

J/70 **MOMENTUM**



J/70 North American Championship

July 14-20, 2014

Rochester, New York

www.j70nac.com

J/70 World Championship

September 8-13, 2014

Newport, Rhode Island

www.j70worlds.com



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PRESIDENT'S LETTER

*The summer regatta season is kicking into high gear, and what a relief it is that we finally made it through the seemingly endless winter! Many of our members travelled near and far to keep getting their fix of J/70 racing throughout those cold and snowy months. It's a lot like medicine to dig the boat out, haul it on the highway, and see those temperatures rising as you approach your final destination. We all know that familiar quote of "Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats." (Kenneth Grahame, *The Wind in the Willows*) This is never truer than when you arrive in that warm destination, escaping reality for a few days, where your only to-dos involve tasks such as rigging, tuning and waxing.*

Of course, you are not the only one. The parking lot is full of people just like you, relishing in the same escape from the groundhog day routine at home. It's a community in that parking lot. Then it spills out to the race course, and back again to the dock to "Monday morning quarterback" the day's events around the keg. And then it might continue to the yacht club bar or the regatta dinner. This community of sailing can pick up right where it left off, even when the members only see each other a few times per year.

Are you a part of this community? In the world of sailing "these days," we are all faced with questions about the long-term survival of our sport, our hobby, our passion. But sailing is not just making our way around the buoys. The community of sailing is the most vital factor of whether our sport will be thriving well past our lifetime.

The J/70 Class is still in its infancy, making the value of community that much more imperative. What are you doing to invigorate this community? What would you do to protect it? Be that person in the parking lot offering tuning advice to the crew on the boat chaulked next to you. Do you know their names and where they are from? Wait—are you even in the parking lot? Or maybe you are flying in at the 11th hour, and you'll just settle for a random wave to nameless folks as you mill around the starting line. And what happens when you hit the dock? Packing up your gear and heading back to the house for a crew dinner sounds easy, but it contributes nothing to our J/70 community.

Have a beer at the keg. Attend the regatta parties and dinners. Pull up a chair. Come join the community!

Joe Colling, USJ70CA President

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**J/70 World
Championship**
September 8-13, 2014
Newport, Rhode Island
www.j70worlds.com



100+ teams from 15+ countries are gearing up to be a part of history at the inaugural J/70 World Championship presented by Helly Hansen® scheduled for September 8-13 in Newport, Rhode Island. A full schedule of racing and social activity is planned in celebration of the first year of international J/70 racing.

Hosted by New York Yacht Club, the J/70 Worlds will be sailed on the same waters as the America's Cup, several Olympic Trials, and previous J/22, J/24 and J/80 World Championships. The Sail Newport event site (upcoming host of the 2015 Volvo Ocean Race USA stopover) has state-of-the-art launching and storage facilities, abundant parking, all-public access and quick sailing time to the race course, making it one of the most sought-after sailing event centers in the world.

"It's hard to beat sailing in Newport in September," commented Jeff Johnstone, President of J Boats. "The water temperature is still warm, and there's more frontal activity, so it's common to see some classic sea-breeze days intermixed with a passing front. You have to be prepared for everything."

In addition to five days of racing in Newport, Rhode Island, competitors will also enjoy the shoreside social events both at the event site and in downtown Newport.

Preliminary Social Schedule:

Monday, September 8:

Practice race, opening reception at New York Yacht Club

Tuesday, September 9:

After-race social, daily prizes at Sail Newport Waterfront Center

Wednesday, September 10:

After race social, regatta Dinner at New York Yacht Club, daily prizes.

Thursday, September 11:

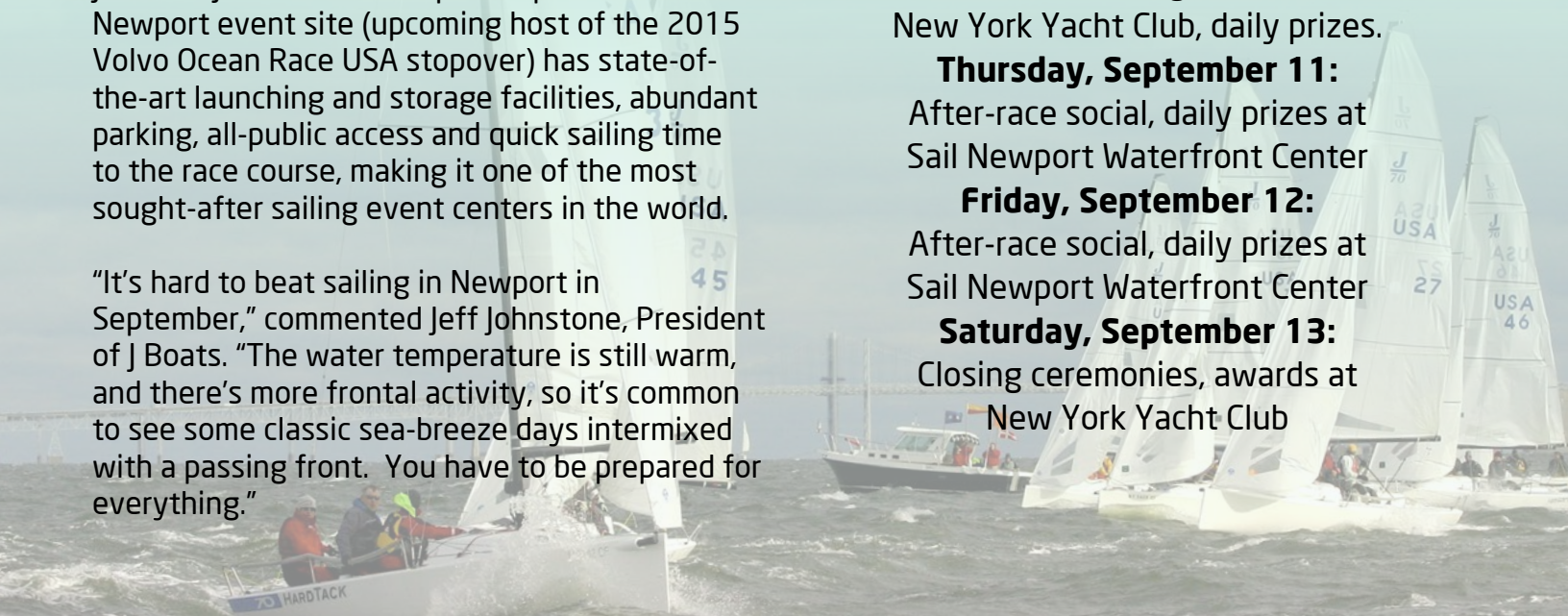
After-race social, daily prizes at Sail Newport Waterfront Center

Friday, September 12:

After-race social, daily prizes at Sail Newport Waterfront Center

Saturday, September 13:

Closing ceremonies, awards at New York Yacht Club





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Key West Race Week 2015 dates are set for January 18 – 23.

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Event details, information on logistics and planning, and more will be posted on www.premiere-racing.com



Photographs by Ken Stanek / kenstaneck.com



Charleston Race Week Recap

By Kris Werner

In 2013, I travelled down to do Charleston Race Week for the first time. Immediately on arrival, things seemed to run smoothly, and the weather and hospitality were top notch. Perhaps a good omen. That year (2013), we sailed in the J/24 Class and were lucky enough to win both our Class and the Overall Trophy. Not too shabby!

For 2014, we have been hyper focused on growing our Haarstick Sailmakers brand and perfecting our J/70 sails/tuning in what is undoubtedly the hottest Class on planet earth. When it came time to start thinking about Charleston for this year, I went on Yacht Scoring to register the J/70 and was shocked to see that it was almost too late...60 boats were already registered, and the limit was 80! It looked like it would be REALLY tough to repeat as Class winners! Another focus at the loft in growing the brand was to do more sailing with customers and show off what our sails can do, as well as provide service. Since we are a very small loft, that pretty much falls on Travis Odenbach and me. If another person left the loft, we would not be able to keep up production in what has been a busy winter/

spring for us. Once we figured out who could use our sails/service at Charleston, I wanted to make sure our own boat with our Haarstick Sails could still compete, and this way we would have another boat on the course capable of doing well and representing our product. Since Jimmy Barnash and I have been sharing the helm during the Winter Series, he was the obvious choice to take the helm. Together we worked on filling the rest of the *Superfecta* team, and Will Harris, David Wright and Jeff Aschieris were signed up and ready to go.

With *Superfecta* well set up with a talented crew, I focused on getting ready to sail with Tim and Don Finkle on *Junior*. I would be bringing down a brand new jib for them, and also contacted Sammy Webster from Toronto to be our fourth. My job was going to be to trim the sails and call tactics, so since I had sailed with Sammy before I knew she could pass along valuable info to me, especially downwind when it's pretty hard to trim the kite, see the wind and call tactics at the same time.



Charleston Race Week Recap

Having never sailed with Tim before at all, and only sailing with Don on much larger boats, I had no idea what to expect or what the goal really should be for a team that had never raced or even sailed together. Well, after a nice practice session on Thursday afternoon in 12-18 knots, where we lined up and tuned with two other boats, I felt pretty good about our speed and we all shared some valuable notes, rig tune numbers and observations. With a fleet of 80 boats, and a crew/skipper list loaded with just about every pro sailor from North America and beyond, it was pretty hard for me to set a goal for our team, but anything in the top 20 (in my mind anyway) would be quite respectable. No doubt that would still put us ahead of several high-level teams. After a 14-hour drive on Wednesday night and arriving at 4:30 am Thursday morning, the four hours of sleep I got before our practice session was starting to catch up with me. I went to bed "early" at 10:15 after studying the charts, currents and weather forecast, hoping for a great start to the event.

Perhaps still a little tired and not quite 100%, I did not have a great day calling the shots. It was a fairly breezy and very shifty day with lots of current—challenging to say the least. We had two races in the 20s and then a little better race to end the day with a 12th. At the end of the day, there were plenty of things to improve, and we had a nice debrief about what to do about it and how we could sail smarter and faster. Of course keeping an eye on Jimmy and team, they had a decent start with a 10, 2, 8—very solid.

Day 2: Saturday was just one of those special days that from start to finish had a great feel to it. From our morning special 'by pass' of the parking permit needed, followed by an express golf cart ride from one foot away from the car directly to our dock, things started off well! The first race, all the teams with Haarsticks (*Junior*, *Superfecta* and *Perfect Ten*) had solid finishes of 11, 4, 10 respectively. Working on each of the things we talked about in our debrief the day before, we felt faster all over the course and we were making great decisions. The next two races for us were exceptional, as we got a 3, 5! We were on fire and feeling very very good, which made for a very pleasant sail back to the harbor. The only thing that made this even better was the scoreline for *Superfecta* was a 4-4-1 (wow!). Jimmy and team had made a big statement and moved into third place, only four points from first! Quietly at night, I was praying for a victory for Haarstick—amongst numerous titans of our sport, it would really be something wouldn't it? For our small loft, we don't have legions of pro sailors and endless glossy ads telling people who we are and showing off results. Man, it would be something but wake me up...I'm dreaming.

Day 3: This day for me was all the drama of a game 7. Although I was focused on our team, it was all about *Superfecta* and Haarstick Sails! We had a long delay for lack of wind. VERY strong current was making even staying below the starting line a full time effort. There were multiple course adjustments and recalls. The RC was planning for a possible three races, but as the delays and adjustments ticked by, it seemed



less and less likely that even two races could be completed. It was going to be a nerve wracking start for all teams just dealing with the current on the starting line. We finally got going and started a race in light but steady breeze. Tim got a super start, and we were in with the top group at the weather mark. Then we had a great run in very light and trying conditions, and during the run, Sammy pointed out that *Superfecta* was in first place in their race! My internal excitement scale was approaching redline status, and on top of that, the other regatta leaders were all having a bad race. The stars were aligning, and it looked like Jimmy and team were destined for victory. But hold on a minute...the RC had just decided to abandon the race because a pack of boats (the leaders of our race—including us—and the bottom 15 of the first race were all stuck in the current between the gate marks and not making way). Truthfully, all the boats (including our boat) took down their spinnakers too soon and did not account for the current properly. Then it created around 30 boats blocking a path through the gates and blocking the wind for anyone in the vicinity.

On our boat, we were very disappointed because we had a very solid top ten in the works. But I really could not imagine the heartache on *Superfecta*. The anxiety of winning that race and having everyone else they needed points on to be behind and having it all taken away?! How could they let that go and regroup to do it again? The sports psychologist I'm sure would say, "Well you just proved you could do it, now do it again." But we regular folks know that's easier said than done.

Again I felt like the underdog who never can catch a break. So the last race again was really about the same conditions as the abandoned race, maybe just a little less current. I can't remember a ton about our last race, other than I think we sailed really well after I botched the first leg and we ended up 13th, I guess.

So here is where the magic happened twice—*Superfecta* was again showing superb speed and form, getting a third in the final race and putting the points they needed on the second and third place teams to WIN the regatta! Clutch performance, period.

I am so proud of Jimmy, Will, Dave, and Jeff! They won the regatta (twice)!

They proved that through a wide range of conditions from 18 knots down to 5 knots, our sails are up to the task and so were they! Truly, to best a field of nearly 80 boats, loaded with tons of incredible sailors and against all the other top guns from our competitors' lofts is a great accomplishment. Winning regattas is never an easy task, but to win one like this in the biggest and best Class in the world today! All the hours of research, design, sail testing, sail re-cuts, notes and cloth selection all paid off. I personally want to thank everyone at our loft who has worked hard to never settle and always improve our product. They are an awesome group of dedicated people.

Of course, I also want to thank Don and Tim Finkle for having me aboard. It was a pleasure to sail with you on a well prepared boat, where all I had to do was show up and sail! Charleston Race Week was an overwhelming success!



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Charleston Race Week Recap



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PHOTO BY: TAGGART LEE

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Tips and Tricks

From Erik Shampain, Ullman Sails, Eshampain@UllmanSails.com



Like most sportboats, the J/70 performance can be very rewarding when you get the last couple percent right. But what is that last little bit that separates the top guys from the rest of the pack? Erik Shampain from Ullman Sails shares a few ideas to help you find the little bit:

Sailing - I follow a few rules when sailing a sportboat upwind. It is all about proper balance between the main, jib, consistent heel angle and weather helm. The best way to keep weather helm down is by sailing the boats rather flat. It's important that before the start of each race you spend a couple of minutes going upwind to make sure your settings are still good. In a base-like condition, I will sheet the jib as much as I can get away with and still have the leech telltale at the top batten still flowing at all times. The next step is to set the main up. If I feel that the boat is heeling too much while close hauled, I will start depowering the mainsail with a little backstay, outhaul and vang. Through this, I will watch the telltales on the jib to make sure I am close hauled with the leeward telltale flowing straight back and the weather telltale streaming

up slightly. If while doing this, the boat is heeled too much, I continue to depower generally by using more vang and more backstay while leaving the traveler near or above centerline.

The opposite is true as well—if while sailing close hauled, the boat is too flat, we will power the boat up by easing the vang first and then the backstay.

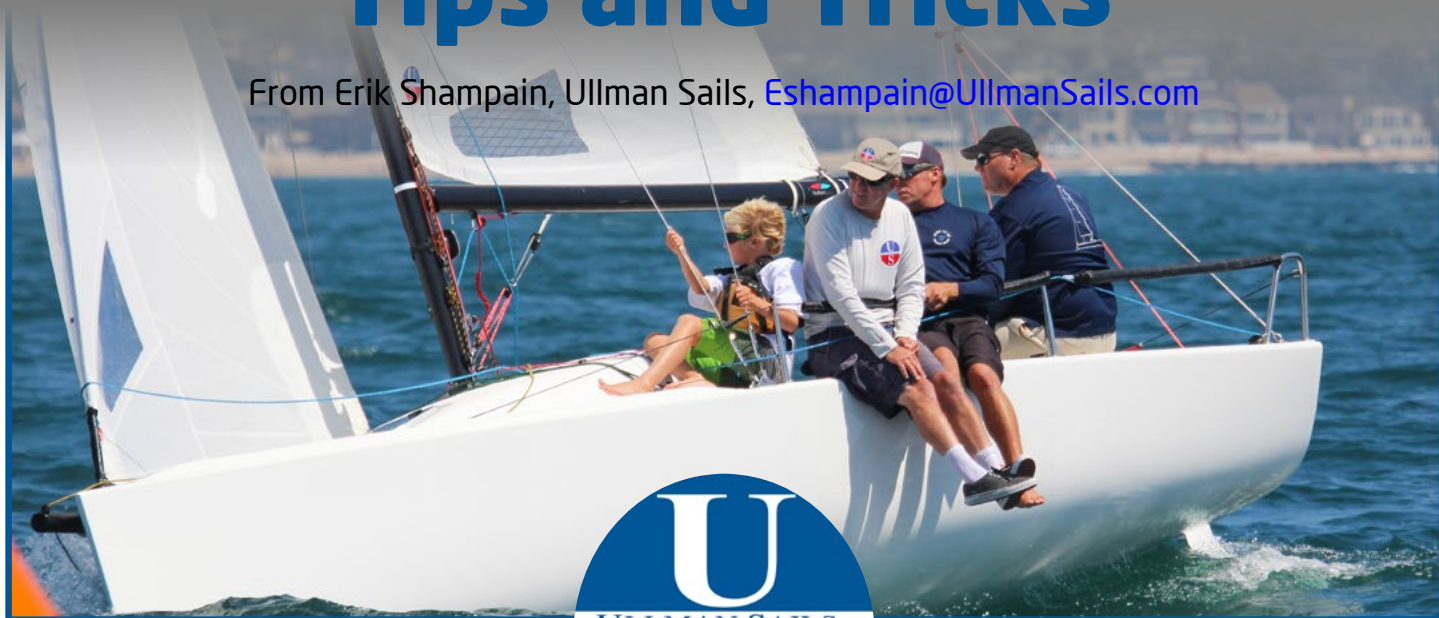
As I sail upwind before the start, I am considering the following:

- *Too much power, flatten the sails (and/or tighten the rig if before start)*
- *Not enough power, make the sails fuller (and/or ease the rig if before start)*
- *Backwind in the main? Ease the in-hauler*
- *Flat water, no de-powering of main? Inhaul nearly to cabin corner*
- *The top telltale on the jib leach should fly at all times*
- *Hurting in chop? Lead forward on hole, slight ease on backstay and jib sheet*
- *Not pointing? Ease slight backstay, and slight traveler up*

After a few minutes of sailing upwind before the start with the above in mind, your sail settings should be very close.

Tips and Tricks

From Erik Shampain, Ullman Sails, Eshampain@UllmanSails.com



At the start, I will use just a pinch less backstay and a pinch more traveler than I had in our pre-start set up. This will help hold a lane longer until the herd thins and lanes open up.

Once I'm racing, I start a running dialog looping in my head and it all revolves around sailing perfectly to the telltales on the jib while keeping the exact same low heel angle. As puffs and lulls hit, I will instantly change a setting to keep the same heel angle. I have found that different settings work in different conditions. In lighter conditions, I will usually play the traveler. In moderate conditions, I generally play the backstay and vang. In windy conditions, I generally play the mainsheet. I'll also play the jib sheet if it's very choppy.

Batten tension on the main - I rarely adjust batten tension. At the dock, I will tighten the lower battens just enough to take any wrinkles out of the pocket. I will then tighten the top full battens so that they just "pop" back at forth in my hand. After the battens settle in for a while, I may re-adjust them before the start.

Rigging - Talk to the top guys and riggers. Get the lowest stretch main halyard, jib halyard and backstay you can buy within the Class Rules. Keeping your sail settings through the puffs and a long day is very important. The last thing you want when the puff hits is for your jib halyard and backstay to stretch a little.

Rig tuning - At the end of a long day of multiple races and various rig changes between races, it isn't hard to lose track of how many turns you've taken on the shrouds. After setting up the boat at 'base' at the dock, I like to use a Caliper to measure the distance between the turnbuckle studs. I then will write that number down with a marker inside the boat. That way if there is ever confusion between races, I can pull out the caliper and quickly go back to base on the water without needing a gauge. Also, it's a faster way to go back to base after long a day of sailing. Beware if your rigging is new, the wire will stretch in and your base will change.

Knotmeter - I can't recommend the paddlewheel style knot meter enough. You have instant feedback on your boat speed. The second you're slow, you know it and can correct it. With the GPS, there is a lag. In addition, the GPS can provide flawed feedback on venues with a lot of current or tidal flow.



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J/70 North American Championship Update

It's a beautiful day here in Rochester, and RYC is busy planning for the NAs. There are more than 100 entrants currently signed on, and registration is open at the early registration fee until the deadline of July 9.

RYC has added some new content to the J70NAC.com website. There is a visitor information page to help make your stay as nice as possible. Additionally there is a crew board, and a weather page to help you work with condition on the water.

Need housing or lodging? RYC's very own housing director, Lee Ann is ready to help. Email your questions to **Lee Ann at la.zaretsky@yahoo.com**. Our resident videographer, Pugs, has created another informational video to help you navigate around RYC. This video helps to show you the Club's lay of the land. Pugs will be doing more of these videos as the regatta gets closer. Be sure to nominate him for "Best Actor". Watch RYC's lay of the land video at: J70NAC.com



A neighboring Regatta: The New- Can Am Challenge

What is the Can Am Challenge? After a highly successful 40 year run of the Youngstown Level Regatta that wrapped up last July the revised program is now called the **Can Am Challenge**. It will take place July 26-27 at YYC with the same fun and great racing as years past! The new name signifies an overall contest for bragging rights between the Canadian and US boats sailing in the event.



What will be different this year? YYC is offering a low cost entry fee and plenty of food, beverage, entertainment included for crew. This is a one-design event, no longer split into Level-type fleets. The course racing will be limited to one-design fleets that can muster up the necessary five boats. We've also added a "Pursuit" class for PHRF boats that don't fit a one-design class but still want to join the fun. Check out yachtscoring.com for all information on the event.

There are already fifteen J70's registered for the **Can Am Challenge! Youngstown Yacht Club** will be offering to tow and store at NO charge for any J70's who wish to come to YYC after North Americans. So register today!

For more info go to: <http://www.yachtscoring.com/emenu>.

J/70 TECHNICAL COMMITTEE REPORT

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

One Design Integrity

At the next North American Championship and the World Championship this year, the Class will be measuring a variety of items, including but not limited to keel depth, hull fairing (sharpening of entry and flattening of aft center seam) and blade thickness (leading and trailing edges). Measurers at these events will be equipped with jigs, templates and other tools to assist them. Further, J Boats will be providing technical assistance.

The Class Rules strictly prohibit fairing but do allow for light sanding with respect to application of bottom paint and repairs. The Class Rules prohibit the manipulation of keel wedges. It has been observed that keels do settle during the course of racing, however the design of the keel box and wedges (if not modified) do not allow a keel to go below its max depth, once the wedges contact the bottom of the wedge receptacles.

In the event a boat is flagged at the event, according to the Class Rules the particular dimension in question will be checked against a random sampling of 10 other boats. If the dimension is outside of the sample range, the boat will not be allowed to compete.

On a personal note, I have to wonder about the efficacy of spending thousands of dollars in an effort to optimize a hull built with modern building techniques and general factory tolerances of only 2mm–2 mm, that's the thickness of two dimes. The J/70 is not a box rule boat, nor a design that allows for significant tolerances. It is a builder-controlled Class that has tight control of its molds, supervised and authenticated by ISAF. I believe the differences between hulls will be undetectable in the results of any regatta when compared alongside the historical quality of the skippers and crews.

Disabled Sailors

IFDS Certified sailors are encouraged to contact the J/70 Class Office if interested in having modifications approved by the Class. The Class at all levels wishes to encourage disabled sailors to get out and start competing. Since the Class is new, and the Class Rules will need to be modified to incorporate the IFDS guidelines at the International Class level, the Class Office is facilitating the issuance of letters which will allow disabled sailors to compete with modifications. If you have any questions about whether a particular modification would be legal, please don't hesitate to contact me.



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 Cleveland Leukemia Cup

June 27, 2014 to June 29, 2014

Where: Cleveland Yachting Club, Cleveland, OH

2014 LBYC Long Beach Race Week - Western Championship

June 27, 2014 to June 29, 2014

Where: Long Beach Yacht Club, Long Beach, CA

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 Cup

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 ACRW Leukemia Cup

July 19, 2014 to July 20, 2014

Where: Ocean City Yacht Club, Atlantic City, NJ

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 Nantucket Race Week IOD Celebrity Invitational Regatta

August 13, 2014 to August 15, 2014

Where: Nantucket Sound, MA

2014 Summer Keel

August 16, 2014 to August 17, 2014

Where: San Francisco Yacht Club, San Francisco, CA

2014 Offshore New England Championship

August 22, 2014 to August 24, 2014

Where: Boston Yacht Club, Marblehead, MA

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

2014-2015 DIYC J/70 Winter Series (Event 1 of 3)

December 13, 2014 to December 14, 2014

Where: Davis Island Yacht Club, Tampa, FL

2014-2015 DIYC J/70 Winter Series (Event 2 of 3)

January 10, 2015 to January 11, 2015

Where: Davis Island Yacht Club, Tampa, FL

2015 J/70 Midwinter Championship at Key West Race Week

January 18, 2015 to January 23, 2015

Where: Key West, FL

2014-2015 DIYC J/70 Winter Series (Event 3 of 3)

February 07, 2015 to February 08, 2015

Where: Davis Island Yacht Club, Tampa, FL

2015 Bacardi Miami Sailing Week

March 05, 2015 to March 07, 2015

Where: Miami, FL

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



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

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

HEADED TO THE NORTH AMERICAN AND WORLD CHAMPIONSHIPS?






PHOTO BY CHRIS ODUM

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RACE WEEK, QUANTUM J/70 WINTER SERIES AND
QUANTUM KEY WEST 2014.