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MOMENTUM



**SEASONS
GREETINGS**



Healy, Abdullah, Becker and Borges Win 2014 J/70 World Championship



VOLUME 2, ISSUE 4, FALL 2014



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Key West 1,2,3,4
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PRESIDENT'S LETTER

Season's Greetings

The change of seasons this year also brings a change in the leadership of our National Class Association. I am honored and humbled to assume the role of your President and look forward to serving all of you during the coming year. I would also like to welcome the new members of our leadership team: Jennifer Wulff, Craig Tallman, Scott Deardorff and Frank McNamara. All of these individuals bring a vast amount of sailing, racing and real world experience to their positions. Our Class will be well served by these volunteers.

Our Class owes a great deal of gratitude to our outgoing President, Joe Colling, who provided steady leadership and great enthusiasm as our Class organization was formed. Joe navigated successfully through the early growth pains of any new Class and oversaw some incredible milestones as we experience meteoric growth. Today, we have 22 active fleets in the US with over 325 boats sailing on each coast and throughout the heartland of our country. Joe was also instrumental in getting the Class its ISAF status and creating the International Class Association. And during his two year term, we held our inaugural Midwinter Championship, North American Championships, Davis Island Winter Series and World Championship along with myriad regional and local regattas.

Also retiring this year is Sean O'Keefe who put in countless hours as our first Chairman of the Technical Committee. As with any new Class, there are always questions about what is allowed and what is not and how to interpret the Rules. Sean organized and managed the effort to create the Builder's Specifications which are so important to maintaining the one-design integrity of our Class.

As you read this letter, we will have already voted on several new Rules that will take effect during the 2015 season. Rules are evolutionary in nature so I hope that you will take the long term view of these changes. You may not agree with all of them, and in some instances you might not think that we went far enough or that we missed addressing a specific issue. Please remember that we are just one National Class Association in a much larger International Class. There are myriad constituents and perspectives within our young but diverse Class. As we all spend more time racing our boats, I am sure that the larger issues will be resolved in a manner that supports the continued growth of our Class.

I hope to meet some of you as I campaign USA 248 this winter at Davis Island and the Bacardi Cup. If you have any comments or questions, please send me an email or give me a call.

Henry Brauer

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Healy, Abdullah, Becker and Borges Win 2014 J/70 World Championship



For the final day of the 2014 J/70 World Championship presented by Helly Hansen, the New York Yacht Club Race Committee brought the fleet back out to Rhode Island Sound where three races were run in 8-14 knots of breeze.

Winning the first race of the day was Joel Ronning of Minneapolis on *Catapult*. Ronning had led the standings for the first two days of the championship but came into the final day 14 points out of first place behind Jamestown's Tim Healy and his crew on *Helly Hansen*. With Healy crossing the line in fourth, Ronning was able to chip away at the deficit and, in race two, the margin was further cut to seven points when Ronning finished fourth and Healy finished eighth. However, in the final race, won by Brian Keane of Weston, MA on *Savasana*, Healy crossed the line in second with Ronning back in fourth, to earn Healy and the *Helly Hansen* team the championship title on 28 points to Ronning's 39. Keane retained third overall with 61 points,

while Florida's Martin Kullman, on *New Wave*, and Boston's Heather Gregg-Earl, on *Muse*, were tied, respectively for fourth and fifth, on 83 points. Gregg-Earl and the crew on *Muse* were also the Corinthian division winners.

When Healy's *Helly Hansen* team (crew Gordon Borges, Geoffrey Becker and Paul Abdullah) crossed the finish line in the last race, there was little outward excitement onboard. "Our caveat is we're still waiting for protest time to elapse," explained Healy. "There's potential that someone could file a protest, and we just want to make sure that's totally wrapped up. It was close enough that we wanted to wait until we could check and then we could celebrate once everything is 100%."

Except for one day, the conditions over the five days of racing had been strenuous and exhausting. "It was a fun week," said Healy. "The nice part is there was wind the whole time; we

Healy, Abdullah, Becker and Borges Win 2014 J/70 World Championship



enjoyed that, but because there's wind you have to work hard and at this point everybody is tired but also excited at the same time." This is Healy's third world championship title as he adds the J/70 title to two he has won in the J/24 class (2013, 2010).

"The key to doing well is time spent in the boat. From day one when Jeff Johnstone called and said 'we have the first two boats ready to go, are you interested in doing some sea trials?' I jumped on it. As soon as I sailed the boats, I knew the Class was going to be huge. I think it's the simplicity of it. Anybody who grew up sailing dinghies or got into small keelboat sailing can go down and look at a J/70 and say 'I get it.' They can look at the rig

and see that it's simple, and how the spinnaker works and how the main works, the deck layout is totally simple and clean and it's easy to handle. The boat performs really well upwind; downwind it's exciting and it's planing. It's got just about everything for the typical sailor looking for a fast one-design boat that's easy to sail. And it performs well. The younger sailors can handle it and sail it, same for older sailors and it's a good fit for women's teams also."

The youngest competitor on the race course was 13-year old Julian Sudofsky of Marion, MA who missed a week of eighth grade at Old Rochester Regional to race with his father Mike Sudofsky on *Carlos*. The young sailor was not simply

Healy, Abdullah, Becker and Borges Win 2014 J/70 World Championship



enjoying a week off from school; as a veteran in the J/70 Class, he has twice raced in Key West Race Week, along with events in Annapolis and Cedar Point. "Even though we didn't do too well, we had so much fun because everyone was top competitors," said Sudofsky who handles the bow on *Carlos*. "I just got to see Tim Healy, and Brian Keane is also my neighbor," he added.

From their patriotic hats to their colorful spinnaker, one team garnering lots of attention on the course was Team RAFBF Spitfire from Great Britain, helmed by Simon Ling of Burford. "Team Spitfire was formed about six years ago," explained Ling. "We're made up of serving, ex-serving members of the Royal Air Force and a couple of civilians as well. We basically look to sail as competitively as possible but also to promote the RAF charity: the RAF Benevolent Fund. The name Spitfire comes from the iconic

airplane that was built in the south where we sail in The Solent, and it seemed the perfect name for an RAF team." Having done the UK national circuit, this was the first time Team RAFBF had been overseas with the boat. "It was absolutely fabulous. What can you not enjoy about Newport?," said Ling. "It's my first time here, we've all fallen in love with the place; the race organization has been second to none, the racing has been fabulous and we're really pleased with our result (12th overall and second Corinthian team)." Ling as owner/helm switched to the J/70 last year after three years in the J/80. "It's been a fabulous boat; we love it," said Ling ticking off the attributes of the J/70: "The Class has taken off, it's new, there are 90 boats here at the first Worlds, it's great fun to sail, they're demanding to sail, and they put a smile on your face. What's not to like about that?"

Healy, Abdullah, Becker and Borges Win 2014 J/70 World Championship



Seeing 86 teams, representing 14 nations, on the starting line for any sailing event is significant. For those 86 teams to be contesting the first-ever World Championship of the J/70 Class is a testament to the popularity of this boat which was introduced just over two years ago, and even more notable was the mix of sailing royalty that was peppered throughout the fleet including: 2008 Finn Olympic Silver Medalist Zach Railey of Clearwater, FL, 2004 Tornado Olympic Silver Medalist John Lovell of New Orleans, California's 1996 Soling Olympic Bronze Medalist Jeff Madrigali, 2013 America's Cup winning strategist and 2012 Laser Olympic Gold Medalist Tom Slingsby of Australia, 2011 Lightning Pan Am Games Silver Medalists Jody Lutz of Brick, NJ, and brother Jay Lutz of Houston, who is also a four-time World Champion in the J/80 and Lightning Classes, 1984 Windsurfing Olympic Silver Medalist Scott Steele of Annapolis, Olympian and two-time Star World Champion Phil Trinter of Richmond, VA, 2013 Star World Champion John MacCausland of Cherry Hill, NJ, 2001 Sonar World Champion Mark Ploch of The Bronx, NY, and 2007 Snipe World Champion Tomas Hornos of Boston. Kalle Coster and Annemieke Bes, both of whom represented The Netherlands three times at the Olympic

Games were in the fleet, as was Vermont's 2012 Olympian Trevor Moore, along with New York's Cory Sertl and Jody Starck, both of whom have won the Rolex Yachtswoman of the Year Award multiple times. Top-ranked match racers Taylor Canfield and Stephanie Roble, 2005 J/24 World Champion Anthony Kotoun and Rolex Yachtsman of the Year Eric Doyle were all onboard as was 2006 Audi Etchells World Champion Jud Smith of Marblehead, 2013 J/22 World Champion Allan Terhune of Arnold, MD and 2014 J/24 US National Champion Will Welles of Portsmouth, RI.

The silver fleet was won by Mark Ploch on *Sugar Daddy* after finishes of 3-1-3 allowed him to edge out Puerto Rico's Marco Teixidor, on *Cachondo*, with 113 points versus 121.

The September 8-13 competition was hosted by New York Yacht Club at Harbour Court, with regatta headquarters at Sail Newport, Rhode Island's Public Sailing Center.

For results, photos and additional information on the inaugural J/70 World Championship presented by Helly Hansen, please visit www.j70worlds.com.

STEP vs. VMG

By Geoff Becker

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STEP



Over the last two years, we have seen an explosion of popularity in the J/70 Class, which included many regattas with big fleet numbers and very competitive racing. Because of the popularity of the Class, many top professional and amateur sailors pushed this new Class in an effort to find every ounce of improvement. Since the J/70 is such a simple one-design, the top finishers are normally the teams who have taken time to learn about this new boat and how to sail it well. In the climb up the learning curve of J/70 racing, it is fair to say that our team, even with our modest run of successes, has seen an equal number of slides down the backside of that same curve. One such lesson, though not an epiphany, was the realization of how planing, or not planing downwind, can be one of the biggest decisions for a team to make in moderate winds.

In nearly every J/70 regatta I have sailed, making the correct mode choice downwind can easily mean the difference in handfuls or even dozens of boats being gained or lost on a single leg. Often, the amount of distance gained or lost due

to the significant differences in speed downwind, can be nearly impossible to make up before the finish line. I think everyone would agree that watching groups of boats pass you is never fun, but it can be an opportunity to take note, learn and find your way back up the slope of the curve. To plane or not to plane? That is the question J/70 sailors are often faced with when the wind and wave conditions make surfing and/or planing a possibility, but not a guarantee. Do you sail a higher, less direct course to the leeward mark opting for more speed, or do you sail lower, more direct course opting for less distance sailed? In the transitional winds, usually around 12-15 knots for the J/70, making the proper mode choice between the higher planing mode (nicknamed "on the step") and the lower displacement mode (nicknamed "VMG") can make a significant impact on a boat's performance on a downwind leg.

Looking at the differences, advantages and disadvantages, of each downwind mode, will help make the decision between them easier. Traditionally, the "VMG" mode is the fastest route

STEP vs. VMG

VMG



to the downwind mark, balancing the angle and speed that will get the boat to the mark fastest. In terms of downwind modes for the J/70, the term "VMG" is used to describe sailing the lowest possible course without allowing the boat to slow down significantly. Sailing the least amount of distance vs. the speed of the boat is the main advantage of the "VMG" mode and because of that, slower boat speeds can be justified.

On a J/70, since the "VMG" mode utilizes a lower course to save distance sailed, when in this mode the jib should be rolled up since the shape of the sail is not efficient on lower angles and can cast a wind shadow on the gennaker as the sails are eased. To maximize the speed and lower sailing angle, constant communication between the trimmer and skipper are critical to providing feedback about the pressure in the gennaker. Since the gennaker is asymmetrical, maintaining good flow over the sail is the key to its efficiency. More pressure in the sail will allow the boat to sail faster, increase apparent wind and ultimately sail a lower course. It is the trimmer's responsibility to ensure the sail has pressure and communicate that to the skipper.

In higher winds, the gennaker and lightweight nature of the J/70 opens up the downwind legs to a faster and more exciting way to get to the leeward mark. Sailing a higher course downwind can significantly increase boat speed by getting the boat to plane and sail on top of the waves, or up "on the step." While the higher course means extra distance, sailing "on the step" can easily make up for the extra distance that needs

to be sailed to get the boat up and planing. It is important to understand that there is significant distance added to the leg when sailing a higher course, so when looking to get the boat "on the step," there has to be a significant increase in boatspeed to make that extra distance worthwhile. If the higher boatspeed cannot be maintained, it is likely that the lower "VMG" mode is the better choice for that leg in those conditions.

Using proper technique to sail the boat "on the step" includes increasing the boat's apparent wind and forcing the boat to accelerate. When the J/70 sails downwind at higher speeds, it is an advantage to have the jib unrolled to increase sail area and to help keep the bow down as the boat achieves those speeds. While the boat is accelerating and after reaching a planing state, the jib keeps the boat balanced by pushing the bow down and decreasing weather helm. Once the boat is "on the step," the goal is to keep it there by not allowing the boat to decelerate. This means that at the first sign of slowing down or coming off of a wave, the boat should be turned up to repower the apparent wind and maintain the planing mode. It is much more difficult to get the boat back "on the step" after losing the plane because the apparent wind will drop as the boat sits back down in the water.

When there is doubt as to which mode is best for the J/70, the "VMG" mode is likely the right choice. Sailing less distance is always a good default and in reality the J/70 has to be really moving fast to make up for the extra distance sailing higher to

VMG



get “on the step.” Normally, when sailing the J/70 “on the step” and planing, the boat will have no trouble getting up and staying on a plane. If the conditions create difficulty getting the boat “on the step,” it will be unlikely for a boat to make up the extra distance trying.

To aid in the mode choice on a downwind leg, consider the mode being sailed by nearby boats in the same conditions. If the other boats are sailing in the “VMG” mode, it would be a risk to try to sail “on the step” and vice versa. Also, when changing between modes, compare performance against nearby boats immediately after the change to see if there is a noticeable gain or loss. As with any change, if there is a gain, great, keep it up and if there is a loss, switching back quickly will help limit any lost distance from trying the different mode.

Normally the J/70 will get up on a plane in the higher breezes (15+ knots) without much effort at all. In those conditions, the puffs can be much

larger, easily overpowering and unbalancing the boat, even if the boat is already planing or surfing. If the J/70 becomes unbalanced and

develops weather helm while accelerating or already planing, the rudder will likely begin to stall and the boat will want to round up into the wind, or spin out.

While it might be fun to watch another boat round up and spin out, preventing it is certainly everyone’s goal when planing downwind in big breeze.

There are some things that will help maintain control of the J/70 in higher breezes downwind. In those conditions, the jib will be out and the boat should already be “on the step,” planing downwind, but here comes an even bigger puff about to hit. Knowing what to do as a large blast puff approaches and hits while the boat is already “on the step” is critical to keeping the boat balanced and often upright. These four steps can help a boat survive the impact of a blast puff downwind in big breeze:

STEP vs. VMG

1. Know the puff is coming - There should always be a crewmember watching behind while "on the step" and announcing the changes in breeze strength. It is hard to prepare for a blast puff if you don't see it coming.

2. Ease the boomvang - As a blast puff hits the boat, the boat is going to want to either spin out or accelerate. Easing the boomvang helps decrease the weather helm and makes it easier for the driver to keep the boat sailing straight and accelerate as the puff hits.

3. Ease the gennaker - Easing a significant amount of gennaker sheet as a large puff hits allows the back of the sail to move toward the bow and forces the sail to pull the boat forward instead of tipping it over. When the sail is eased enough, it will likely have a 3-5 foot curl in the luff of the sail, but it should never collapse.

4. Head down in the puff - In combination with easing the gennaker sheet, the skipper should turn the boat down so the sail can be eased more and help the boat really start to accelerate. Since the boat should already be planing, this move

STEP vs. VMG

should only help to increase speed as the puff hits.

So, what's the final word? As with most questions about

variable situations the easy answer is, it depends. Recently I crewed for a local J/70 owner who did not have a lot of experience with asymmetrical, or planing type boats. We, of course, found ourselves in that 12-15 knot wind range with a somewhat less experienced crew. Many of the boats on the downwind leg were trying to get the boat up "on the step" and sailing much higher to do it. While most of the boats were able to get up on a plane, we felt that in that transitional wind, we would have to work harder to plane and our collective experience would be a disadvantage, so we sailed "VMG" mode downwind. To our surprise, not only were we able to stay with the planing boats, but on almost every downwind leg we were able to pass boats trying to sail "on the step." It seemed other boats needed to be on a constant plane to make up the extra distance they were sailing, and in this instance they couldn't. Sailing faster is always more fun, but as the tortoise showed the hare, slow and steady can be an advantage too.





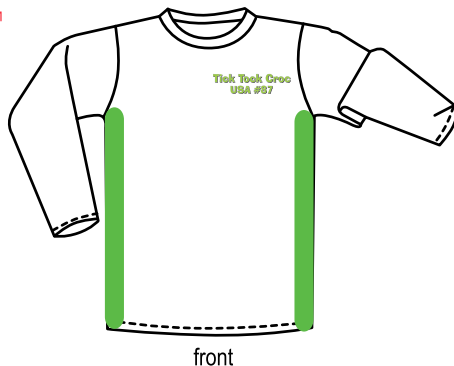
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2015 J/70 North American Championship

September 21-27

San Diego Yacht Club, San Diego, CA



In September of 2015, the J/70 North American Championship will be on the west coast for the first time. Besides the fact that San Diego has near perfect sailing weather in September, here are a few more reasons you might want to be here:

- A diverse championship venue – sail on San Diego Bay where Americas Cup boats have foiled. Sail on the Coronado Roads where World Champions have won. San Diego has a fantastic sailing and racing history. Come and make history yourself.
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- Multiple regatta events for you to attend, including San Diego, San Francisco Bay and Long Beach. Make the most of your trip out west. Don't miss out on these iconic sailing venues.
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Visit <http://www.j70nac.com/> for more information and continue checking for updates as the event nears.
Hang loose and see ya next summer!

Dave Viereg

My Cross Country Story

Why You Should Truck or Tow to San Diego for the 2015 J/70 North American Championship

By Dave Vieregg

Going to the J/70 North American Championship in Newport, RI became a reality once we qualified at Long Beach Race Week. How to get the crew and the boat there was now the challenge. I started by inquiring about chartering and trucking the boat to Newport. Chartering seemed expensive, and I wanted my own boat. I went on <http://www.uship.com/>, a website where you put your item to ship, add to and from information, and let shippers/truckers bid to win your service. I received four quotes of \$6-\$7k roundtrip—not bad considering cost of gas, hotel, food, etc. But in the end, I decided to drive the boat myself. Three and half days out and three days back. It was actually fun to drive cross country and on the new route 66. One teammate accompanied outbound, and another on return. We ate BBQ in Oklahoma,

found a diner in New Jersey and went to the Seaport Museum in Mystic. On the way back, we watched football at the neighborhood Applebee's in Pennsylvania. It's relatively easy driving once we got to Ohio, down through Oklahoma, Texas and the desert Southwest. We stayed at Hampton Inns, switched drivers every four hours, listened to good music, a book on tape and kept up with email via our Hubspot. All in all, a great adventure. Try Uship, drive yourself, or see below for a group shipping option. Hope to see you all out west for some J/70 racing this coming summer!

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J/70 TECHNICAL COMMITTEE REPORT

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

Doing the Right Thing

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.)

As the 2014 sailing season draws to a close, the Technical Committee has some great experience to draw from while looking ahead to 2015. From Tampa and Key West in January through the Worlds and Europeans, the Class is learning how to better operate within the Class Rules, and figure out what actually matters when it comes to optimizing a J/70 for regatta winning speed.

Nothing will ever be a substitute for time spent either training or racing on the water. Sailors are by nature tinkerers, always looking for ways to squeeze out extra performance from their equipment or technique. The results of this effort may translate directly into extra boat speed, or merely a psychological boost by knowing they have made a change that other boats have not. This is where the Technical Committee and the measurement process come into play, but only after a competitor has first asked himself, "Is this legal?" Often changes to the Class Rules evolve from boat or technique modifications by competitors that simply make sense as they make the boat easier to sail, are inexpensive and are not inherently speed producing. Modifications made that are considered speed producing, in direct conflict with Class Rules, and are made without respect for the one-design nature of the Class are both illegal and damaging to Class culture. If the Class does not have a process for enforcing a questionable modification, either to equipment or sailing technique, it still remains illegal.

The J/70 Class has prospered thanks to its inclusiveness, ease of access, and friendly competition. Measurement-controlled classes have

lengthy and detailed measurement procedures that take away from time on the water, and drive up costs for all involved, including competitors and administrators. One design class racing is just that; all boats equalized within the Class Rules so the test is of sailing skills alone. No one can be blamed for pursuing excellence on the race course, but blatant abuse of the Class Rules, both literally and in spirit, only degrades the quality of the Class.

As with any new class, the J/70 Class will evolve with time. We will always be faced with challenges, as this is an ongoing process. The participation level we have seen in two years is record breaking. The owners and sailors, Class Rules and their enforcement, and the culture of the Class will steer its course into the future. There are many cues from other classes that can be used to determine what works, and what doesn't. It is hard to argue that what the Class has done thus far is not working: two Key West Midwinters, two North American Championships, one World and European Championship, all with record participation.

The International Technical Committee is excited to continue its work into 2015 to ensure the J/70 Class continues to grow and prosper. Let's work together for another great year of J/70 sailing.



J/70 2014-2015 CALENDAR

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 SDYC One Design

January 17, 2015

Where: SDYC San Diego

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 St. Pete NOOD

February 13, 2015 to February 15, 2015

Where: St. Petersburg Yacht Club, St. Petersburg, FL

2015 SCYA Midwinters

February 21, 2015 to February 22, 2015

Where: CYC Coronado

2015 Bacardi Miami Sailing Week

March 05, 2015 to March 07, 2015

Where: Miami, FL

2015 San Diego NOOD

March 13, 2015 to March 15, 2015

Where: San Diego Yacht Club & Coronado Yacht Club, San Diego, CA

2015 SDYC One Design

April 01, 2015

Where: DYC San Diego April TBD

2015 Charleston Race Week

April 16, 2015 to April 19, 2015

Where: Charleston, SC

2015 San Diego Yachting Cup

May 01, 2015 to May 02, 2015

Where: SDYC San Diego

2015 Annapolis NOOD

May 01, 2015 to May 03, 2015

Where: Annapolis Yacht Club, Annapolis, MD

2015 Seattle NOOD

May 15, 2015 to May 17, 2015

Where: Corinthian Yacht Club with Seattle Yacht Club, Seattle, WA

2015 Cal Race Week

May 30, 2015 to May 31, 2015

Where: Cal YC Marina Del Rey, LA

2015 Chicago NOOD

June 12, 2015 to June 14, 2015

Where: Chicago Yacht Club, Chicago, IL

2015 Block Island Race Week

June 21, 2015 to June 26, 2015

Where: Storm Trysail Club, Block Island, RI

2015 Long Beach Race Week

June 26, 2015 to June 28, 2015

Where: LBYC Long Beach

2015 J/70 World Championship

July 06, 2015 to July 11, 2015

Where: Société des Régates Rochelaises, La Rochelle, France

2015 Fiesta Cup

July 11, 2015 to July 12, 2015

Where: SBYC Santa Barbara

2015 Marblehead NOOD

July 23, 2015 to July 26, 2015

Where: Eastern Yacht Club, Marblehead, MA

2015 J/70 North American Championship

September 21, 2015 to September 27, 2015

Where: San Diego Yacht Club, San Diego, CA

2016 J/70 World Championship

Fall 2016

Where: St. Francis Yacht Club San Francisco, CA

Where will you be sailing this winter?

Quantum J/70 Winter Series December 12-13, 2014 | January 10-11, 2015 | February 7-8, 2015

There's frostbiting or there's Tampa Bay, with a three-race series that will deliver more thrills and chills than a Polar Vortex.

Registration is now open for the Quantum J/70 Winter Series. Join us at Davis Island Yacht Club for competitive racing, pre-regatta clinics and daily debriefs with the Quantum pros, and lots of shoreside fun.

Register today! www.diyc.org

More details: Allan Terhune, 732-644-1051 or aterhune@quantumsails.com



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