

J
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MOMENTUM

Calvi Network Takes J/70 Midwinter Championship at Key West Race Week



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US J/70 Class Office

President

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

Vice President

Jennifer Wulff
Annapolis, MD
410-703-9566
jnorwulff@hotmail.com

Secretary

Craig Tallman
Torrance, CA
310-629-0365
Captaincraig@verizon.net

Treasurer

Scott Deardorff
Santa Barbara, CA
805-732-9401
scottdeardorff@gmail.com

Technical Chair

Frank McNamara
Wenham, MA
978-578-9969
frank_mcnamara@comcast.net

Past President

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

Executive Director

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

PRESIDENT'S LETTER

The 2015 season is off to a vigorous start with more than half of the East Coast winter events already in the books. The participation continues to be strong with 50-plus boats competing in each of the three Davis Island Winter Series weekends and the Midwinter Championship at Key West Race Week. The St. Pete NOOD following on the heels of the Davis Island Series III had only 20 boats participating, however, the last two events of the winter circuit will have strong competition with over 40 boats registered for Miami Bacardi Race Week and more than 70 boats registered for Charleston Race Week. The West Coast circuit is just kicking off with events in both Southern and Northern California. With the NAs and Worlds scheduled for the West Coast in the next two years, our hope is that the West Coast fleet will become as strong as the East Coast and Midwest.

Many fleets are busy planning their summer seasons, and we have reports from several fleets highlighting winter meetings with presentations from members that participated in the southern circuit. If Julie Howell reaches out to your Fleet Captain, please encourage him or her to share your ideas. The continued growth of our local fleets is as important as strong participation in the various regattas on the calendar. By sharing ideas, we can help each other to identify best practices.

The Executive Committee has been busy making plans for the coming season as well as dealing with the sensitive issue of having to censure one of our members for unsportsmanlike conduct. You have all received the email from the Class Office concerning this matter. Suffice to say that the US Executive Committee spent many hours discussing this matter and reached a consensus opinion. We made a recommendation to the International Class that was approved unanimously by the International Executive Committee. There are many lessons to be learned from this situation but most important from my perspective is the responsibility we all have as owners to protect the one design integrity of the Class as well as sportsmanship on and off the water. If you think someone is veering off course, please take corrective action.

PRESIDENT'S LETTER

Our Vice President, Jenn Wulff, is chairing a Regatta Committee consisting of members from various regions of the country. This committee has met several times during the winter to discuss, plan and implement a schedule for our Regional Championships including the qualifying guidelines for the 2016 World Championship. More information is posted on the Class website. The Regatta Committee is also reviewing future venues for the North American and Midwinter Championships. If you think your club or fleet is interested in hosting a major championship, please contact Jenn or Chris Howell.

There seem to be two issues that come up the most as many of you speak with members of the Executive Committee: hull fairing and professional sailors competing in the Class. I assure you that we are listening and working with members of the International Executive and Technical Committees to understand how to provide appropriate guidelines. Our Class Rules are quite simple regarding these matters. If you have questions, you should reach out to our national Technical Committee for clarification.

There are many professionals who are active in our Class and have made considerable contributions to the growth of the Class and helped many of us climb the learning curve. The professionals break down into two groups: those who are owner/drivers and therefore members of the Class and those that climb on board as sailmakers and/or paid professionals. I believe it is the job of each professional to help all of us become better sailors, uphold the one design rules of our Class and the Racing Rules of Sailing. In the end, our Class will be stronger by having an active and engaged group of professional sailors racing beside the amateurs, but only if they provide leadership and a high level of integrity.

As I write this letter, there is over eight feet of snow in Boston. Summer can't come fast enough. I know that many of you are dealing with the winter blues of frigid temperatures, high snow banks and frozen waterways, but the days are getting longer and we will all be sailing once again. There is hope...

*Henry Brauer
US J/70 Class President*



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Calvi Network Takes J/70 Midwinter Championship at Key West Race Week

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Most of the marquee classes at Quantum Key West Race Week 2015 came down to the last day of the regatta, which delivered the toughest conditions of the week. Howling winds and rough seas challenged the competitors on January 23, forcing the top contenders to raise their game in order to claim overall victory. The J/70 was the largest class of the regatta with 54 boats for its Midwinter Championship. It was a week-long dog fight that saw constant changes at the top end of the standings. Skipper Carlo Alberini and his Italian team on *Calvi Network* emerged as overall winner thanks to single-digit finishes in nine of 11 races. Branko Brcin served as tactician while Sergio Blosi and Karlo Hmeljak handled the trimming aboard *Calvi Network*, which closed the regatta with a second after posting a steady string of fourths and fifths. That remarkable consistency in such a competitive class earned *Calvi Network* the ultimate prize at Quantum Key West Race Week - Boat of the Week. "The talent level in this Class is very high. We came



to Key West because we are very excited about the J/70 fleet and want to race against the best boats," said Alberini, who won the European Championship last year. "To win here is the best feeling. This might be the most important win of my career because we beat the World Champion on the water." *Calvi Network* totaled 49 points, eight better than the Mexican entry *Flojito y Cooperando* that is skippered by Julian Fernandez Neckelmann. Italian pro Vasco Vascotto called tactics on *Flojito*, which closed the regatta strong with a first and second on Friday. Tim Healy,



J/70[®]



the reigning J/70 World Champion and two-time winner in Key West, finished third after pushing the line and being ruled OCS in the last race. Gannon Troutman, the 12-year-old skipper of *Pied Piper*, was the talk of the regatta after finishing fifth in the talent-laden J/70 fleet - winning a race while also posting a second and third. San Francisco skipper Jim Cunningham captured the J/70 Corinthian Division, which had 20 boats.

Key West Race Week got off to a strong start with the principal race officers on all three divisions able to complete two good races in 8-14 knot northeasterly winds on January 19. With the size of the J/70 fleet, the goal going into the first day was to avoid that deep finish that

could prove costly. "You can't win the regatta on Monday, but you sure can lose it," *Heartbreaker* skipper Robert Hughes said. The top five boats on day one all had one result of fifth or better and another result of 11th or higher. "We almost had a great day," said Hughes, who lost seven places on the final leg of Race 1. "I'm pleased with our speed. We have new sails and have made some changes to the rig setup. This is the best this boat has ever gone."

During 28 years of running a regatta off Key West, Premiere Racing has a record of getting in a complete series. Because of the consistent conditions off the Conch Republic, there have been very few lost race days. However, that



does not mean that race committee officials compromise quality just to give the competitors some action. Fair and equitable racing is the hallmark of the event, and organizers always make sure to adhere to that tradition. Tuesday brought dicey conditions that forced principal race officers to make numerous tough decisions. There were some delays, a few false starts and even one abandonment, but by the time the day was over all three divisions had completed two races in shifty winds that ranged from 5-7 knots. The J/70s were sailing on the Division 2 course managed by Dave Brennan. A veteran principal race officer and Key West stalwart, Brennan was forced to delay several times in order to start races in stable winds. "The breeze was very dodgy and moving through at 50 degrees so the trick was picking the right radial to kick the race off," Brennan said. "We want the sailors to have a reasonably square line. Prior to Race 4, we had to postpone three times to reset the line." Brennan got the Melges 24 fleet started with a heading of 150 degrees and by the time he went

into sequence for the J/70 fleet, the wind had shifted to 180. He credited an experienced team of race committee volunteers for reacting quickly with regard to moving upwind marks and posting flags. "We made the racing as good as we could. Actually, we were very fortunate that it was quite good," Brennan said. Veteran sailmaker Jud Smith was the daily winner in the J/70s, placing second in Race 3 then getting the gun in Race 4. That moved the Marblehead, MA resident to the top of the standings with a low score of 30 points. "We got out to the course early and had a nice tune-up session with another boat, which allowed us to get accustomed to the conditions," Smith said. "I would have been happy with two top 10 finishes on a day like this so I'm ecstatic to get a first and a second. We were fortunate to be in the right spots, and I thought the team did a good job of changing gears." Smith had his daughter Lindsay on the boat along with Marc Gauthier and Will Felder. The former Rolex Yachtsman of the Year says the entire crew participates in tactics and strategy.



Based off early morning forecasts, it appeared a lay day might be in the cards for competitors on Wednesday. However, organizers saw a small pocket of sailable conditions and sent the fleet out to the three race courses. Division 1 completed two races while Divisions 2 and 3 both got in one to keep the regatta moving along. Jud Smith remained the J/70 leader, sailing *Africa* to a sixth. Trey Sheehan steered *Hooligan* to third on Wednesday. "Everybody is working together very nicely, and the boat is moving real well," said Michael Sheehan, who is crewing for his brother. "We were saying on the way back into the dock that we are not going to change anything. We are just going to keep doing what we've been doing." Brad Boston is tactician on *Hooligan*, which has a home port of Put-in-Bay, Ohio and a team comprised of close friends who grew up together in the greater Cleveland area. "We've been able to get off the line clean, and we haven't taken any flyers," Michael Sheehan said. "Brad is really sharp about looking up the course and seeing what we've got coming."

After doing three races in strong winds on Thursday, there were no doubt a lot of sore muscles, aching bones and tired bodies. Not

that anyone was complaining. The six classes competing on Divisions 2 and 3 were sent out an hour early so the race committee could take advantage of east-southeasterly winds that held steady between 10-15 knots. Tim Healy and his crew aboard *Helly Hansen* steadily climbed into second place on Thursday, making a major move thanks to a tremendous score line of 2-2-1. Tactician Geoff Becker, trimmer John Mollicone and bowman Gordon Borges comprise the crew, which trailed leader *Calvi Network* by three points. "Our starts weren't great, and some things didn't go our way," Healy said when asked about the slow start. "We've dug our way back by doing a little better job of playing the shifts and passing boats." Healy has captured the J/70 victory at Key West in 2013 and 2014. The veteran professional said the fact he had to fight back into contention is further evidence the fleet is getting deeper and stronger. "People are learning the boats while the crews are getting better with more experience," he said.

Complete event information and results can be found at www.premiere-racing.com.



Winners Debrief with Carlo Alberini, *Calvi Network*

Congratulations on an awesome week of racing in Key West! In the 11 races, you had nine finishes in the top 10.

How did you maintain that consistency against the talented teams in the J/70 fleet?

The merit is of our tactician Branko who has always been able to make us race in the best way. Then the crew was able to behave properly even when we were in difficult positions.

Please name the crew and the role of each.

Branko Brcin (tactician), Sergio Blosi (sail trimmer), Karlo Hmeljak (main sail trimmer), Carlo Alberini (helmsman), Irene Bezzi (coach/main sail trimmer). There were several teams in the running all week, including Julian Fernandez Neckelmann, Tim Healy and Jud Smith.

What was your strategy in the final race?

Three great champions—very, very competitive. The strategy was very simple, do the best possible racing any time.



You also won the European Championship last year. How is the J/70 Class developing in Europe?

J/70 is developing very quickly in Europe, the problem being that many different countries with different views it will take a very strong coordination by the International Class. Surely the Worlds of La Rochelle will see the best teams in Europe compete with the best in the American continent. I think that we will come easily to 100 boats.



Winners Debrief with Carlo Alberini, *Calvi Network*

***Have you ever sailed in Key West before?
How did you prepare for the event?***

I have sailed many times in Key West with Mumm30, Farr40 and Melges32. It is my favorite race for its enabling outstanding conditions. Our preparation is the usual we do with two days of training before each race.

Generally what are your feelings in the performance of the US-built boats vs French-built boats?

I found many small differences in the construction of the boat that I think do not affect the overall performance, but it is appropriate that J/Boats leads to a strict monotype. The thing I do not agree is that the American fleet has the mast Southern spar, even second generation, and in Europe there is the mast Selden. This can create confusion in the Class.

Can you pinpoint one specific thing to which you'd contribute your success at this event?

Success comes from a perfect harmony on board even in difficult times, and constant study of how to improve our preparation.

What's next for the Calvi Network team?

Bacardi in Miami in March, then the Italian circuit, the World Championship in La Rochelle, the Euro Cup in Riva del Garda, and to finish the European Championship in Monte Carlo.



Gannon Troutman



- 1) You won a race while also posting a second and third. How did you stay focused over so many races against all these "rock stars"?

I would like to first thank my parents for their support of my sailing. My Dad is part of the crew and my Mom plans the trips. I also want to thank my crew, Victor Diaz de Leon and Tomas Dietrich. None of this would be possible without them.

I try to stay focused in all the races. On the upwinds I was focused on the telltales because if you don't look at the telltales you don't go fast. On the downwinds I look for waves and the angle of heel of the boat. It was hard to stay focused with all of the pros out there.

- 2) Who was the crew on Pied Piper? Who performed which functions upwind, downwind and at the starts?

I am the skipper. My Dad helps hoist the spinnaker. Tomas is spinnaker and jib trimmer. Victor is the tactician and trims the main. Tomas and Victor also make sure I stay focused.



Gannon Troutman

- 3) Looking at the final standings, you've got the J/70 World Champion Tim Healy in third, Jud Smith in fourth and you in fifth! Did any other J/70 sailors give you advice?

We where docked three slips away from Julian Fernandez Neckelmann and Vasco Vascotto on Flojito Y Cooperando. They are two of my favorite sailors that I met. They talked to me every day and gave me pep talks. After the awards I met up with Tim Healy and Terry Hutchinson. Both were very friendly and told me to keep it up.

4) You missed a week of school to race. What lessons did you learn at the regatta that they can't teach at school?

Since I am homeschooled, my sailing activities get built into my school year. I did learn a few important things. I learned that you should only focus on your own boat and try not to get distracted. The other thing I learned was you can sail faster than anyone and anyone can sail faster than you. I also learned that sailing is a community. I hope I see the sailors I have met again and I look forward to meeting other sailors as I travel.



Gannon Troutman

5) Do you and your friends race the J/70 at home? What about the J/70 is fun for young people?

I do not sail on the J/70 with my friends except for one. His name is Daniel Resio and he is part of our summer crew. I have not seen many junior sailors on the J/70 but I do hope that changes in the future.

2015 J/70 North American Championship



Have you ever witnessed the brilliance of a green flash along the horizon at sunset? Have you had the pleasure of enjoying a tasty Green Flash beer? Now is your chance to experience both!

Visit sunny San Diego for the J/70 North American Championship!

Green Flash Brewing Co. has signed on as the title sponsor of the 2015 J/70 North American Championship to be held at San Diego Yacht Club from September 24-27. We are extremely excited to have Green Flash and their team on our side. They are the most important part of our promise to provide sun, wind and beer!

Headquartered in San Diego, Green Flash Brewing Co. was established in 2002 by Mike and Lisa Hinkley—avid sailors and San Diego Yacht Club members. Together, they lead a talented team of craft beer enthusiasts, who embrace their brand vision with serious passion and zeal. Green Flash Brewmaster Chuck Silva has developed an award-winning assortment of specialty craft ales that are celebrated by their loyal following of craft beer fans internationally.

In the fall of 2014, Green Flash nationally released Jibe Session IPA—a new beer named after

the sailing term. A session IPA is an emerging and popular beer style that is lower in alcohol than traditional IPAs, while remaining as flavorful as most traditional IPAs. For years, Green Flash has been known for brewing very bold double and triple IPAs. Upon making the decision to release a session beer, Green Flash changed course. True to the definition of the beer style, Jibe Session IPA is a refreshing, flavorful 4% ABV beer with a vibrant character—ideal for an afternoon at sea. Jibe Session IPA is perfectly suited to complement what we anticipate will be the best J/70 North American Championship to date. Green Flash is honored to be the title sponsor of this year's event.

Green Flash will be a part of our “Tune Up” regatta on September 12-13 and for all of the North Americans. The Opening Ceremony, “Theme” parties and live music are all being planned. Look for more information this summer as our plans get finalized.

Learn more about Green Flash at www.greenflashbrew.com.



2015 J/70 North American Championship



Other partners jumping on board to make this a great event include:

Sail 22 - the premiere sailing concierge service for small and large sailboat teams and huge supporters of the J/70 Class (www.sail22.com)

Progressive Insurance - with Progressive's specialized boat insurance coverage, you can relax knowing you have the right coverage for your boat (www.progressive.com)

Coral Reef Sailing Apparel - they are the sailing industry's most innovative service provider of outerwear and sailing apparel (www.coralreefsailing.com)

SD Boatworks - SD Boatworks sees that every aspect of sailing should be enjoyable, including working on the boat! To help achieve this goal, they strive to have the most knowledgeable staff ready to help ensure your boat is safe, fast and easy to use (<http://sdboatworks.com>)

Ronstan - Ronstan has a reputation among sailors as the equipment of choice on boats from the flying Moths and the Olympic sailing classes to the record-setting offshore multihull sailboats and the Volvo Race fleet (www.ronstan.us)

Velocitek - makes instruments for performance sailing (www.velocitek.com)

It's about six months to the North Americans in San Diego...have you made your plans yet? See below links with information and resources for housing, shipping, etc. The NAs Notice of Race (NOR) will be coming soon.

Plan for the "Tune Up" regatta too on September 12-13 at SDYC.

Don't forget to follow us below:

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J/70 World Championship

July 6-11, 2015

Society des Régates Rochelaises
La Rochelle, France



www.j70worlds.com



By Ned Jones, J/70CA Technical Chair

Supply and Demand

I am often asked if there are differences between the J/70s manufactured by J/Boats' licensed builders. Thanks to the use of master plugs and molds, dimensionally, the boats are identical. The differences, when seen, have more to do with equipment and fittings. Builders, in order to offer competitively priced boats in their markets, need to source from vendors who actively sell and service in the same markets. This article will cover the two licensed J/70 spar suppliers.

The US and McConaghy built J/70s are supplied with Southern Spars, and the French built J/70s are supplied with Selden masts. An extraordinary amount of effort was invested at the outset to ensure the spars from the different manufacturers would perform equally. The design parameters have been stringently met by both Southern and Selden, and both manufacturers employ a tight quality control process to ensure tubes are laminated consistently, fittings match dimensionally and are located properly and produce the same performance. All this while taking into account that most spar builders have their own unique manufacturing processes that have to be taken into account while standardizing performance related specifications.

Southern Spars are built in two pieces, and joined with a sleeve under the spreader bracket. The spreader bracket is a carbon laminated structure which is glued to the spar tube. The spreaders are carbon laminations and fit to each mast. Gooseneck and vang lugs are glued in place. The carbon mast and boom are painted in a matte finish with Durepox paint. This gives the spars a uniform black finish. The mast heel is an alloy casting and sits in a stainless steel tabernacle deck plate.

The Selden mast is laminated in one piece, and uses an aluminum through-bar for fastening aluminum spreaders. This is a system commonly used in boats like the J/24. The spreader length and sweep matches the required design, like the Southern mast. Both spars have the sail track glued to the mast. The gooseneck lug is fastened with rivets. The finish of the Selden carbon mast and boom is clear coat gloss, showing the carbon fabric weave of the spar. This is a common finish for carbon components. The mast heel and deck base tabernacle are both cast alloy.

It is common, and healthy, for a one-design class to have more than one supplier for Class-legal equipment, especially the spar. In the end, it's the quality control of the suppliers that ensures the one-design nature of the Class, and the J/70 Class is fortunate to have two of the world's best spar builders onboard.

J/70 2015 CALENDAR

2015 San Diego NOOD

March 13, 2015 to March 15, 2015

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

2015 Spring Keel/One-Design

March 14, 2015 to March 15, 2015

Where: St. Francis Yacht Club

2015 SDYC One Design

April 01, 2015

Where: DYC San Diego April TBD

2015 Easter Regatta

April 03, 2015 to April 05, 2015

Where: Columbia Sailing Club, Columbia, SC

2015 Charleston Race Week

April 16, 2015 to April 19, 2015

Where: Charleston, SC

2015 J/Fest

April 18, 2015 to April 19, 2015

Where: St. Francis Yacht Club

2015 Annapolis NOOD

May 01, 2015 to May 03, 2015

Where: Annapolis Yacht Club, Annapolis, MD

2015 San Diego Yachting Cup

May 01, 2015 to May 02, 2015

Where: SDYC San Diego

2015 Elite Keel

May 16, 2015 to May 17, 2015

Where: San Francisco Yacht Club

2015 Cedar Point One Design

May 16, 2015 to May 17, 2015

Where: Cedar Point Yacht Club, Cedar Point, CT

2015 Southern Bay Race Week

May 28, 2015 to May 31, 2015

Where: Hampton Yacht Club, Hampton, VA

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 Cleveland Race Week

June 13, 2015 to June 14, 2015

Where: Edgewater Yacht Club, Cleveland, OH

2015 Block Island Race Week

June 21, 2015 to June 26, 2015

Where: Storm Trysail Club, Block Island, RI

2015 Long Beach Race Week/ West Coast Championship

June 26, 2015 to June 28, 2015

Where: LBYC Long Beach

2015 J/70 Pacific Coast Championship

July 10, 2015 to July 12, 2015

Where: St. Francis Yacht Club

2015 Fiesta Cup

July 11, 2015 to July 12, 2015

Where: SBYC Santa Barbara

2015 Screwpile Challenge

July 17, 2015 to July 19, 2015

Where: Solomons Island, MD

2015 Marblehead NOOD/New England Championship

July 23, 2015 to July 26, 2015

Where: Eastern Yacht Club, Marblehead, MA

2015 CanAm Challenge

July 25, 2015 to July 26, 2015

Where: Youngstown Yacht Club, Youngstown, NY

2015 Atlantic City Race Week

August 07, 2015 to August 09, 2015

Where: Farley State Marina, Atlantic City, NJ

2015 SSA Invitational

August 08, 2015 to August 09, 2015

Where: Severn Sailing Association, Annapolis, MD

2015 Simpson Regatta

August 08, 2015 to August 09, 2015

Where: St. Francis Yacht Club

J/70 2015 CALENDAR

2015 Labor Day RW

September 05, 2015 to September 06, 2015

Where: Annapolis Yacht Club and Eastport Yacht Club, Annapolis, MD

2015 Rolex Big Boat Series

September 17, 2015 to September 20, 2015

Where: St. Francis Yacht Club

2015 J-Jamboree/New Hampshire State Championship

September 19, 2015 to September 20, 2015

Where: Winnepesaukee Yacht Club, Gilford, NH

2015 J/70 North American Championship

September 21, 2015 to September 27, 2015

Where: San Diego Yacht Club, San Diego, CA

2015 AYC Fall Series

October 03, 2015 to October 04, 2015

Where: Annapolis Yacht Club, Annapolis, MD

2015 J/70 Chesapeake Championship

October 03, 2015 to October 04, 2015

Where: Fishing Bay Yacht Club, Deltaville, VA

2015 Fall Brawl / East Coast Championship

October 24, 2015 to October 25, 2015

Where: Eastport Yacht Club, Annapolis, MD

2016 J/70 World Championship (Date TBD)

September 01, 2016 to September 30, 2016

Where: St. Francis Yacht Club



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Photography: Tim Wilkes



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***The J/70 Class newsletter
will be published quarterly.
Send your fleet reports,
regatta recaps, photos,
lessons learned and tips to
howell@j70office.com.***

