Cleveland Leukemia Cup

June 27, 2014 to June 29, 2014
Where: Cleveland Yachting Club, Cleveland, OH

2014 Long Beach Race Week

June 27, 2014 to June 29, 2014
Where: Long Beach Yacht Club, Long Beach, CA

2014 Newport Regatta

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

2014 Fiesta Club

July 12, 2014 to July 13, 2014
Where: Santa Barbara Yacht Club, Santa Barbara, CA

2014 J/70 North American Championship

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

2014 High Sierra Regatta

July 19, 2014 to July 20, 2014
Where: Fresno Yacht Club, Huntington Lake, CA

2014 Marblehead NOOD

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

2014 Can Am Challenge

July 26, 2014 to July 27, 2014
Where: Youngstown Yacht Club, Youngstown, NY



2014 Summer Keel

August 16, 2014 to August 17, 2014

Where: San Francisco Yacht Club, San Francisco, CA

2014 Jazz Cup

August 30, 2014

Where: South Beach Yacht Club, San Francisco, CA

2014 World Championship

September 08, 2014 to September 13, 2014

Where: Newport, RI

2014 Rolex Big Boat Series

September 11, 2014 to September 14, 2014

Where: St. Francis Yacht Club, San Francisco, CA

2014 WHYC West Coast Championships

September 20, 2014 to September 21, 2014

Where: Newport Harbor Yacht Club, Newport Beach, CA

2014 J/Fest

September 27, 2014 to September 28, 2014

Where: San Diego Yacht Club, San Diego, CA

2014 Great Pumpkin Regatta

October 25, 2014 to October 26, 2014

Where: Richmond Yacht Club, Richmond, CA

2014 Fall Brawl

October 25, 2014 to October 26, 2014

Where: Eastport Yacht Club, Annapolis, MD

J/70 Chesapeake Championship

November 01, 2014 to November 02, 2014

Where: Fishing Bay Yacht Club - Deltaville, VA

2015 J/70 World Championship

July 06, 2015 to July 11, 2015

Where: Société des Régates Rochelaises,
La Rochelle, France

2015 J/70 North American Championship

September 21, 2015 to September 27, 2015

Where: Edgewater Yacht Club, Cleveland, OH



J[®] 70

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CONGRATULATIONS ROB BRITTS!

TOP CORINTHIAN TEAM AT QUANTUM KEY WEST 2014 AND
THE QUANTUM J/70 WINTER SERIES AT DAVIS ISLAND YACHT CLUB.

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

***Send your fleet reports,
regatta recaps, photos,
lessons learned and tips to
howell@j70office.com.***

