J/70

MOMENTUM

Tim Healy Conquers J/70 North American Championship

VOLUME 2, ISSUE 3, SUMMER 2014

Follow North

#1 North Americans
#1 Key West Race Week
#1 Cedar Point One Design
#1 Santa Barbara Fiesta Cup*
#1 NOOD Chicago
#1 NOOD Annapolis
#1 NOOD St. Pete*
#1 Yachting Cup
#1 Cinco de Mayo
#1 Miami Bacardi

* Partial North inventory

Heading to the Worlds?

Find valuable resources for your team at **onedesign.com**

- **Local Knowledge Information**
- **Sign Up for FREE Daily Weather Reports**
- **North Events Schedule**
- **North J/70 Experts @ the Worlds**

NORTH SAILS
One Design

Proud Gold Level Sponsor of the 2014 J/70 World Championship presented by Helly Hansen.

J/70 Class Office

President
Joe Colling
Bath, OH
216-496-6368
usa3757@gmail.com

Vice President
Henry Brauer
Marblehead, MA
617-285-2124
henry@hgbrauer.com

Secretary
Kathy Parks
Shady Side, MD
443-386-9057
Kathy.parks.g74m@statefarm.com

Treasurer
Bennet Greenwald
San Diego, CA
619-602-0724
bgreenwald@
greenwaldcompany.com

Christopher Howell,
Executive Director
12900 Lake Ave., #2001
Lakewood, OH 44107
216-226-4411
howell@j70office.com

Technical Committee

Technical Chair
Sean O'Keefe
San Diego, CA
619-517-7705
drabogado@yahoo.com

Rodney Johnstone
Stonington, CT
860-389-0188
rsjyd@yahoo.com

Bennet Greenwald
San Diego, CA
619-602-0724
bgreenwald@greenwaldcompany.com

Brandon Flack
Stonington, CT
860-501-0576
Bflack@amconet.com

Ron Copfer
Cleveland, OH
216-406-1576
ron@copfer.com

Karl Pomeroy
Newport Beach, CA
909-953-4025
karl.pomeroy@goodmanmfg.com

PRESIDENT'S LETTER

Well the summer is almost over, and our Class has had an astonishing amount of very well attended regional events. Many of these had World Championship qualifying berths attached to them. I would like to thank all of you for supporting those events.

We also had our second North American Championship which was superbly managed in challenging light air conditions by the Rochester Yacht Club. The Class stepped up the measurement process quite a bit. While we went into this process not knowing what we did not know, we leave it realizing that we can probably do a better job for the membership by adding a few new tools to the quiver. These should be ready for our first World Championship in Newport this September. We also had an impromptu owners meeting to allow everyone to ask questions and give ideas on how we can make the Class better going forward. A question and answer log can be found in this newsletter.

Speaking of the Worlds, if any of the local Class Measurers would like to attend the Worlds and help out with measurement process, it would be greatly appreciated. This will not only allow you to get intimate with the process, but it will help you answer questions at the local level.

We will again call Key West Race Week our Midwinter Championship. We will also be having the three regatta series at Davis Island Yacht Club this winter. All dates can be found on the US Class website calendar.

As always, I hope you are all having fun with your 70s, and please feel free to reach out to me or any of the other Board members at any time. Good luck to all, and I hope to see you on the race course sometime soon.

Joe Colling
US Class President

UPGRADE YOUR SEASON

Our J/70 class section has everything you need to make your boat perform at its best. From upgraded rigging and top end hardware to apparel exactly right for your next event. Make your first stop www.apsltd.com and your second will be the winners circle.

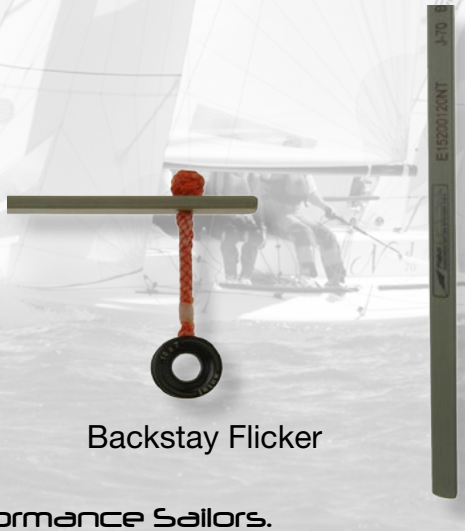
UPGRADED, CLASS LEGAL RIGGING

Low stretch, Stronger Lower Backstay

Musto MPX Race

Third Hands Shroud Adjusters

Adidas Boat Lace CC



Backstay Flicker

The World Leader in Outfitting Performance Sailors.
www.APSLTD.com

Tim Healy Conquers J/70 North American Championship

Tim Healy, with his team of John Mollicone, Gordon Borges and Geoff Becker, has attained the 2014 J/70 North American Championship. Hosted by Rochester Yacht Club in Rochester, New York, six races were completed in the second annual Championship, which did not include a discard race. Although never finishing higher than third, Healy and crew avoided notching any scores below a 12 and finished the series with 43 points. Ian Atkins of Great Britain secured the runner-up position with a bullet in the regatta's final race, tallying 50 overall points. No racing took place on Saturday, July 19 after five were completed on the initial two days. Brian Keane totaled 57 points for third place.

Healy praised the Race Committee, led by PRO Hank Stuart, saying, "Hank and his crew did a really great job getting races off in the tough conditions that we had. The race management was excellent." He also complimented the welcoming hospitality at the Rochester Yacht Club. "For the J/70 Class, this is a great place to have a Championship regatta," Healy continued. "Everything was done first-class. We enjoyed every part of it, and stayed for all the dinners. It was fun for us; we had a great time in Rochester."

Three races were completed on the opening day of the Championship (Thursday, July 17). Only one point separated Healy and Keane for the top position, with Healy holding the advantage 12 points to 13. The day dawned with winds between 6-8 knots, as Jenn and Ray Wulff began the regatta with a victory. With sunny skies and temperatures around 70 degrees, the breeze increased to 10-12 knots in the next contest when Brian Elliott grabbed the win. Mauricio Santa Cruz ended the day successfully in the final bout, which saw winds build to 12-14.

By Friday evening, five races were in the books, as Keane emerged as the new leader. Teams were briefly postponed on shore as the wind

Tim Healy Conquers J/70 North American Championship

filled in. When it did, the breeze ranged between 6-8 knots under clear skies. Bennet Greenwald tallied the victory in race four, while Joel Ronning grabbed a bullet in the next battle.

Seventy-one teams competed from Bermuda, Brazil, Canada, Great Britain, Puerto Rico, Mexico, Sweden and the United States. Photos are available on the J/70 Class Facebook page, and complete results may be found at www.j70nac.com.

Tim Healy Conquers J/70 North American Championship

Tim Healy Conquers J/70 North American Championship

Martin Johnsson won the Corinthian Division, with Adam Burns in second and Brian Elliott in third.

The top 10 overall:

1) **Tim Healy, USA 58, 3-3-6-9-12-10 (43 points)**
2) **Ian Atkins, GBR 76, 6-20-3-13-7-1 (50 points)**
3) **Brian Keane, USA 36, 5-6-2-4-5-35 (57 points)**
4) **Mauricio Santa Cruz, BRA 66, 4-16-1-29%-10-7 (67 points)**
5) **Allan Terhune, USA 69, 10-13-4-27-3-11 (68 points)**
6) **Martin Kullman, USA 42, 21-15-21-8-2-4 (71 points)**
7) **John Brim, USA 03, 24-9-9-17-11-3 (73 points)**
8) **Kris Werner/Flip Wehrheim, USA 23, 20-7-22-5-9-13 (76 points)**
9) **Joel Ronning, USA 52, 29-2-8-28-1-9 (77 points)**
10) **Bennet Greenwald, USA 54, 16-22-5-1-13-43 (100 points)**

Following the North American Championship, *Momentum* caught up with winning crew member Geoff Becker.

Your NAC crew has a lot of experience sailing with one another. What does each person do on the J/70 to contribute to your team success?

Yes, our group has worked together for several years in many high level events. There is really no way to substitute that time together and the level to which we trust one another with the jobs we do on the boat. Our "assigned" jobs for the NAC were: Tim Healy of course was the skipper and driver, John Mollicone was the upwind trimmer and downwind tactician, Gordon Borges was the bowman responsible for the majority of the spinnaker boathandling, and I was the upwind tactician and downwind trimmer. I say "assigned" jobs because we certainly overlap our experience and input into other areas when we feel it is necessary to cover all the bases. While that crossover takes time to develop, we have worked it out so that we only interject into other jobs when we feel there is information being missed. There is no substitute for the continuity we have with our team, and of course this makes our boat handling strong during an event. The time spent together really shows when things start to go wrong for our team. Things like a bad start, a missed windshift, or a penalty turn don't throw off our team. When something unplanned happens, we all know that the best way to recover is to continue to do our jobs to get the boat back into the race. While a discussion is likely at the end of the race, in the moment, our focus is the same as if nothing was going wrong. There are highs and lows in every race and every event–smoothing those out and maintaining focus throughout keeps everyone on the boat continually working to get the boat to the finish.

Following the North American Championship, *Momentum* caught up with winning crew member Geoff Becker.

This Championship did not utilize a throw-out race. How does that affect your approaches at the start? Do you prefer major Class Championships to have a discard race?

A no throw-out event is certainly a large consideration when we make any of our strategic planning. In the NAC this year, there were several races when we had opportunities to take a strong position to one side upwind, which would have likely given us a lead. In nearly every instance, we chose to cross the majority of the fleet earlier than other boats, to limit our risk if the shift became unfavorable. This made our tactics, and ultimately scores, seem less flashy, but we were able to keep our boat near the front of every race in the regatta.

As for the start, I have the same answer. We tried to start in a position that positioned us heading toward the part of the course we felt was likely to be favorable, while at the same time trying to limit our risk if the outcome was less favorable. In nearly every race, we found that starting near the mid-line boat worked well since it gave us a more centered position early after the start. In many races, boats that started near an extreme end of the line would hit the first shift and be clearly ahead on the first leg. Normally that is only a handful of boats, from only one side of the line, and our more centered position allowed us to be close enough to either side to stay connected to the lead group no matter which side that was.

My thoughts on a throw-out race are simple...40 boats or less, there is no need for a throw-out race and if there are 50+ boats in the fleet however, I feel that a throw-out race should be considered. A fleet with 40 boats has a starting line and course that is somewhat manageable from a tactical standpoint. The talented and faster boats seem to find the front and generally all have good finishes. When the fleet grows to more than 50 boats, the starting line is larger and the course separation and leverage becomes more difficult to manage race to race. Because of that, there are likely to be situations every boat faces that are make or break for the regatta. It is always hard to take, or even to watch, a team sail seven great races in a 50+ boat fleet and lose because of one mistake or unfortunate windshift in an eighth race.

The regatta featured generally lighter winds. How do you execute your maneuvers to maintain boat speed?

Anytime our crew sails in lighter winds, regardless of the boat, we make sure to focus on minimizing our movements on the boat. In any boat handling, crewmembers need to shift their weight or position in order to make the boat perform the maneuver. It is important to make our movements concise and accurate enough that there is no wasted moving around. On the J/70, like many smaller boats, one person's movement can have a dramatic effect on the heel or attitude of the boat. If there is excess movement, it will surely

impact the boatspeed in a negative way, so we take time to practice all the normal maneuvers and look for ways to do each job with the least amount of effect to the boat for each maneuver.

With 71 J/70s competing in one fleet, what was your team's methodology to windward roundings? Leeward roundings?

At crowded marks, it is important to get around the mark with the least amount of time spent in bad air and other effects from other nearby boats. This means avoiding the middle of the course in the last 10%-20% of the leg if there is a pack of boats nearby. When approaching the end of a crowded leg, we try to plan out our final approach based on two main factors:

1. Which side of the course looks like it will have better wind at the end of the leg?
2. Where are the boats near us likely to be at the end of the leg?

Choosing the better side of the course at the end of the leg is basically an extension of our tactics during the race. Since we are always trying to look ahead as we sail, we are constantly planning out where we think there is better wind on the course. A trick we use is watching boats that are ahead of us. They get to new wind before we do and can often give us an indicator of what is to come moving up the course. In addition on the upwind legs, we use boats that are on the downwind leg sailing toward us. For example, if all the boats sailing the downwind leg upwind of us are on port tack, it could indicate that port tack is the headed tack for them and the wind has shifted to the right. While this is never a guarantee, it is just a way to get more information.

Finally, when approaching any crowded mark rounding, we try to find a position that keeps us clear of as many boats as possible. Avoiding packs of boats allows us to be free to make maneuvers at the end of the leg. Getting trapped in a pack approaching a mark rounding can often mean that the other boats in the pack dictate our positioning and options. Keeping our options open whenever possible gives us more chances to get to and around crowded marks as painlessly as possible.

It was Key West Race Week in January 2013 that the J/70 made its major event debut--just a year and a half ago! With such rapid growth of the boat worldwide, how do you feel the J/70 Class is progressing?

The J/70 is a great boat for a lot of sailors. With the rapid growth, there have been some very exciting regattas, with some larger fleet sizes than many get to see in other one-design classes. The racing is close, and all the big events are well attended by top amateurs and professionals. With all of the competitors pushing this young Class and its Class Rules to the max, there is bound to be some friction along the way.

As we saw during the North American Championship, when the sailors were invited to an open forum about measurement and the Class Rules, there is some disagreement as to which direction the Class may need to go to accommodate the rising level of competition. The boat is a simple boat and that simplicity should be maintained as much as possible while still allowing the owners and sailors the opportunity to sail the boats the way they feel gives them the best chance to win. The sailors in the Class should keep in mind that one of the most attractive assets of the J/70 is how easy it is to sail at a high level. Anything that makes sailing the boat more challenging, or more technical, might work against what makes the boat appeal to many of the sailors already sailing the boat.

Family Fun Team Goes Big Time Racing

Brandon Flack combined family fun with competition at the J/70 North American Championship.

Whoever wrote that "pure fun is just messing around with boats" has never rigged a J/70 by himself in a hot parking lot. Yeah sure, the kids and wife could've stuck around tapping their feet and helping here and there, but my goal is to inspire their love of sailing... and it's hard to find family fun in stepping a mast and folding away covers. The battle is better won by just getting the job done while letting them explore. For proof that this worked, ask either of my kids what their favorite part of the first day was, and the unanimous answer would be "playing in the pool while Dad rigged the boat."

In truth, the incentive behind packing up our young family–11-year-old Lily, 9-year-old Dylan, and my wife Cindy–and driving six hours to the Rochester Yacht Club for the J/70 North American Championship was more selfish then selfless.

Sailing and family are two passions that there just never seem to be enough time for. By finding a way to combine them, maybe I could find the best of both worlds? So we packed up boat and family (not as easy as it sounds), and when we got there, I rigged by myself while they played.

We have been sailing our J/70 *Torqeedo* for almost two years now. Each event has been labeled a family vacation with the focus on fun, learning and spending some real quality time together. Secretly, I'm hoping to plant the seeds for a future championship team, but there's no need to inform the crew of that goal just yet.

For now, setting more modest goals has become part of our pre-regatta ritual. Of course at this event, Dylan decided to announce his arrival by walking up to Class champion Tim Healy of North Sails and proclaiming, "We are going to give you a real run for your money this time." (I swear I have no idea where the kid gets that kind of attitude.) I have to laugh at how far his expectation levels

Family Fun Team
Goes Big Time Racing

have come. (This same boy declared that coming in last was just fine with him... as long as a trip to the pool was on the docket for each day.)

With performance goals as clear as mud, sometimes it's easier to focus on picking the right venue, because location is paramount to the success of our family trips. Yes, we try to find lighter air events... as we are a very small, very light, and sometimes even very scared team. But add in a family-oriented yacht club with a pool and an amazing loaner yacht for a crew camp out, and we had a perfect recipe for success.

Family Fun Team
Goes Big Time Racing

Our team continues to delight and amaze me every time we go sailing–and they attract the attention of the rest of the fleet too. Dylan is a bit small for his age, and he likes to steer between races and downwind. When we sail by someone we haven't raced against before, they stare at our little driver–who can barely see over the cabin house.

But it's our daughter who has learned the most from our regattas together. Lily is very attentive to details, and when setting the spinnaker for our first day of practice, she noticed that the sheets were led wrong and soon would be a massive mess. She went right to work on making it right, all on her own. That problem-solving ability is not something kids can pick up on the ball field or in the gym today.

Even more impressive is that Lily has grown into our team's tactician. Together we have a pre-start routine where we look upwind and compare thoughts on what we each see. Early on, this started with a lot of "I'm not sure Dad, it all looks the same," and then that grew into "It looks a bit windier on the left." Now the conversation has matured all the way up to "Big hole in the middle, Dad, and more breeze on the right... let's take that one around to the top." It's hard to believe this is the same girl who just a few years ago could not tell me where the wind was coming from!

One of the best moments of the week happened on the second beat of a shifty race. Lily thought there was more wind to the right and asked me to tack for it. Without looking, I trusted the sound in her voice and rolled the boat into a turn. That decision helped us pass 15 very well-sailed boats. As we tacked back and crossed Rolex Yachtsman of the Year Jud Smith, the inside of me was burning with sailor-dad pride.

Our crew work has also improved the past few years. The family has learned a lot about how one person's job affects the other. By taking ownership of our roles and working together, the little things are now getting done right and everyone's job is a lot easier. No longer are our maneuvers something that could be featured on TV's best Fear Factor moments.

As our crew work has improved, so have our results. At the North Americans, our first finish was a 26th in a deeply talented 70-plus boat fleet. The rest of the family honestly did not think it was that great a race for us–though I knew from previous NAs (with a pro crew of friends) that anything in the top 30 was a keeper. It turned out to be our best finish of the series.

Now I have been humbled by good, big fleets before, but this was a new experience for my family, who had gotten used to finishing in the top half at smaller regional events. So we had the conversation about how sailing against the best is how you improve. We talked about how everyone at such a big event was really good, and that we needed to work on the finer points of changing gears and perfecting mark roundings to take that next step. No one on our team wants to settle for just finishing a race; that's not all right with them anymore. The game is on, and climbing the scoreboard ladder is now a big part of the fun equation.

Family Fun Team
Goes Big Time Racing

My wife Cindy is a sailor by marriage, so her litmus tests for success are much easier to achieve. She loved being part of a big event with a lot of boats. She found it very exciting when compared with local racing, as there was always a lot of action going on, and it was easy to tell when we did something right or made a mistake. However, she still loves the simple part: being away from it all and being together on the water. Getting hugs on the rail easily outweighs getting yelled at by the skipper for blowing a tack at "just" the wrong moment.

Our story would not be complete without sharing one of those "wrong" moments. It was race four, and we had gotten a great start. So "There We Were," approaching the windward mark in the top 10, surrounded by many of the best sailors in the world. As we tacked onto the layline, the boat started to go slower and slower and slower.

At first we thought maybe it was just bad air from the leaders. Then we started to get passed by boats both to windward and leeward, and we knew something was really wrong. We finally spotted a small tree (taller then Dylan) stuck on the keel.

After trying to back down (and losing 30 boats really fast), the problem tree was still there. I finally had to jump into the water (to the horror of the kids, who did not think I was going to come back) while the other 40 boats went by. To make a long story short, we went from top 10 at the first mark to dead last (71st) at the second mark. Not a pretty sight.

Despite a few tough moments, racing with my kids and wife these past two years has really combined the best of competition and family for me. Sure, there are times when our competitors are probably thinking about calling social services, as the family values get pushed down the ladder a bit. And the jury might still be out on how my occasional meltdowns will mold our relationships in the future. But the good absolutely outweighs the bad. Each time our family leaves the dock, we have more than won our own personal regatta, together.

2015 North American Championship

September 21 - 27, 2015

San Diego, California

Hosted by the San Diego Yacht Club

The San Diego Yacht Club has been an organized yacht club since 1886. SDYC facilities operate year round and include 576 boat slips, dry storage for 161 boats, tennis courts, a swimming pool, fitness center, picnic areas, a full service dining room, banquet facilities, snack bar, gift shop, an internationally renowned year-round Junior Program and the Malin Burnham Sailing Center.

San Diego Yacht Club

www.sdyc.org

Dave Vieregg | www.j70nac.com | Kenyon Martin

david_vieregg@intuit.com | kenyon@jk3yachts.com

Sail22 J/70 Upgrades

By Ed Furry, Sail22, LLC

Sail22 has been involved with the J/70 from early on. Becky and I sailed the first two boats out of the mold in March of 2012 and from then on, we have loved the boats. Becky looked at me after the first day of sailing and said, "We need to order one!" and so we decided that USA 322 should be ours in the future. We didn't realize how quickly that was going to be back in March and are ecstatic the Class has taken off. As a company, Sail22 has been designated as the J/Boats Mobile Resource Center which means we have a spare mast, boom, sprits and other important parts. Our goal at Sail22 is to encourage people to sail, make it easier to do so and help owners keep their boats in prime condition for racing. We receive calls and e-mails all the time from owners asking about certain rigging, maintenance and transport upgrades to their boat. Some of these upgrades have been adapted into the Rules, some help people rig their boat easier and some just help keep your J/70 in great condition so when you arrive at the next regatta, your boat is how you left it. Here are our top picks for what we recommend to J/70 owners when they call and ask what they absolutely have to have for their boat.

Covers - Most J/Boat owners aren't used to fully covering the whole boat. We all know what covers do, but the real reason a J/70 needs to be fully covered is due to sitting low to the ground on the trailer. With the keel lifted, as it is when trailering, the boat becomes dirty with travel due to road dirt. Several covers that we sell which are extremely useful and not always thought of right away as a "must have" are the Boom Bag, Hatch Board Bag, Mast Bag & Spreader Bag. The Boom Bag is padded and since the boom fits in the boat and is carbon fiber, this protects it from being damaged during travel. A Hatch Board Bag can do double duty to hold Hatch Boards while sailing and the shrouds while transporting. The spreader bag is also padded and protects the carbon spreaders to make sure they stay separate and padded down below or in a trailer box.

Trailering options - Since the J/70 is low on the trailer and the keel is up inside the boat, it's important to be proactive about protecting the keel in order to keep everything race smooth. Our Sail22 Keel Protectors are meant specifically for this purpose. These are delrin wedges that slide into the side of the keel where the keel delrins go when sailing. When putting them in, you can center the keel so you don't damage it once the boat is moving on the trailer. Combining these with a strap over the top, wear material in front and a hose on the trailing edge will keep your keel race ready and free of dings. We also have a trailer net to keep rocks and other road debris from hitting your keel. For the trailer, we have brackets to attach your dock boxes and a keel crane bracket to keep that big hunk of metal out of your truck and out of the boat so it isn't bouncing around during travel. We have found if you unload your boat for traveling, it is easier to keep it clean, organized and it helps to protect your rigging and other parts.

Now it's time to get to the boat. At Sail22, we try to make sailing easier on your team in order for you to be able to concentrate on keeping your head out of the boat and going the right way. Our recommendations and most popular upgrades for this are as follows:

Backstay Flicker - We have a powder-coated and tapered one to keep the backstay off your battens when tacking and gybing. It's stiff enough to get the backstay off the leach of your main and tapered for less windage.

Furler Line

Tapered Furler Line - It seems like a small meaningless line on your boat, but it's really an important one! Your jib takes more of a beating from furling it up every time than when you are sailing with it. One bad furl can actually ruin your new sail. We upgrade this to larger diameter and taper

it so it will wrap on the furler easily. Using a higher end line is the only way to go here and makes for much better furling every time.

Soft Deck - We prefer to keep the skin on our knees...don't you? Adding our Soft Deck Kit on the cockpit floor makes both heavy air sailing and light air floating around much more comfortable. It also helps reduce fatigue and keeps your gear in better shape (just think about dragging your lines and clothes across sandpaper over and over, and it's about the same thing as what your deck is like without Soft Deck). Because it's also low on the boat, it's a good spot to replace some of the lead you might have had to add to your boat for measurement.

3:1 Traveler Upgrade - We add an extra purchase to our traveler per Class Rules to make using the traveler a little easier. You can also change the line size up to 6mm to be a little softer on your hands.

Mast Guard - We carry a great carbon fiber Mast Guard that covers the sharp metal edges on the Mast Base. This protects your jib sheets while cross sheeting so they do not take a beating every time you tack.

Mast Swivel Chafe Tape - This little piece of tape is for purely keeping your J/70 carbon mast in great shape. The swivel on your forestay will hit the mast, wearing a groove in the carbon fiber. We shape a small piece of wear tape to prevent this from happening. You should replace this tape when needed or about once a year.

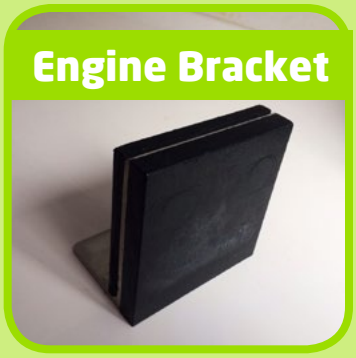
Carbon Mast Bracket - Since the J/70 does have a track below the boom, it makes it hard to mount instruments. And who wants to put holes in a brand new mast anyways, especially when you aren't sure the best spot to put them? Our Carbon Fiber Mast Bracket fits the Velocitek Prostart and TackTick Micro perfect. We supply the screws, you just need to attach your instrument cradle mount. If you have the Velocitek Shift or Tacktick Racemaster, we can add a plate to accommodate these too.

Cunningham - Have you given up on trying to figure out your stock Cunningham? We have a great simple one that goes on and off without knots. Just use the Dog Bone supplied and it works like a charm. So when you need some Cunningham, it's ready to go. The Sail22 Cunningham brings your tack down as well so your main sail always looks right.

Line Upgrade - You can race with the factory line package but some of the lines stretch a little more than we'd prefer they did while racing. We have many ways to upgrade your lines...just ask! Our most popular quick changes are Continuous Spinnaker Sheets and a tapered Tack Line.

Companionway Cover and Spinnaker Launch Bag - We have a great solution to help keep your boat dry while easily accessing your spinnaker. Our Companionway Cover velcros on for easy use on and off, and our Spinnaker Launch bag keeps your spinnaker from getting lost in the boat and out of any water that may splash in with spray. Our bag is made out of mesh, so water will drain right through it if your kite is wet. The original spinnaker bag clips in place, and we now have our new Sail22 Spinnaker Launch Bag Easy Stow System, which allows you to move the bag out of the way to get down below quickly.

Engine Mounting Bracket - Don't know where to put your engine while racing? Small engines are hard to keep running when you throw them down into the bottom of your boat. They always seem to bounce around and are beaten up from this quickly. To avoid this problem, we created an Engine Mounting Bracket. The bracket installs in front of the compression post so it is easy to access the engine to bring in and out the boat and is locked in place while sailing. You can also put it on the Starboard side or even in your trailer box for when you are traveling. Our kit comes with easy to install tie down straps with bungee and a padded piece to keep your engine prop from scratching your boat.



Mast Caddy - Do you have trouble getting the mast up without extra people? Our Mast Caddy not only works great for carrying your mast when going down the highway, but with the adjustable mast cradle with roller, you can rig your mast and put the mast base pin in before even asking for help to step the rig. The system works extremely well and since it attaches to your rear stanchions, you don't need to take it on or off to deal with covering or uncovering the boat.

These are the basics of what we have been working on at Sail22. If you want to see more, please check out the J/70 page on our website at http://sail22.com/J70/. We are always working on ways for you to enjoy your J/70 even better. And follow us on FaceBook at https://www.facebook.com/Sail22Racing. If you have any questions, feel free to send us an email to info@sail22.com or give us a call at 574-889-0022. We love to hear from J/70 owners!

2014 J/70 WORLD CHAMPIONSHIP IN NEWPORT

WHO WILL BE THE FIRST J/70 WORLD CHAMPION?

SEPTEMBER 8–13, 2014

Follow the action at www.j70worlds.com

INTERNATIONAL J/70 CLASS ASSOCIATION
QUESTION AND ANSWER LOG

Q & A

How are the Class Rules changed?
The rule change process is described in the International Class Constitution in Section 11. CHANGES TO CLASS RULES. You can find the Constitution on the International website www.j70ica.org under the "Rules" tab at the top of the front page.

Is there a difference between the Builder's Specs and Class Rules?
The J/70 Building Specification and Configuration Manual (Builders Specs) is part of the Class Rules. However, if there was a difference, or a problem of interpretation, the Class Rules would be relied upon. The Rules can only be changed by the process described in the Class Constitution. The Builders Specs can be changed by J/Boats Inc. from time to time as equipment is changed or upgraded.

What are Closed Class Rules?
Unless the Rules specifically say you can (May) make a change, then you cannot (Shall Not) make the change. This includes the addition of equipment or the location of equipment. All components, and their use, are defined by their description.

What is a Manufacturer Controlled Class?
Manufacturer Control means, in part, that all items are made from the same molds or templates following a strict building procedure. This process follows a builder's manual that tells the builder exactly how to build the boat. In a Manufacturer Controlled Class, the molds to build the parts are all taken from official plugs/patterns to ensure the consistency of molded "shapes" between builders. All builders follow the same building procedures.

Are there differences on newer boats or boats built by different builders?
There are some differences in the installed equipment from the factory. Any differences should be mentioned in the Builder's Specs as optional equipment for any J/70.

How are the World, Continental and National regatta locations decided?
The World Championship locations are decided by the International Class. We hope to develop a long term rotation that will support the current fleets and encourage growth of the Class overall. One of the most important factors in deciding the location of Worlds is the availability of charter boats. This is still a problem, though numbers are increasing. Continental Championship nations will be decided by the International Class, but then it will be up to each Nation to determine the final location. National Championships can be held by any national fleet. The Class Office will put out a request for proposal (RFP) from time to time to identify potential host locations. The Class is growing so fast that it is hard to say exactly what the future locations will be, but the Class Officers are trying to support the growth of the Class with their selections.

Where are the minutes of Class meetings posted?
Minutes from IJ70CA World Council Meetings are posted at www.j70ica.org. The minutes from US Board meetings are posted at www.j70class.com.

INTERNATIONAL J/70 CLASS ASSOCIATION
QUESTION AND ANSWER LOG

Q & A

What is the process for getting on the board?
The Class Constitution describes this process. It does require a nomination for the interested party, and a vote to install the member. There are term limits that cause a rotation, and openings are frequent. Interested parties should make their desire to serve known. A knowledge of the Class Rules, Builder's Specs and the measurement process are quite helpful.

May damage (from trailering) be repaired?
Yes. The intent is to allow repair to minor localized surface imperfections of the hull and appendages, without altering the standard shapes and dimensions as controlled by the master production molds. Minor surface imperfections can be a result of trailering, ramp launching, docking, etc. Minimal damaged areas should require a corresponding minimum amount of labor and material to repair. Anything beyond "minimal" is subject to the requirements of Sections D.2.5 and E.2.2 of the Class Rules, which specify that repairs need to be performed after permission has been received from the Licensed Manufacturer. Sections C.8 HULL APPENDAGES, D.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR and E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR are the areas of the Class Rules that cover repair of damage. The Builders Specs document also references some allowed repairs.

Why do the Class Rules have a crew limit but not a weight limit?
The design of the boat and Rules provide for a wide range of crews, which actually tends to favor family racing or a mix of crew weights. The goal of the Class is to provide fun racing for as wide a range of participants as possible. The Class is open to hearing proposals that would expand the market. To this end, there has been a proposal to accommodate all female or youth events. An alternative regatta instruction has been suggested that would allow for 5 member crews if designated in advance in the NOR. This suggestion will be vetted through the next Rules cycle at the end of 2014.

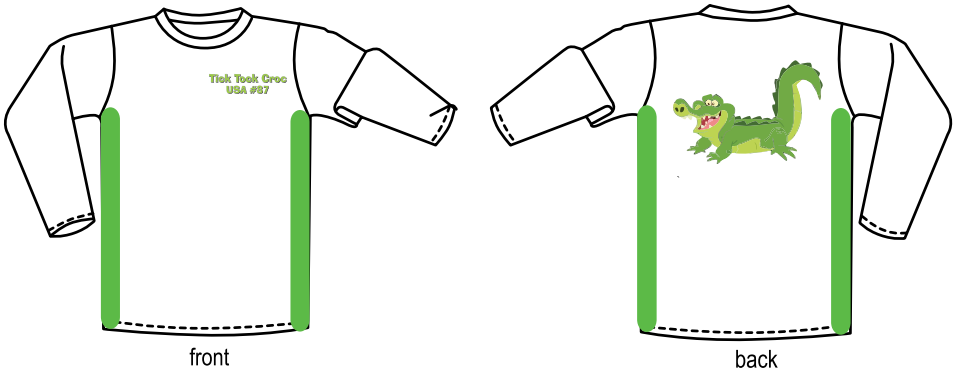
Is fairing of bottoms or blades allowed?
No. As described above, repairs (typically road wear) are permitted. Fairing or changing the hull shape is not. Tools to check on alterations beyond as-built tolerances have been developed by J/Boats. Measurers also have the option under Class Rule #B.3 to establish a control group of boats for the purposes of checking a specific measurement not otherwise stated in the Class Rules.

Can I block the trailing edge of my keel and rudder?
Yes. The J/70 Builders Specs do allow for lightly blocking the trailing edge of the keel and rudder.

Can I move the spin block up to the same location as the jib turning block?
Yes. The J/70 Builders Specs allow this change. Line #35 has the reference to spin block to jib padeyes.

Can I add turning blocks on the cabin top for the vang?
Yes. This is item 13 of the Builder Specs: Option to add two 29mm deck mounted cheek blocks outboard and forward of hatch lid to deflect the boomvang tails around the hatch. *Equivalent to the Ronstan RF67 or Holt A4867

DRY UV™
No matter what the season, we've got you covered



front back

Pro-Tech UPF 50+ technical shirts are available in short and long sleeve. For a limited time the are available for under $20 INCLUDING YOUR TEAM LOGO. No Minimums!

http://www.dryuv.com/saoct.htm
TOLL FREE 1 (888) 379-7447
International: +1 (562) 773-0552

Our dye sublimation pinnies are a huge hit with J70 teams all over the world now your team graphics can be applied and worn in a singlett over your PFD.

ProTech™
UPF 50+ Protection

J/70 TECHNICAL COMMITTEE REPORT

By Ned Jones, Chair, J/70 ICA Technical Committee

Keeping Things Owner-Friendly AND One-Design

By Ned Jones, Chair, J/70 ICA Technical Committee (Ned is the Technical Manager at J/Boats and has worked with technical Class management in several Classes including the Laser, 49er, Club 420, Optimist and SB3.)

The J/70 Class Rules were developed in conjunction with ISAF and were last updated in 2013 during the ISAF approval process. Since then, they've remained unchanged intentionally in order to provide stability for the Class and to provide an adequate time for real-world use by J/70 fleets around the world. One core principle established early on was to make the J/70 Rules both closed and manufacturer controlled for the hull and appendages–rather than governed by a series of published measurements. ISAF strongly encouraged this approach, and it's one we believe in strongly. With the very high level of sailors in the Class, we have seen increasing pressure on the Class to step up measurement enforcement. It's all a normal part of a growing Class, and one that we're trying to stay ahead of.

The initiation of a measurement program started at the 2013 North Americans in Annapolis with equipment inspection, deck layout, safety gear compliance and sail measurement. With the exception of sail measurement, it was an informal and educational experience for competitors and administrators alike.

The minimum boat weight program was initiated at Key West 2014, and the Class provided opportunities for owners to get weighed and in-compliance for qualifying events leading up to the 2014 World Championship. At the 2014 North American Championship, measurement was stepped up considerably–we measured sails, conducted equipment inspection for deck layout, permitted equipment and safety gear; checked boat weight, as well as inspected all 71 hulls and appendages. In a few cases, boats were checked against a "control group" of boats for modifications, as per Class Rules. Average time for completing the measurement process was 15 minutes.

In speaking with Class members, it appears the "Manufacturer Controlled" Class organization is not universally understood. A manufacturer controlled Class uses molds that are all taken from "master plugs" ensuring the parts are equal across multiple builders. The numerical or shape dimensions are not published in an effort to level the playing field and minimize the cost required to be competitive. Examples of manufacturer controlled Classes are the Olympic Laser and Olympic 49er, where a well sailed stock boat can win regattas.

As the Class continues to grow furiously, it is maturing as required, adding an International Technical Committee to oversee and guide us through the technical and measurement issues. Forming the ITC is Wolfgang Stueckl (IM, Germany), Aldo Murchio (IM, Italy), Dina Kowalyshyn (ISAF EQC, USA) Christopher Howell (ED, J/70 ICA), and myself as Acting Chairman. We welcome and thank them for their service.

We feel it is paramount to maintain the original philosophy of the Class to keep regattas fun, manageable and inclusive to all ranks of sailors.

J/70 CALENDAR

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 LI Sound Championship
September 12, 2014 to September 14, 2014
Where: Riverside Yacht Club, Riverside, CT

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

2014 J/Fest Southwest
November 01, 2014 to November 02, 2014
Where: Lakewood Yacht Club, Seabrook, TX

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 Charleston Race Week
April 16, 2015 to April 19, 2015
Where: Charleston, SC

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: San Diego Yacht Club, San Diego, CA

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 WORLD CHAMPIONSHIPS?

PHOTO BY CHRIS ODOM

WE'VE GOT YOU COVERED

For Regatta Support, call on any of the following team members who will be attending:

WALLY CROSS | 586-596-8854 | wcross@quantumsails.com
FARLEY FONTENOT | 281-381-9030 | farley@quantumsails.com
KERRY KLINGLER | 914-924-3466 | kklingler@quantumsails.com
MARTY KULLMAN | 727-560-0164 | mkullman@quantumsails.com
SCOTT NIXON | 410-703-2578 | snixon@quantumsails.com
RANDY SHORE | 401-849-7700 | rshore@quantumsails.com
ALLAN TERHUNE | 732-644-1051 | aterhune@quantumsails.com

NIGHTLY SAIL SERVICE WILL BE AVAILABLE.

Like Quantum One Design on Facebook!

QUANTUM SAIL DESIGN GROUP
QUANTUMSAILS.COM