



**SEASONS
GREETINGS**

JOEL RONNING'S CATAPULT WINS THE 2016 ALCATEL J/70 WORLD CHAMPIONSHIP



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US J/70 Class Office

President

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

Vice President

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

Secretary

Kristen Robinson
Arnold, MD
516-816-3856
j70zombie@yahoo.com

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

This is my last letter as President of the US J/70 Class Association. It is a bitter sweet moment. I will miss my active day-to-day involvement with our Class, all of the able volunteers that I have had the privilege of working with these past four years, the great counsel and leadership provided by Chris and Julie Howell, having an intimate involvement with this explosive growth and helping solve the issues associated with that growth. Most rewarding has been the opportunity to meet and get to know so many members across the country. I leave feeling honored to have served the Class as an officer for the past four years. These first years of our Class have been filled with some growing pains, but I hope that I am leaving my post having made a positive difference for all of the owners and members. I am confident that the new Executive leadership team will continue to propel the Class forward and work to grow participation and expand our footprint across the country.

It has been a busy and successful fall for our Class starting with an epic World Championship in San Francisco hosted by St. Francis Yacht Club, Fleet 19 and lead sponsor Alcatel. I am sure you have all read the reports and know how close the series was between the top five boats. Joel Ronning and team Catapult prevailed in the end with a well-deserved win. The top teams showed that practice and preparation pay off, especially in a venue such as San Francisco Bay. Many of the teams used the Big Boat Series as a warm-up, which proved to be important to prepare for the challenging conditions offered by the Bay. The top Corinthian team was Shawn Bennet in 15th place. There were 23 Corinthian teams in the 68-boat fleet—a very strong turnout by our amateur teams.

In October, the Class staged its first Corinthian National Championship in Annapolis, Maryland with Eastport Yacht Club and Fleet 1 acting as host. The Class owes a debt of gratitude to the members of EYC and Fleet 1 for organizing and hosting this inaugural event with just 90 days to prepare from the Class hatching the idea to boats competing in Annapolis. The regatta attracted 44 boats with the

PRESIDENT'S LETTER

teams enjoying a range of on- and off-the-water coaching from Class experts representing various sailmakers and other professionals. Peter McChesney and team *Alice in Wonderrrrrland* were crowned as our first Corinthian National Champions. The enthusiasm and support for this event was fantastic. As former Class President Joe Colling stated, "The J/70 Class may only be four years old, but it has proven to have Championships that serve all levels of the membership. Whether it be a Corinthian division of an open event or a Corinthian Championship like this, there's a place in this Class for pros and amateurs alike." The 2017 Corinthian Nationals is scheduled for August as part of the Buzzards Bay Regatta, and we know that there is great interest from other fleets to host this event in the future.

I look forward to seeing you on the winter circuit this year. Have a safe and happy holiday season.

Fair sailing,
Henry Brauer, USJ70CA President





2017 J/70 World Championship September 12-16, 2017

Yacht Club Costa Smeralda, Italy • www.j70worlds2017.com

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JOEL RONNING'S CATAPULT WINS THE 2016 ALCATEL J/70 WORLD CHAMPIONSHIP



Photos courtesy of Christopher Howell

After a full week (September 27-October 1) of hotly contested racing at the 2016 Alcatel J/70 World Championship, Joel Ronning's *Catapult* (USA 187) claimed the title of World Champions. Ronning, with tactician John Kostecki, finished with a 17-point lead over second place Julian Fernandez Neckelmann's *Flojito Y Cooperando* (MEX 415), sailing with tactician Bill Hardesty. In third place was Jud Smith's *Africa* (USA 179). "We feel like we've sailed quite well," said Kostecki. "We put a lot of preparation in, and we feel it paid off."

In the hotly contested Corinthian division, which awards its own trophy and Championship title, Shawn Bennett, *StFYC/SFYC* (USA 32), took top honors, followed by Simon Ling's *Team RAF Benevolent Fund Spitfire* (GBR 123) and Pat Toole's *Three Big Dogs* (USA 58).

Throughout the five-day, 12-race regatta, San Francisco Bay tested the heavy-air skills of the 68 skippers and teams, so it was a bit

of an anomaly when the wind was light on the final day of racing. A flood tide and five knots of breeze allowed for a spinnaker ride from host-club St. Francis Yacht Club to the Berkeley Circle, where all racing was conducted. There, racers were greeted by a short postponement as the race committee waited for the breeze to gather. Fortunately, the wait was contained to a half-hour, giving racers time to sort out their light-air modes and get their heads into the final two races. Prior to the sound of the day's first warning signal, *Catapult* was topping the leaderboard, followed by *Flojito Y Cooperando* and *Calvi Network*. However, a light-air pop quiz would ultimately see a leaderboard change as Jud Smith and his *Africa* teammates and *Calvi Network* charged hard on the day that mattered most. Once reliable pressure filled in, the race committee launched the fleet on a 1.6-nautical-mile beat in 6-8 knots of breeze. *Africa* slowly began sliding ahead and to weather of her competition, allowing Smith to enjoy a private windward-mark rounding as the pursuing fleet



battled for clear air. Smith held his lead for the entire race, strutting into the leeward gate rounding and the final run to the finish line in a wing-on-wing configuration that was replicated by the other contenders. Brian Keane's *Savasana* (USA 96) and Neckelmann's *Flojito Y Cooperando* followed *Africa* across the line. "I consider us [to be] more of a light-air team," said Smith, who clearly liked Race 11. "The guys did a great job getting us off the line, and we [went] the right way." As for the trick to amassing his enviable lead, Smith explained, "We didn't have to fight, we could go our own way."

Smith's hometown of Marblehead, Massachusetts may have properly trained him for light-air fights, but it was the two best San Francisco hometown tacticians— Paul Cayard, sailing aboard Alberini's *Calvi Network*, and John Kostecki, sailing aboard Ronning's *Catapult* (USA 187)—who were able to capitalize on the heavier airs and ebbing tides

that kicked in every afternoon. While the Sailing Instructions included a 1430 hours deadline for the regatta's last warning signal, the RC successfully delivered a full-ticket series to the competitors who had gathered from 15 nations. An ebbing tide, building chop, and a breeze that had built to the mid-teens defined Race 12, which began under friendly P Flag starting-line conditions. Alberini's *Calvi Network* owned Race 12, promptly getting their bow into clear air and giving the rest of the fleet a fine view of their transom all the way to the finishing line.

Day One Recap: The fleet experienced classic early fall conditions that tested racers' big-fleet skills. "You're not going to win the regatta in the first race, but you could lose it," said Paul Cayard, a Volvo Ocean Race winner, who is serving as tactician aboard Carlo Alberini's *Calvi Network*. "[At first] you're just trying to get a couple of good races in. [Then], as the regatta proceeds...



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you may [eventually] have to start making a more aggressive game plan.”

While the morning started with a one-hour shoreside postponement to allow the sea breeze to fill in on the Berkeley Circle racecourse, the starting guns began sounding in 15-18 knots of wind, with puffs in the low 20s. There were two general recalls before the Race Committee added the motivation of a black flag: Cross the line early and disqualification is mandatory. The bulk of the fleet concentrated on the right side of the line, a move that suited skipper Chris Kostanecki and his crew aboard *Jennifer* (USA 370) just fine, as Kostanecki split with the herd and aimed left, finding clear lanes. As boats to the right-hand side of the course battled for scraps, *Jennifer* enjoyed a fast ride to the windward mark, which they rounded first, creating a commanding lead that they carried across the finish. “We nailed the start,” said Kostanecki, three minutes after crossing the line. “The weather end of the line was favored, and we went left. It was our game plan and we

[stuck with] it.” Unfortunately for *Jennifer*, the Race Committee deemed that Kostanecki and 15 other skippers were on course side before the start, resulting in 16 disqualifications. After the Race Committee sorted out black-flag rulings, Jud Smith’s *Africa* (USA 179) took first place, followed by Joel Ronning’s *Catapult* (USA 187) and Julian Fernandez Neckelmann’s *Flojito y Cooperando* (MEX 384).

The Race Committee—led by Principal Race Officer Mark Foster—quickly began race two’s countdown, with the U flag usurping race one’s black-flag. *Jennifer*’s start was clearly noticed by her competitors, and the left side of the line became expensive real estate as the clock wound down. A signal sounded, sails sheeted on hard, and teams began battling 1.8 nautical miles of uphill sailing. While Cayard wisely predicted that a new World Champion wouldn’t be minted in the first race, this didn’t stop *Calvi Network* (ITA 456) from dropping the hammer on race two. Come the final downhill run, *Calvi Network*’s distinctive logoed spinnaker was easy to spot, thanks to



the generous lead that she enjoyed over Claudia Rossi's *Petite Terrible* (ITA 853) and Kostanecki's *Jennifer*. "We started on the right side of the course, and we controlled the right side," said Cayard, minutes after exchanging a round of celebratory high-fives with his skipper and crew. "We kept the boat upright on the run, and we had some great steering." While a bullet was fresh in mind, Cayard downplayed their result, given that the team scored 23rd in race one, putting them in seventh place overall. "It's a long series," said Cayard, his mind focusing on the next four days. After two races, Smith's *Africa* was in first place with six points, followed by Ronning's *Catapult* (who also carried six points) and Neckelmann's *Flojito y Cooperando*, who finished their day with 15 points.

Day Two Recap: A marine layer and 10 knots of westerly breeze greeted racers at the docks, but by the time the fleet arrived at the Berkeley Circle, pockets of blue sky and gathering airs created visually stunning optics. The Race Committee quickly started the first of the day's three races, as they well understood that the morning's flat waters would grow steep and sharp once the afternoon's ebb tide arrived. *Pied Piper* (USA 380) enjoyed a fantastic start, which they leveraged into a thin-but-comfortable lead at the first mark rounding, and Gannon Troutman, the team's brilliant 13-year-old skipper, made sure to press this advantage hard as a scrum of boats battled for position in his wake. A flurry of crew movement produced a fine A-sail set, and *Pied Piper* launched off toward the leeward gate. Flash forward 30 minutes, and Troutman was still



leading the hunt as *Pied Piper* whistled across the finish line to a round of crew celebrations. "It was hard in the chop, but it got easier in the flatter water," said an elated Gannon, seconds after beating many of the world's best one-design sailors. A great start was an obvious key to *Pied Piper's* success, but the team managed to stretch their lead considerably from the windward mark to the first gate by sailing low and fast through the building chop. When queried about his team's three smartest strategic and tactical moves, Gannon wasted no words, "The start, a later gybe on the first downwind leg, and sailing conservative."

Stronger airs and a gathering ebb tide conspired to kick up bigger seas, which would only intensify as the afternoon continued. The next countdown commenced, headsails unfurled, and boats hit the line at pace with the race committee citing only two boats for being over early. Most of the fleet opted for the left side of the line and a starboard tack start, but within minutes defending World

Champion Julian Fernandez Neckelmann and his *Flojito Y Cooperando* (MEX 384) teammates found their own lane and began making big gains on the fleet. By the top of the second windward leg, they enjoyed a 1:15 lead over Claudia Rossi's *Petite Terrible* (ITA 853), who rounded in second. Come the finish, Neckelmann and his tactician, San Diego-native Bill Hardesty, had stretched this lead by another 42 seconds to take a decisive win.

Consistency is key at any big-fleet regatta, and Neckelmann and company clearly demonstrated that they unlocked the Berkeley Circle's secrets in moderate-to-heavy conditions by repeating their stunning performance on the day's final race, commanding every mark rounding and delivering a finish that few eyes witnessed, as the bulk of the fleet was far astern. "There's still two days to go," said Neckelmann, who looked happy but was clearly conscious of the remaining races that separated him from winning back-to-back J/70 World Championship titles.

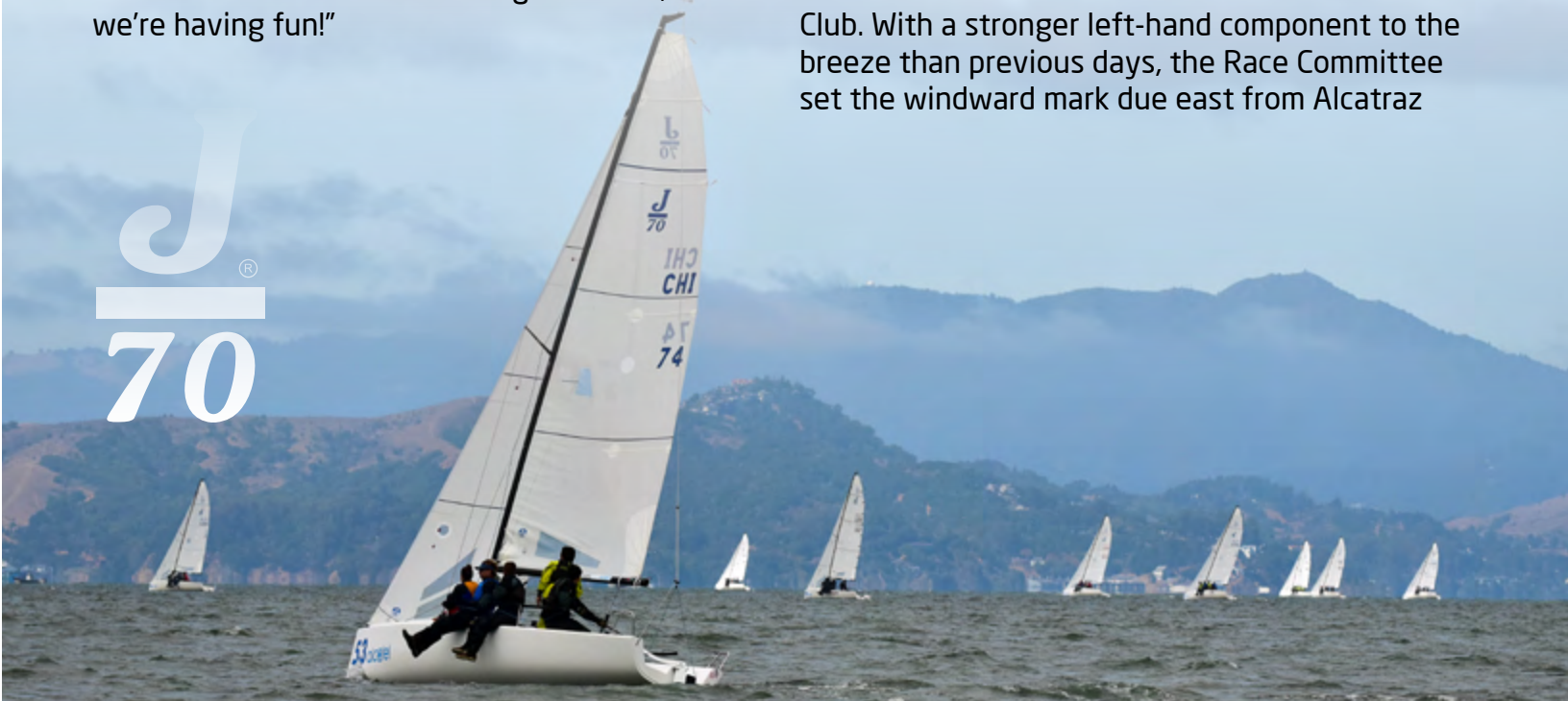


While *Flojito Y Cooperando* exemplified textbook A-sail sets and gybes, plenty of other teams learned the Bay's lessons the hard way as shrouds kissed the brine and more than one crew watched valuable sand bleed through the metaphoric hourglass as they fought to retrieve their water-logged kite. Still, broad smiles and happy faces could be seen aboard all boats, irrespective of their finishing positions. "It was windy at the top mark, but we're having a great time!" said Heather Gregg, skipper of MUSE (USA 95) and the 2014 J/70 Corinthian World Champion, moments after she and her all-Corinthian crew crossed the finish line in the day's final race. "It's tough sailing in such a big fleet—you make a few mistakes and you're shot out of the back. But we have a great team, and we're having fun!"

Day Three Recap: Mother Nature had some surprises in store for the third day of racing. Split personality conditions tested each boat's light- and heavy-air skills, as well as their patience as conditions played tricks on racers and the Race Committee alike. While the breeze varied, consistency proved its importance as several teams stayed fast, irrespective of the breeze and its meandering moods. The two teams to do that best, Claudia Rossi's *Petite Terrible* (ITA 853) and Joel Ronning's *Catapult* (USA 187) moved into the top two positions.

Winds of 5-10 knots and a flood tide awaited sailors as they began the downwind run to the Berkeley Circle, which is located some seven nautical miles northeast of St. Francis Yacht Club. With a stronger left-hand component to the breeze than previous days, the Race Committee set the windward mark due east from Alcatraz

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Island, allowing boats to catch a fast, tide-powered ride to the leeward gate. The procession was led by Ronning's *Catapult*. The breeze slowly built as the fleet swapped their kites for their headsails and Trey Sheehan's *Hooligan: Flat Stanley* (USA 389) and Jack Franco's *3 Ball JT* (USA 3) hotly pursued *Catapult*. Fast forward to the finishing line, and *Catapult* strutted to a clean win sailing wing-on-wing, followed by *Hooligan: Flat Stanley* and Rossi's *Petite Terrible*. "It felt great to get in a fairly light-air race," said Ronning. "I've got a fabulous crew, and they knew what to do! I listened to [Kostecki], and we kept the boat going fast."

While Ronning made his win sound simple, there was nothing straightforward about what unfurled next. The Race Committee started their countdowns for race two, the starting gun sounded, the boats launched off into gathering airs before popping their kites at the offset mark, and—with Jud Smith's *Africa* (USA 179), *Catapult* and *Petite Terrible* hammering for the leeward gate—the race was abandoned due to a course that was no longer square to the wind. PRO Mark Foster personally apologized to the fleet for this abandonment, but the racers themselves were to blame for the next two starts, which resulted in general recalls as the outgoing tide flushed boats over the line in advance of the clock. The Race Committee noted that 40-some boats were OCS in the second general-recall start, and that they would be conducting the next start under U flag, meaning that anyone deemed OCS would be disqualified. The message was received, and the next start was noticeably more conservative.

The gun fired, and the fleet pounded uphill in 18-22 knot airs and some of the afternoon ebb's strongest waters, which churned up the Berkeley Circle's infamous washboard. This nasty chop didn't stop *Africa*, Tim Healy's *Sail Newport* (USA 2), Mauricio Santa Cruz's *Bruschetta* (BRA 403), *Catapult* and *Petite Terrible* from finding the windward mark ahead of the pack. Spinnakers were hoisted, afterburners lit, and *Africa*, *Catapult* and *Petite Terrible* began replaying the abandoned race, along with added pressure from *Sail Newport* and *Bruschetta*. Further astern, however, teams began flashing their keels at the sun. Ander Belausteguigoitia aboard *Bala* (MEX 680) explained heavy-air broach-recovery, "First you let go of all sails and controls, and if it's not coming back, you have to pop the halyard about halfway, but you have to be careful it doesn't go in to the water. The spinnaker is still in the air, and before it goes into the water you have to re-hoist it." Get it right and the race can be salvaged; blow this delicate timing and your crew can expect a lengthy shrimping session. While other boats were perfecting their recovery tactics, *Africa* took the bullet, followed by *Sail Newport*, *Catapult* and *Petite Terrible*. "The guys did a good job, they stepped it up and gave me a good one," said an elated Smith, just after finishing. When queried about the team's preference between the two vastly different sets of conditions experienced on day three, Smith smiled and admitted, "I like 6 knots, but the crew likes the heavy stuff!" After seven races, *Petite Terrible* was the new leader followed by *Catapult* and *Africa*.



Day Four Recap: Sailors are a hearty type, but even hearty bodies get tired, especially when exposed to world-class competition that requires A-game performances for several days in a row. Such was the case on day four. Stirring in a strong ebb-tide cycle, the Berkeley Circle racing area quickly became a small sea of white caps that sapped boat speed and tested stamina. "It's been a tough series for us—we expected that—but it's been tougher than we thought," said Simon Ling, skipper of the Corinthian *Team RAF Benevolent Fund Spitfire* (GBR 123). "Everyone warned us that it was going to be cold and windy, and it has certainly delivered. We like those conditions, but sailing a keelboat in the chop—we haven't had a lot of experience with that, so that's all been part of the learning curve this week...It's been a fantastic event and we are loving it." While Ling and company enjoyed a strong day four, with a fourth-place finish in Race 9 and a second-place finish in Race 10, their feelings were echoed throughout the fleet. "This morning I woke up and said, 'It feels like day four,'" said Justin Kromelow, skipper of *Loose Lucy* (USA 375).

The day began innocently enough, with bluebird skies, 4-6 knots of breeze, and a flood tide that kept the racecourse smooth for the run to Berkeley Circle. Then, the air filled to 8-10 knots. Two knots of flood tide escorted the fleet back downhill after rounding the weather mark in 10-15 knots. These conditions suited Brian Keane and his *Savasana* (USA 96) crew, who took the day's first bullet. "We got a good start; we got off the line cleanly. We headed to the left side of the course, and we got into the good wind and current," said Keane, adding, "I like these conditions!" Unfortunately for *Savasana* and other teams that prefer the cerebral stuff, Mother Nature had other plans, as the breeze continued building and the tide clocked from flood to ebb. Small white caps appeared that grew into deeper troughs and prouder peaks as the tide powered up and the breeze built to 15-18 knots. The Race Committee started Race 9 cleanly, and—come the leeward gate—Douglas Strebel's *Black River Racing* (USA 51) was in the lead, followed by Heather Gregg's Corinthian *MUSE* (USA 95) and Matías Seguel's *Allegro* (CHI 74). Strebel successfully staved off advances from the pack



to take the bullet, followed by Joel Ronning's *Catapult* (USA 187) and then *MUSE*.

Conditions got serious in Race 10, as the ebbing tide and breeze produced the week's biggest seas. Outbound water swept enough boats over the line early to warrant a general recall, which in turn inspired the Race Committee to fly the U flag. Unfortunately for Claudia Rossi's *Petite Terrible* (ITA 853), who began the day in first, the Race Committee announced her over early. Rossi and company sailed a brilliant race and crossed the line in first place, only to realize their starting-line mistake. Instead, the bullet went to Jud Smith's *Africa* (USA 179), followed by Ling's *Team RAF Benevolent Fund Spitfire* and Ricardo Brockmann's *Vincitore* (MEX 401). The prior day, Smith reported that he preferred light-air sailing after taking a bullet in Race 7. "I changed my



mind!" said an ebullient Smith. "We had a good start, the breeze was a bit more predictable this afternoon, and we have good speed. We're good upwind and we're good in the breeze." After four days and 10 races, Ronning's *Catapult* was topping the leaderboard, followed by Julian Fernandez Neckelmann's *Flojito Y Cooperando* (MEX 384) and Carlo Alberini's *Calvi Network* (ITL 456).

Complete event information may be found at: <https://www.stfyc.com/j70worlds2016>
The 2017 J/70 World Championship will be held in Porto Cervo, Italy at the Yacht Club Costa Smeralda from September 12-16. "The location is amazing," said Mauro Melandri, who works with the J/70 Class in Italy. "The Yacht Club Costa Smeralda is at the beginning of a natural fjord—it's beautiful."



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*Congratulations to all teams
for a great J/70 year! Thank you
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Worlds...**1,2*,4,5,6,7,8,9,10***
Corinthian Nationals...**1,3*,4*,6,7,8,9,10**
Europeans...**1,2,3,4,5,6,8,9**
North Americans...**1*,2,5*,6,7,8,9**
NAs - Corinthian...**1,2,3,4,5,6,7,8*,9**
Winter Series Overall...**1,3**
Winter Series #1...**1,2**
Winter Series #2...**1,3,4*,5,8,10**
Winter Series #3...**2,3,5,6,7**
Midwinters...**1,2,4,5,6,9**
Key West Race Week...**1,3,4,5,7*,9,10**
Key West Race Week - Corinthian...**1*,3**
Miami Bacardi SW...**1*,2,5,7,9,10**
Swedish Nationals...**1,2*,3,4,5,6,7,8,9,10**
Dutch Open Champs...**1,2,3,4,5**
Canadian Nationals...**1,2*,3,4,5,6,7,8,9,10**
East Coast Champs...**1,2,4,5,6*,7,8,9**
Charleston Race Week...**1*,2*,3,5,6,7,9**

SCYA Midwinters...**1*,2,3**
Alcatel J/70 Cup, Lake Garda...**1,2,3,4,5,6,8,9**
Alcatel J/70 Cup, San Remo...**1,2,3,4,5**
Alcatel J/70 Cup, Monaco...**1,4,5,6,7,9**
NOOD, St. Pete...**1,2,3,4,6**
NOOD, Annapolis...**1,2,3,4,6,7,9,10**
NOOD, Marblehead...**1,3,4,5**
NOOD, Chicago...**1,2**
NOOD, San Diego...**1*,2*,3*,4**
Larchmont Race Week...**1**
Pacific Coasts...**1,2,3,4,5,6,7,8**
J Cup, UK...**1,2*,3**
Newport Regatta...**1,4,5,6,7,9,10**
Goblin Regatta, St. Barbara...**1**
American YC Fall Series I...**1,2,3,4,5,6,8,9,10**
Summer Keelboat, San Francisco...**1*,2,4,5**
SSA Mid-Summer Invitational...**1,2,4,5,6**
CPYC OD Regatta...**1,2,3,4,6,7,9,10**
Elite Keelboat Regatta...**1,2,3,4**
Shoe Regatta...**1**

HEADING SOUTH FOR THE WINTER CIRCUIT? ASK US ABOUT THE GREAT NOVEMBER SAVINGS.



Photos courtesy of Christopher Howell

Winner's Debrief with Joel Ronning

Momentum: *The Worlds was a marathon with 12 races over five days on San Francisco Bay. How do you maintain that level of concentration and boat speed over so many hours on the water?*

Joel Ronning: The waters in the bay are cold and can often be very choppy with the famous high winds and gusts. Early on, we got the right foul weather gear and were able to stay dry, which usually meant we were warm. We spent a large number of days of practice in all of the conditions that the bay has to offer; this meant fewer surprises when we saw "white knuckle" races or light air. One of our biggest challenges was simply remembering to eat and stay hydrated. We spent some time sorting out what we needed in nutrition on board to maintain our energy levels, so this made us be conscious about reminding each other about drinking and eating since we realized how easy it was to fade by days end. The combination of understanding mentally and physically the conditions we were getting into, as well as good nutrition, helped us keep the concentration at a decent level much of the time.

Momentum: *Tell us about the crew and how you prepared for this event.*

Joel Ronning: Patrick, our spinnaker and jib trimmer, and I have spent the last couple years working with different crew members with an eye toward finding the right combination of skill and compatibility. We were fortunate to be able to bring John Kostecki in as our tactician/main trimmer, and we knew Chris Stocke well and had him as our bowman. We also were mindful of weight and believe we came up with the right number for the conditions. John and the team started sailing this spring, and we focused a lot of energy on practicing on the race course in all conditions. We would get good light air sailing by going out earlier in the morning and heavy air by staying later into the afternoon. We would spend days working on speed testing and sail selection. In the process of doing this, it forced a lot of maneuvers: mark rounding, tacks, gybes, planing/VMG mode. This drove a lot of good feedback into the team about stack ranking our weaknesses and working to improve on them—we called this "worst first."



Momentum: *The conditions were epic on the Bay. How did you set up the boat to capitalize on the wind and waves? How did you manage the tides?*

Joel Ronning: The bay is quite windy in the summer months and can calm down in the fall, so it made our choices a little trickier. We spent a lot of time on sail selection and discussing the different sail designs and their flexibility if the wind speed ended up being less than we had seen in the summer. We ultimately went with sails that we thought were easiest to set-up and would be more flexible through the range of rig settings. This allowed us to spend less time fussing with the rig and more time on consistent speed and tactics. Our philosophy was "easier is faster." The J/70 is light enough that it will really pound in waves, high and slow. We found when it got rough, a little cracking off of the jib and footing a touch was a good mode. John is very experienced in the San Francisco Bay and combining that with a morning review of the tide charts gave us a lot of confidence in how to handle the very tricky tides.



Momentum: *There has been a lot of discussion lately about the amount of professional sailors in the J/70 Class, and this event was a who's-who in that regard. Has the Class found a balance between meeting both its amateur and professional overall needs or do we still have some work to do?*

Joel Ronning: A major attraction of this boat is that it offers world class competition in a very large fleet. There is no other boat out there that has the quantity or quality of sailors showing up for as many regattas as the J/70 does. I've heard from many people that the J/70 is one of the most competitive fleets in the world. I think one of the reasons for the competitiveness and dedication to the fleet is that the people who are committed to competing in a number of the major regattas have the ability to find crew from a large pool of professionals. From my experience, it's very difficult to find amateur crew that can commit the time necessary to campaign at the many venues this boat offers. There is a very vibrant group participating in the non-Corinthian racing. I think there is a danger of us losing a number of good sailors who use the pros in order to be able to make these events.

For Corinthian sailors, I'd like see us to do more clinics and coaching to help the newer people come up to speed faster, as well as help the middle of the fleet get up to the top. I think the fleet is doing some good things with the all-Corinthian regattas. This is a cool idea that may take off. Given the challenges of putting together a consistent team, getting the time off and getting them to the different venues, we should figure out more ways of helping these teams and giving even more recognition. Maybe awards that go deeper into this group, give out larger awards and work on more communication of how to get the most out of the boat.

There has been a lot of dock talk about coaches who are showing up being made available by the owners to coach other teams, and I'd be happy to be a part of this. Maybe we also do something like a mentor program, where the top ten in the standings each sponsor a new boat and help them go faster. This has been successful in other fleets and is fun for all the folks involved.





Momentum: What is the “pitch” you would use if someone asked you if they should get involved with the J/70 fleet? Would that “pitch” be the same for women and/or youth?

Joel Ronning: I think the pitch is the same for women and youth. The J/70 is a very versatile boat and is easy for anyone to get into. I love sailing double-handed with my girlfriend. We can go as fast or as slow as we want, and the boat is comfortable with either mode. The boat is a great trainer, has lots of local fleets and a growing Class. The fleet is very friendly and open with advice. The boat also offers regattas where, if you choose, you can compete against some of the best sailors in the world. I can’t think of another boat that offers so much opportunity and variety.

EXCEL UNDER PRESSURE

2015 Results:

- 1st - North American Championship
- 1st - New England Championship
- 1st - ONE Regatta
- 1st - Cleveland Race Week
- 3rd - Charleston Race Week
- 1st - AYC Spring Series
- 4th - Key West Race Week



Doyle One Design

onedesign@doylesails.com

978-740-5950

Photo Credit: Allen Clark/PhotBoat

By Frank McNamara

The World Championship in San Francisco provided an excellent opportunity for the Class to be sure it is continuing to maintain its one-design integrity. With 68 boats registered for the Class's third World Championship, the goal was to create a rigorous inspection process that would ensure all competitors were racing boats on as equal a playing field as possible, while also creating a process that would be quick and efficient and would not detract from the enjoyment of such a great event in a spectacular venue.

The inspection team consisted of: Ned Jones (International Technical Chairman), Frank McNamara (US Technical Chairman), Chris and Julie Howell (J/70 Class Executive Director), Dina Kowalyshyn (International Measurer) and Dave McNabb (International Measurer).

The resources and efforts of the St. Francis Yacht Club were invaluable. Dick Watts and his regatta team were able to recruit a large number of club volunteers, who chased down boats and kept them in the right order, helped with equipment inspections, assisted in sail measurement, applied bow numbers and trailer tags, and helped with just about anything else that needed to be done. The Club was also able to carve out enough space and provide the equipment to conduct an organized and thorough inspection, including four separate inspection stations and two forklifts with experienced operators.

Boats were assigned to two-hour "windows" for inspection. With approximately eight boats assigned to each window, every boat would have only 15 minutes at each inspection station. Despite a few delays, the process was mostly completed ahead of schedule on Saturday and Sunday, with very little time needed during the scheduled time on Monday morning. As a result, competitors were free to focus on practice racing Monday and their actual racing the rest of the week.



The four stages of inspection were:

At the first station, the equipment required by Class Rule C.5.2 was reviewed. That rule requires every boat to have the following equipment:

- (1) One anchor and chain combined not less than 5kg in weight with at least 40m of rode with minimum diameter of 8mm.
- (2) One bucket of not less than 9 liter capacity
- (3) One manual bilge pump
- (4) One marine first aid kit
- (5) One main companionway hatch
- (6) One main companionway dropboard
- (7) One operational VHF radio
- (8) One throwable flotation device

At the first station, lifelines were also checked for tautness and tightened where necessary. In a few cases, owners needed to cut lifelines that had become a little too long to provide the scope to shorten them.

At the second station, boats were reviewed to be sure no changes had been made to the deck layouts, fittings or rigging unless permitted by the Rules. There were a small number of items that were found to be out-of-spec, and owners readily changed them back to comply with Class Rules. Keel wedges were also checked using Class templates to be sure the size and original location of the wedges had not been changed. No problems were found in this area.

The forklifts were located at the third and fourth stations. At the third station, boats were lifted and weighed with a Class scale. No problems were found with the weight of the boats. In the case of boats that had not previously been weighed, the appropriate amount of lead corrector weights was then permanently fastened, typically with 4200 or equivalent adhesive.

At the final station, boats were again lifted by forklift for a keel-down inspection. Using a variety of Class-developed templates, Ned Jones and other members of the inspection team examined several aspects of the hulls and foils, including hull center seams, keel width, width of keel bulbs, trailing edges of keels and rudders, and size and fit of keel boxes. In only a few cases were there any questions or corrections in this area.

At the final station, spreader sweeps were also examined on a selective basis. Any boat with replaced or repaired spreaders or spreader brackets was selected for examination, and selected other boats were also checked on a random basis. Again, virtually all of the spreader sweep measurements were found to be within the originally manufactured tolerances.

While all this activity was going on outside, sail measurement was taking place in a room inside the club with tables which were custom built by St. Francis YC to match the size and shape of a J/70's sails. Dina Kowalyshyn managed the sail measurement process with help from other members of the inspection team, club volunteers and several sailmaking representatives. Once again, virtually no problems were identified.

Clearly it is good news that so few potential violations were discovered, and we should be happy with the degree of one-design integrity in the Class. Even more striking, owners were enthusiastic about being sure they understood all the Class Rules, and equally enthusiastic about taking any action necessary to be sure their boats fully complied with both the spirit and letter of the Rules. The support of our owners for strong one-design Rules is a great indicator of the strength of our Class. That support will ensure that we continue to have some of the best one-design racing anywhere for racers of all levels.



NEW!! DrySail™ V2

The latest generation Version 2 of the Versadock DrySail™ System has been designed and engineered specifically for modern day lifting keel sports boats. V2 is significantly lighter, easier to assemble and has improved design aesthetics.



The DrySail™ V2 dock is a revolutionary system that ensures your boat is lifted clear of the water when berthed, keeping it in premium condition with no need for bottom painting. It reduces maintenance costs and allows access around the hull.

DrySail™ is the perfect solution to simple dry docking for sports boats and racing yachts.

- Lifting your boat clear of the water
- Access all round your boat
- Faster and easier than ever to launch and recover
- No queuing for a crane
- DIY assembly – no installation costs
- Less than half the weight of the previous generation DrySail™
- Sleek modern design

The new V2 DrySail™ is making its mark around the world – the kit style frames which are reduced in weight by 50% and can be self assembled, are delivered in a 4ft pallet sized box. This means a complete DrySail™ dock can now be shipped on three

pallets which creates large savings on shipping costs compared to the original DrySail™ V1.

So it's not only easier to take delivery of the new V2 DrySail™ and easier to assemble it, but the best news of all is that the price of a complete standard dock is reduced by 20% compared to the 2015 model. There's never been a better time to buy DrySail™.

We have designed the new DrySail™ dock for the J/70, Melges 24, SB20 and Longtze Premier, to name a few types of sportsboats. VersaDock can easily optimize the system to fit your requirements.

The DrySail™ system works in conjunction with all other VersaDock systems and can be integrated into our standard docks, platforms, drive on docks and walkways.

DrySail™ can also be installed within a variety of other settings, including, existing marina berths, docks, piles and even works on swinging moorings!

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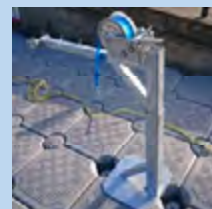
Price shown is for a standard J/70 spec dock. Prices for other vessel specifications will vary, so please contact us for a quote.

Contact:

VersaDock US Inc

+1 954 270 9035

chris@versadock.com





Local Peter McChesney Tops 44 Boats at Inaugural J/70 Corinthian US National Championship

Photo courtesy of Victor Calvert

Forty-four all-amateur teams vied in Annapolis, MD for the honor of being named the first ever J/70 Corinthian US National Champion. Peter McChesney's *Alice & WondeRRRland* (with crew Alice Christman, Scott Snyder and Shane Zwingelberg) earned that distinction by tallying just 9 points in the six-race series, including three bullets and three second-place finishes. The Liebel/Rubin/Walsh/Britts gang on *Reach Around* took the silver position with 20 points, just one ahead of Jack Franco's *3 Ball JT*. Eastport Yacht Club hosted the inaugural three-day event from October 21-23.

Joe Colling, US J/70 Class Association Past President, summarized, "The J/70 Class may only be four years old, but it has proven to have Championships that serve all levels of the membership. Whether it be a Corinthian division of an open event or a Corinthian Championship like this, there's a place in this Class for pros and amateurs alike."

Mother Nature welcomed teams on the opening day of the Championship with "chamber of commerce" conditions—sunny skies and 12-14 knot winds on the Chesapeake Bay. Franco won two races, but added a sixth-place tally, landing him in second place overall at 8 points, behind McChesney (who had a 2,2,1 for 5 points). Jenn & Ray Wulff stood in third with 11 points.

After Saturday's races were postponed due to high winds, sunny skies returned on the final day with breeze between 15-20 knots, allowing three more contests to be completed. The day's race winners were *Reach Around* and McChesney twice.

Photos are available on the J/70 Class Facebook page, and complete results may be found at <http://www.yachtscoring.com/emenu.cfm?eID=2942>.



Photos courtesy of Victor Calvert



Momentum checked in with Peter McChesney after the event...

Momentum: *Although the weather did not cooperate on the middle day, the other two days featured good breeze in Annapolis. How did local knowledge help your crew stay in the top two in all six races?*

Peter McChesney: I don't think local knowledge really applied at the regatta. Friday, the wind direction was pretty steady. Sunday was shifty, close to lake sailing. Windward beats, the wind consistently oscillated back and forth so you had to be patient if you were not looking good or on the outside of a lift. We always found a header to get back to those people who looked really good on certain sides. There were a few times it took a lot of patience and the shift came at the last quarter of the beat, but it did come.

Momentum: *At the first J/70 Corinthian National Championship, how would you describe the vibe of the competitors compared to Open Championships?*

Peter McChesney: I didn't feel it was really any different.

Momentum: *Forty-four teams saw value in racing for this inaugural title. What made you want to participate? Is it something you'd do again outside of Annapolis?*

Peter McChesney: Having the regatta in our backyard made it an easy decision to sail. I do think I will sail this regatta again and has a place in our Class.

Momentum: *Are the opportunities offered to J/70 Corinthian racers too little, too much or just right? Please explain.*

Peter McChesney: We should have a few more in 2017. No question the pro situation is tricky. Couple of big regattas around the county: Nationals, Regional Championships (east/west/southern coast championships) with Corinthians only is probably the key to compromise. Put a nice title on it. I believe there would be strong attendance. Local regattas should be open. At the majors, list Corinthian as we do now.

The Trip of 4 Hermanos

By Jim Thompson, USA 1028, 4 Hermanos



The 4 Hermanos (l-r) - John, Jim, Mark, and Jeff

The trip of 4 Hermanos to the 2016 J/70 Corinthian National Championship started this spring when my good friend Kevin Morin announced he had purchased a J/70. My three brothers and I have a persistent BookFace Messenger conversation for keeping in touch and chatting about life and football. In passing, I mentioned the four of us should try to find a regatta to do on the J/70 at some point. We looked at a few different options earlier in the year, but work and travel schedules didn't align.

We grew up in a sailing family, but due to our scattered geography and the fact that the youngest two brothers have each spent the last 25 years in the US Army, we have never all raced together on the same boat at the same time. Over the last 15 years, I have been able to arrange a couple of Mackinac races for John or Jeff between their deployments. Jeff recently bought a Catalina 25 for taking the family sailing, and Mark has done quite a bit of racing during his time in Traverse City and North Carolina.

We had given up on the 4 Hermanos racing together in 2016, when in late August I saw a story on my news feed that Eastport Yacht Club would be hosting the J/70 Corinthian National Championship. A bit of research to confirm the location and dates, and the smoke signals were sent up to see if all of the brothers could make the event. In no time we had confirmations from all four Thompson boys. We divvied up some of the responsibilities, registered the boat on Yacht Scoring, and set about getting everyone the requisite ISAF sailor ID and Cat 1 verification. The 4 Hermanos were going to Annapolis.

Critical decisions still needed to be made, however. Mark, John and Jeff had never set foot on a J/70 so we needed to sort out crew positions. I posted links to Tim Healy's boat handling videos and encouraged them to study up. More importantly, we needed crew gear designed and beer selections made.

Fast forward a few weeks, and the plans were coming together. Shirt designs were being discussed, Mom had decided to make the trip up from Florida, and my wife had decided to come hang out and witness the spectacle. Before we knew it, what had been more than six weeks in the making was finally upon us. On Wednesday afternoon, we set out from Michigan with the J/70 in tow. We picked up John in Pittsburgh and slept for a few hours in Somerset, PA. We arrived in Annapolis on Thursday morning around 10am. Mark was literally right behind us coming in from North Carolina, and Jeff rolled in from Pasadena, MD shortly after. We immediately set about getting the boat put together. We needed to get the boat weighed, but once that was done and we were splashed, I put a quick tune on the rig. Lunch, registration, and it was time for a practice sail.

Have I said the other three Hermanos had never set foot on a J/70 before? We rigged up, put up the main and headed out into the bay looking to work on our boat handling. It was blowing about 10 knots so it would be a good opportunity for practice. As we worked our way out into the bay, we sorted out who would do what and Mark made his acquaintance with the #!%#^& winches. Jeff was going to handle the jib upwind and spinnaker downwind. John would handle bow duties, and Mark would call tactics and tack the traveler. Our tacks seemed to be improving and with the sun getting lower, we decided to work on the downwind. Our first set was pretty good, and our gybes seemed to be getting better. The drop needed work so we practiced a couple more sets and drops. A couple more times up and down, and we headed for the barn. Free snacks and Yuengling accompanied a nice panel discussion

headed up by Kristen Berry of J/World Annapolis and included Tim Healy from North Sails, and Alex Curtiss and others from Ullman Sails.

Friday morning dawned with cool temperatures and 10-12 knots of breeze from the SSE. I was a bit nervous as I had never helmed in a fleet this big before, but we felt comfortable with our boat handling and the wind was moderate enough to allow us to get our feet wet. After a brief postponement, the Race Committee fired off the first of three races on day one. We were in the boat third, but a little late pulling the



trigger and had to sit in a bad spot while we waited for a lane to open up. We were able to finally get right and started to work on our boat speed. A fairly uneventful first beat had us rounding fairly deep, but we managed to pass some boats downwind and a couple more with a good rounding. Another upwind where we worked the left hand side early and a decent run to the finish seemed better, but ended up 30th.

Race two was a bit of a nightmare from the off. We were again setting in the boat third when a big left shift came in with less than 30 seconds to go. We could barely cross the line on starboard, and the lanes were closing on port. We took A LOT of transoms as we headed out to the left to get into the shift and pressure. The breeze continued left, and we had made good progress forward as we approached the weather mark. And then it all went to hell. We were about three boat lengths below the port tack layline and had a nice hole to tack into. As we got into line on starboard approach, two boats decided they didn't need to take transoms and fouled us and three or four other boats at the pin. By the time those idiots had cleared, we lost a handful

of boats. I might have made my feelings known before setting off downwind. A tight rounding saw us pick up two boats, and the second beat had the breeze go even further left. When all was said and done, we ended up 29th. After resetting the course to account for the course change and the big container ship that was now in the way, race three started in a little less breeze. I don't remember much of the last race, but I know we ended up in 25th.

Après sailing included another panel discussion led by J/World, plus free Yuengling. The forecast was for big breeze on Saturday so we all called it an early night so we would be ready. We arrived at the boat in the morning, and the RC had already posted a two-hour postponement. Within the hour, they pulled the plug for the day with breeze in the high 20s, gusts into the 30s and forecast to build. We came back later in the day for pizza, more free Yuengling and another panel discussion.

Sunday morning was cold. I mean like really cold. The breeze was right on the forecast with 15 knots from the west, and the day warmed up fairly quickly. As we were getting ready to head upwind to get dialed in, we flung one of our main battens into the bay. We cobbled together a replacement from the set of jib battens we had, got the main up, and it was go time. We set up toward the pin end and had a really nice start. We were able to keep our lane, and the boat felt really dialed in. Everyone was doing a better job with communication, and we picked a good spot to get right. Mark called a nice layline, and we rounded the top mark in 14th. It was a transitional day where sometimes it made sense to plane and others you were better furling the jib and going deep. A solid run, and we headed back upwind. We overstood a bit, and rounded the last upwind mark in 12th. An early jibe ended up not paying off, but we still came across the line in 13th. We were flying high after that, and as the breeze continued to build, we had great upwind speed but seemed to struggle downwind. A 23rd

in the fifth race came down to going the wrong way on the runs. Apparently there was better pressure downwind left. Ah well....

The breeze was a solid 18-20 knots now, and with a shift to the right, the RC needed to reset the course. We started in the middle of the line and had a good lane with good height. There was a discussion on if they called our number, but we weren't sure so we kept going. A solid first beat had us around the top mark in the top 20. A small twist in the kite kept us from gybing early, and we lost boats on the run that were able to get left. A bad rounding on my part hurt us more, and when it was all done we were fairly deep. In fact, we were over and scored OCS. Not a great way to end the event, but we had a blast and it was so much fun being able to sail with my brothers.



This was literally one of my favorite regattas ever. Everyone was very friendly and helpful and the amount of information being shared each night in the panel discussions was amazing. We learned a lot and also know we have a long way to go. I want to thank the Hermanos, Mark, John and Jeff, for taking a leap of faith with me and everything they each did to help make this regatta a success. We hoped to be above the fold, but we got better and had fun. Here is to doing it again soon.

I also need to thank my wife Peg for letting me play with my brothers and Mom for coming up from Florida and hanging out with us and getting on the photo RIB. Also thank you to my brothers' families and friends for their support including Soo, Sandy, Emily, Zach, Jacob, Julianna, Matt and Jan. I also want to thank everyone who helped make the regatta possible. Eastport Yacht Club and Jeff Borland did an outstanding job. Kristen Berry and J/World Annapolis got all of the pros to come each night to talk to us. And last but not least Kevin Morin for the keys to USA 1028 and Dan Synowic and JazzyGear for the stellar crew gear.



**2017 J/70 North American
Championship**

October 9-15, 2017

American Yacht Club

Rye, New York

More information to come!



J/70 Quantum Midwinter Championship

By Kathy Ahern, Regatta Chair



Photo courtesy of Christopher Howell

***Looking forward to seeing
everyone in Saint Petersburg,
Florida on February 23-26, 2017!***

Register via Yacht Scoring at <http://www.yachtscoring.com/emenu.cfm?eID=2951>. Todd Fedyszyn will again be your PRO. Thursday night includes registration, the skippers' meeting and a welcome potato bar dinner (salads and sides also). Your weekend is going to be a very busy one, so please be sure to book your hotel **early** (cutoff date is February 3):

Hampton Inn: <http://hamptoninn.hilton.com/en/hp/groups/personalized/P/PIE-HSHX-J70-20170223/index.jhtml> or call 727-892-9900, code 'J/70,' \$199

Ponce De Leon: call 727-550-9300. They have requested you to ask for 'Kathy Ahern's Rooms J/70.' Room rates are \$140-\$200 per night. If you already made reservations, please call back to check that you got the best rates.

During your weekend in Saint Petersburg, we will also be hosting the SPYC to Habana Race. We have 80 boats registered with a long waiting list. All J/70 participants are invited to attend the SPYC/Habana Social (street party with food/drink/dancing) on Saturday, February 25 from 1700 to 1930. Your J/70 dinner party will be at 1900 that evening in the Ball Room. We are requesting that all J/70 participants wear arm bands at ALL TIMES while you are onsite. The arm bands will be your entry into the Sailing Center, all events and any free beverages provided. Anyone not wearing an armband will not be admitted to the parties. There will be a fee for any replacements.

We are hoping for great sailors and great winds. Please be sure to read the NOR for participation information.

Any questions/problems, please contact:
Kathy Ahern
Chair, J/70 Quantum Midwinters
Ahern.jka@gmail.com
727-521-2607

Fleet 4 Southern California

By Jim Murrell

The Southern California J/70 fleet starts 2017 coming off the high and momentum of the 2016 San Francisco Worlds. We had a well-attended conference call in November with the goal of creating a schedule that holds one big regatta a month in our area from San Diego to Santa Barbara. We should have great participation with the 40+ boats in our fleet, with an eye to growing and promoting the Class. The ability to race 12 months a year in sunny Southern California allows the luxury of one regatta every month year round. Another goal is to have several clinics during regattas to share the knowledge from the experts down to the beginners. We plan to have great after-race social events to go along with the clinics and help entice new ownership. The J/70 Southern California 2017 draft schedule: February 11-12: SCIRA MW, San Diego, SDYC
March 17-19: NOOD, San Diego, SDYC
May 5-7: Yachting Cup, San Diego, SDYC
June 3-4: Cal RW, Marina Del Rey, Cal YC
June 23-25: Long Beach Race Week, Long Beach, LBYC/ABYC
July 15-16: Fiesta Cup, Santa Barbara, SBYC
August 26-27: King Harbor Race Week, Redondo Beach, KHYC
September 23-24: J/Fest, San Diego, SDYC

Fleet 13 Southern Lake Michigan

By Amy Neill

Fleet 13's season ended mid-November, and frostbiting brought out some boats and owners that hadn't sailed during the regular season (as well as the regulars). It was great to see the fresh faces out sailing. Several of the Chicago boats will be going south for the winter events. We now have 17 boats in our Chicago local area, with four new boats that joined us. Our turnout was a low for the regular season, however we believe this next season we will have more boats out on a consistent basis due to new owners. There is interest from a few new potential owners, and we hope that the fleet continues to grow. We did a best two of three series this year,

and the events included the Chicago NOOD, the UGotta Regatta in Harbor Springs and the Chicago Inshore Verve (next year, we may add one more travel regatta to the mix). In 2017, the fleet will be looking to grow the participation on the weekly races as well as encourage participation at the travel regattas.

Fleet 16 Fishers Island Sound

By Brad Gibbs (and Phin Gibbs, age 9)

Fleet 16 had a terrific summer season. Twenty-one races were held over the course of July and August, with up to nine boats on the starting line. Fleet 16 members competed regularly in races hosted by Fishers Island Yacht Club, as well as multi-class events, including the Masons Island Regatta, the Mystic River Mudheads Benefit Cup for Hospice Care, the Fishers Island Round the Island Race, and various J/70 regional events, such as the New England Championship in Newport. In addition to weekend racing, selected fleet members also competed in the Mystic River Mudheads Wednesday Night Series. Will Lennon skippering *Freedom* (#592) was this season's Fleet 16 champion. *Honey Pi* (#314), owned by Eliot Merrill, Clement Wood and Damon Ball, was a close second, and Richard Miller's *Sleighride* (#234) finished third. We were delighted to have *Polar* (#388) from the US Coast Guard Academy in New London compete at various junctures throughout the season, and Kevin Dooley and Jack Neades' CGA teams put in several strong performances. John Brim's *Rimette* (#340) and Colin Cashel, Tom Cashel, Trip Cashel, Phil Musser and Brad Gibbs' *Glide* (#341) are making the trip down south to Tampa to compete in the Davis Island Series and are looking forward to the warm weather. Fleet 16 is already looking forward to more close racing next summer, not to mention attracting more members.

Fleet 23 Tampa Bay

by Steve Liebel

The Tampa Bay J/70 Fleet is looking forward to seven great events in Florida during the three-month period starting in December:

J/70 FLEET REPORTS

Quantum Davis Island Winter Series #1
December 10-11
DIYC Winter Series #2 January 7-8
Quantum Key West Race Week January 16-20
DIYC Winter Series #3 February 4-5
Helly Hansen St. Petersburg NOOD
February 17-19
Quantum J/70 Midwinter Championship at St. Pete
YC February 24-26
Bacardi Miami Sailing Week March 9-11

We have storage available during this period so please let me know if I can help with any logistics or questions. Look forward to seeing everyone in Florida!

Fleet 24 Cape May NJ

By Bob Herzog

Racing is shut down for the winter. Fleet member John Wilsey has had a good fall. He placed sixth at the East Coast Championship and fifth at the Corinthian Nationals in Annapolis. Congrats John!

Fleet 25 Harbor Springs

By R. Polk Wagner

The family-oriented and fast-growing Fleet 25 had a terrific summer 2016, racing as a one-design fleet on Tuesday nights (eight races) and Saturdays afternoons (15 races) throughout the summer—along with a Fleet Development Day in July, where the fleet worked together on boat speed and crew work drills. A major highlight of the summer was three days of racing among 19 J/70s at the LTYC UGotta Regatta—the largest and most competitive fleet in that multi-class regatta (including multiple World and National Champions). A new addition for 2016 was our August Championship Weekend, with two days of short-course windward-leeward racing for our new perpetual trophy (donated by Irish Boat Shop). One of the most striking features of the Harbor Springs J/70 fleet is its family-oriented focus, with most boats centered around family teams. This only adds to the fun and sense of community among the fleet. In this regard, we're



excited to announce that the fleet has expanded by at least two more boats, bringing the local fleet to nine or more for summer 2017, when we will again race on Tuesdays, Saturdays, and expect to have 25 or more boats in the UGotta Regatta. And even though sailing is done for the winter in Little Traverse Bay, the Harbor Springs J/70 fleet is still actively competing, with fleet members participating this off-season in: the J/70 Worlds in San Francisco, the J/70 Corinthian National Championship in Annapolis, the J/70



J/70 FLEET REPORTS



Midwinters in St. Petersburg, the Miami Bacardi Cup, and Charleston Race Week. We expect our Harbor Springs fleet to continue to grow rapidly, and the fleet eagerly welcomes new participants. Come sail with us next summer—our J/70 owners will be glad to bring you along on a race or just show off their boats!

Season Results 2016:

J/70 Tuesday Night Summer Series (8 races)

5th - Little Traverse Sailors (LTS Race Team)

4th - Sundog (Curtis Family)

3rd - Wind Czar (Rich Lehmann)

2nd - Tres Burritos (Sellers Family)

1st - Escape (Wagner Family)

J/70 Saturday Series (15 races)

5th - Jammin (Tom Bosch)

4th - Sundog (Curtis Family & Duff Family)

3rd - Little Traverse Sailors (LTS Race Team)

2nd - Escape (Wagner Family)

1st - Tres Burritos (Sellers Family)

J/70 August Championship Series (3 races)

3rd - Sundog (Curtis Family)

2nd - Escape (Wagner Family)

1st - Little Traverse Sailors (LTS Race Team)

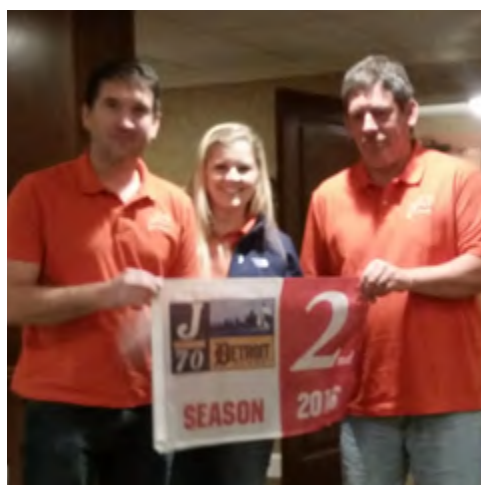
Fleet 26 Detroit

By Jason Geisz

The Detroit J/70 fleet completed our first year, and it was a resounding success. We had a total of 19 boats, and 13 were new. We are seeking to grow the fleet in year two by another 10 boats. We have a 2017 calendar of Tuesday night racing of 16 races. We also have three Stadium Racing functions hosted at Grosse Pointe Yacht Club in May, June and September, along with the Bayview One Design Regatta in early June. We train and practice with pros and coaches on Thursdays throughout the summer. We are also implementing family race nights, and J/70 intro nights to get non-sailors and other area sailors on the boats. This year, we had a "Grand Championship" in September which consisted of a Stadium Racing day of 18 races (BBQ and bar for spectators), a Lake St. Clair Championship, and the GPYC Bluenose distance race. Congrats to 1028, Kevin Morin for being the Grand Championship winner. And congrats to Mike Welch on 1034 for winning the regular season championship. Lastly, since we all own these boats for their speed in breeze, the Lake St. Clair J/70 speed record for the summer was set on August 27 at

J/70 FLEET REPORTS

15.2 knots on board 1022 *ChiChiRaRa* which is Jason Geisz's boat. We are implementing a high school affiliation with various boats to tie them into the J/70 and one-design keelboat sailing. Any ideas? We are all ears. Contact Fleet Captain Jason M. Geisz at 248 840-3231 or jason.geisz@morganstanley.com. The photos at this link <http://www.sail-world.com/Australia/A-QandA-with-Ben-Klatzka-about-his-plans-for-the-Premiere-Sailing-League/149520?source=l.facebook> are at GPYC for our Stadium racing day in September. We are having four seminars during the winter with speakers Ed Furry, Dave Ullman, Brad Boston and Skip Dieball. We also have two new J/70 Detroit owners: Dave Bello and Steve Briggs.



J/70

2016

J/70 Winter Series - Event 1 of 3

December 10, 2016 to December 11, 2016

Where: Davis Island Yacht Club, Tampa, FL

2017

J/70 Winter Series - Event 2 of 3

January 07, 2017 to January 08, 2017

Where: Davis Island Yacht Club, Tampa, FL

2017 Quantum Key West Race Week

January 15, 2017 to January 20, 2017

Where: Key West, FL

J/70 Winter Series - Event 3 of 3

February 04, 2017 to February 05, 2017

Where: Davis Island Yacht Club, Tampa, FL

2017 St. Petersburg NOOD

February 17, 2017 to February 19, 2017

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

2017 J/70 Midwinter Championship

February 24, 2017 to February 26, 2017

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

2017 BACARDI Miami Sailing Week

March 09, 2017 to March 11, 2017

Where: Biscayne Bay, FL

2017 San Diego NOOD

March 17, 2017 to March 19, 2017

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

2017 Charleston Race Week

April 20, 2017 to April 23, 2017

Where: Charleston Ocean Racing Association, North Charleston, SC

2017 Annapolis NOOD

May 05, 2017 to May 07, 2017

Where: Annapolis Yacht Club, Annapolis, MD

2017 Cedar Point One Design Regatta

June 03, 2017 to June 04, 2017

Where: Cedar Point Yacht Club, Westport, CT

2017 Chicago NOOD

June 09, 2017 to June 11, 2017

Where: Chicago Yacht Club, Chicago, IL

2017 Cleveland Race Week/Great Lakes Championship

June 16, 2017 to June 18, 2017

Where: Edgewater Yacht Club, Cleveland, OH

2017 Long Beach Race Week

June 23, 2017 to June 25, 2017

Where: Alamitos Bay Yacht Club & Long Beach Yacht Club, Long Beach, CA

2017 Marblehead NOOD

July 27, 2017 to July 30, 2017

Where: Corinthian Yacht Club, Marblehead, MA

2017 UGotta Regatta

July 28, 2017 to July 30, 2017

Where: Little Traverse Yacht Club, Harbor Springs, MI

2017 CanAm Challenge

July 28, 2017 to July 30, 2017

Where: Youngstown Yacht Club, Youngstown, NY

2017 J/70 Corinthian National Championship at Buzzards Bay Regatta

August 04, 2017 to August 06, 2017

Where: New Bedford Yacht Club, South Dartmouth, MA

2017 J/Fest New England

August 11, 2017 to August 13, 2017

Where: Sail Newport, Newport, RI

2017 Rolex Big Boat Series

September 14, 2017 to September 17, 2017

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

J/70 2016 - 2017 CALENDAR

2017 East Coast Championship

September 30, 2017 to October 01, 2017
Where: Fishing Bay Yacht Club, Deltaville, VA

2017 J/70 North American Championship

October 09, 2017 to October 15, 2017
Where: American Yacht Club, Rye, NY

2018

2018 Long Beach Race Week

June 22, 2018 to June 24, 2018
Where: Alamitos Bay Yacht Club & Long Beach Yacht Club, Long Beach, CA

2018 J/70 World Championship

September 22, 2018 to September 29, 2018
Where: Eastern Yacht Club, Marblehead, Massachusetts USA

2019

2019 J/70 World Championship

September 23, 2019 to September 28, 2019
Where: Royal Torquay Yacht Club, United Kingdom



2016 Ullman Sails-Powered J/70 Podium Results

- 1,2* World Championships Corinthian Division
 - 2* World Championships Overall
 - 3rd* Corinthian Nationals
 - 1st West Coast Champs
 - 1st Long Beach Raceweek*
- *partial inventory

PHOTO BY CHRIS HOWELL

The Ullman Sails J/70 Inventory

World Championship-Winning Radial Head Main

NEW DESIGN: J2SF - Heavy Air Jib

J1V2 - Light-Medium Jib

Step Spinnakers available in all colors, and either Airx or Sk-75 cloth

Learn more: ullmansails.com/j70

THE QUANTUM J/70 WINTER SERIES IS BACK



Dec 10-11 | Jan 7-8 | Feb 4-5

We will be on-site at Davis Island Yacht Club to support all teams and hosting post-regatta webinars for all J/70 sailors.

Visit the Events page on QuantumSails.com for details or contact Allan Terhune at aterhune@quantumsails.com. Sails available for immediate delivery.



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

