J/70 NEWSLETTER

MOMENTUM

TIM HEALY'S *NEW ENGLAND ROPES* LASSOS QUANTUM J/70 MIDWINTER CHAMPIONSHIP

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Photo courtesy of Christopher Howell

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PRESIDENT'S LETTER

2017 has come with a few changes in executive leadership. I am looking forward in serving as your Class President and working with our Executive Committee to best serve the interest of our members and growth of the J/70 Class. I would like to thank outgoing President Henry Brauer who has contributed so much and continues on as International Class President. Also, a great thanks to Chris and Julie Howell who have been an amazing asset to the success and growth of our Class guiding us into the future.

We continue to have a great showing in numbers of boats at almost every regatta as the largest fleet. The year has started out west with our Midwinters having 15 entries and lots of talent on the course. Congratulations to Jeff Janov and his team Minor Threat taking the victory. I find practice is so important in doing well, and finding time to do so can be challenging. The professionals have been a huge help in setting up practices, coaching and getting everyone up to speed in our fleet.

Another great turnout for the Davis Island Winter Series and Key West Race Week! Recently, the NOOD followed by the Midwinters at St. Petersburg have been great successes with a Class Rule modification for Midwinters which allowed no more than one person classified as a World Sailing group 3 (professional) per boat. Congratulations to Tim Healy and team for pulling ahead to a first place finish. The 52-boat fleet also included 20 all-Corinthian teams won by Andrew & Melissa Fisher. A big thank you to St. Petersburg Yacht Club for hosting back-to-back events!

The success of the Corinthian Nationals last year will be a continued attraction for fleet growth. With the introduction of the J/70 Youth Championship and the chance to have a J/70 for a year is a great way to get our young sailors involved in the Class. Many thanks to J/Boats and the Johnstone family in their support of these events.

Finally, I would like to welcome the addition of Jim Murrell as Secretary and Polk Wagner as our Technical Chair to the Executive Committee. Jim & Polk have brought a lot of experience to the Class. When I purchased my J/70 USA 59 in December 2012, I never imagined that my first request of being fleet measurer would lead to where we are today, and I am honored to be involved. I hope to see some of you on the regatta circuit this year. Please feel free to give me and EXCOMM members any feedback.

Craig Tallman,
USJ70CA President

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

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

Can't Miss Porto Cervo 2017…
You'll have fun, you can bet on it!

Every year, sailors from all over the world check out Porto Cervo's ideal sailing conditions characterized by prevailing northwesterly breezes which make it an outstanding place to sail in crystal clear, emerald-colored sea. The J/70 Class is going full steam ahead to make sure to provide you with the best possible experience on and off the water for what is going to be a great event: a mix of very competitive racing , steady breeze, emerald water, warm weather and the world's best after-sail parties where you'll feast on fantastic Italian food and wine. Moreover, Yacht Club Costa Smeralda and the waters of Porto Cervo are set to provide exciting and competitive racing afloat and a friendly community ashore, which competitors and their supporters will greatly appreciate.

J/70 ITALIAN CLASS

YCCS

TIM HEALY'S *NEW ENGLAND ROPES* LASSOS QUANTUM J/70 MIDWINTER CHAMPIONSHIP

Photos courtesy of Christopher Howell

Tim Healy's *New England Ropes* tied up a 2,1 in the final two contests to secure the Quantum J/70 Midwinter Championship at Saint Petersburg Yacht Club in Florida on February 26. Able to drop a 16 from race one, the team of Healy, Nathan Housberg (bow), Alden Reid (trim) and Marcus Eagan (tactics) kept scores of 4,4,7,2,1 for 18 net points and the victory. Will Welles' *Scamp* finished a mere point behind Healy in second place, and John Brim's *Rimette* took third with 28 points. "This is the first time we've sailed together so we were learning the whole time just how to work together and how to get our trim and tune right," summarized Healy. "Slowly, we started to get everything down. We had some light breeze, but (Sunday) was a little breezier with some chop. We were getting used to the settings so we could power through the chop."

This Championship was held with Class Rule C.3 modified so that the entire crew is limited to no more than one member who is classified as World Sailing Group 3. The 52-boat fleet was comprised of 20 all-Corinthian teams, won by Andrew & Melissa Fisher, followed by Charles Bayer, Bryan Cameron, David Mendelblatt and Blaire McCarthy. "I prefer the Open and Corinthian because it's a little bit more pure that way, being one or the other," explained Healy. "Leave the Open open and have some really nice Corinthian regattas throughout the country and hopefully internationally."

No racing occurred Friday due to lack of wind. On Saturday, Mother Nature provided brilliant blue skies and summer-like temperatures, but light and fluky breeze as racing got underway. Brim's *Rimette* didn't seem to mind. He won the first two races, and added a nine, for 11 points and the early advantage. The most consistent conditions occurred during Saturday's final contest when Perez's *Zaguero* took the top spot.

Three more races took place Sunday in breeze between 10-15 knots under clear skies with temperatures again in the 70s. The day's race winners were the Darden/Hillard team on *Hoss*, Perez's *Zaguero* and Healy's *New England Ropes*.

The top five overall:

1. *New England Ropes*, USA2, Tim Healy - [16] -4 -4 -7 -2 -1; 18
2. *Scamp*, USA248, Will Welles - 2 -[14] -7 -2 -4 -4; 19
3. *Rimette*, USA340, John Brim - 1 -1 -9 -10 -7 -[14]; 28
4. *Reach Around*, USA151, Thomas Bowen - [17] -10 -5 -11 -3 -7; 36
5. *Zaguero*, MEX164, Ignacio Perez - [25] -19 -1 -9 -1 -8; 38

Photos are available on the J/70 Class Facebook page, and complete results may be found at http://www.yachtscoring.com/event_results_cumulative.cfm?eID=2951.

Photos courtesy of Christopher Howell

Andrew & Melissa Fisher, owners of ***Button Fly***: North Sails Interview with the Top Corinthian at the Midwinter Championship

Photos courtesy of Christopher Howell

Andrew and Melissa Fisher are no new faces to the J/70 Class. What's inspiring about Andrew's team is the dynamic they impose on their competition. The *Button Fly* program predated Andrew's Paralympic campaign, where he competed for a spot to represent the US in the Rio Olympics. Andrew has since chosen the J/70 Class because there are a lot of boats that compete and he finds it to be sporty and manageable for him and his wife, Melissa. Andrew truly has the best of both worlds sailing with his Corinthian team *Button Fly*, and having fun with the ones he cares about most. This is truly what it's all about. Without Corinthians, the sport of sailing wouldn't be what it is today.

We caught up with Andrew and Melissa after their big win to share their excitement and passion for sailing and find out what it means to them.

Melissa and Andy, congratulations on your 1st Corinthian Division win at the 2017 J/70 Midwinters. It was a tricky regatta featuring nearly every condition. What were some of the keys to helping you to the victory lane?

"Thanks. J/70 is a very competitive fleet. Due to the crazy conditions during some races, luck played its part more than usual. That said, our team has sailed the J/70 together for over two years and has put in quite a bit of time training and learning what makes this boat go fast."

The Button Fly program started a few years back when Andy was on the US Paralympic Team competing for a spot to represent the USA in Rio. Why did you guys decide to get into the J/70 at that point in your sailing career and do a "defacto" two-boat campaign?

"The *Button Fly* program predated my Paralympic campaign, going back to bigger boat racing. The J/70 is a downsize for us. Melissa and I love racing together. We looked at other Classes of boats but decided on the J/70 due to its popularity and a good balance of sportiness without being overly athletic. Managing a four-person team is far easier, and the fleet is big enough that there

Photos courtesy of Christopher Howell

are usually plenty of boats at the regattas for great competition. I had the luxury of having enough time to spend time doing both."

Melissa, you have been the one constant on your program as a key crew member. What makes J/70 sailing so much fun for you and how has it helped your sailing?

"I sail the boat with my husband. Evolving to the smaller, four-person program has been a great learning experience in that everyone plays a bigger role in getting the boat around the race course. In addition to loving the racing, the social aspects of the Class make going to regattas special."

It seems every team has a style and adjusts their program to maximize their strengths so when you are working on tuning and trimming style, how much do you deviate from the "standard" tuning guide settings and performance articles you read? Are there any things you have found that work with your team that stands out as a performance "game changer"?

"Our program is somewhat unusual, in that I have disabilities that we need to work around. We spend a bit of time figuring what we need to do to minimize my weaknesses, and practicing the weakest ones. Our boat tuning is very close to standard; however, we're very conscious of thinking forward to our set up for expected conditions. For example, before one race at Midwinters, we noticed that the wind vs. tide current made it appear that there was more breeze up the course than there was, so we adjusted our rig accordingly. In the end, the biggest "game changer" is quality practice."

Photos courtesy of Christopher Howell

A few years back, you guys dedicated yourselves to sailing Corinthian and have really locked into a great team with the Burke brothers on board. Tell us how that came together and what Steve and Shawn have brought to the* Button Fly *team.

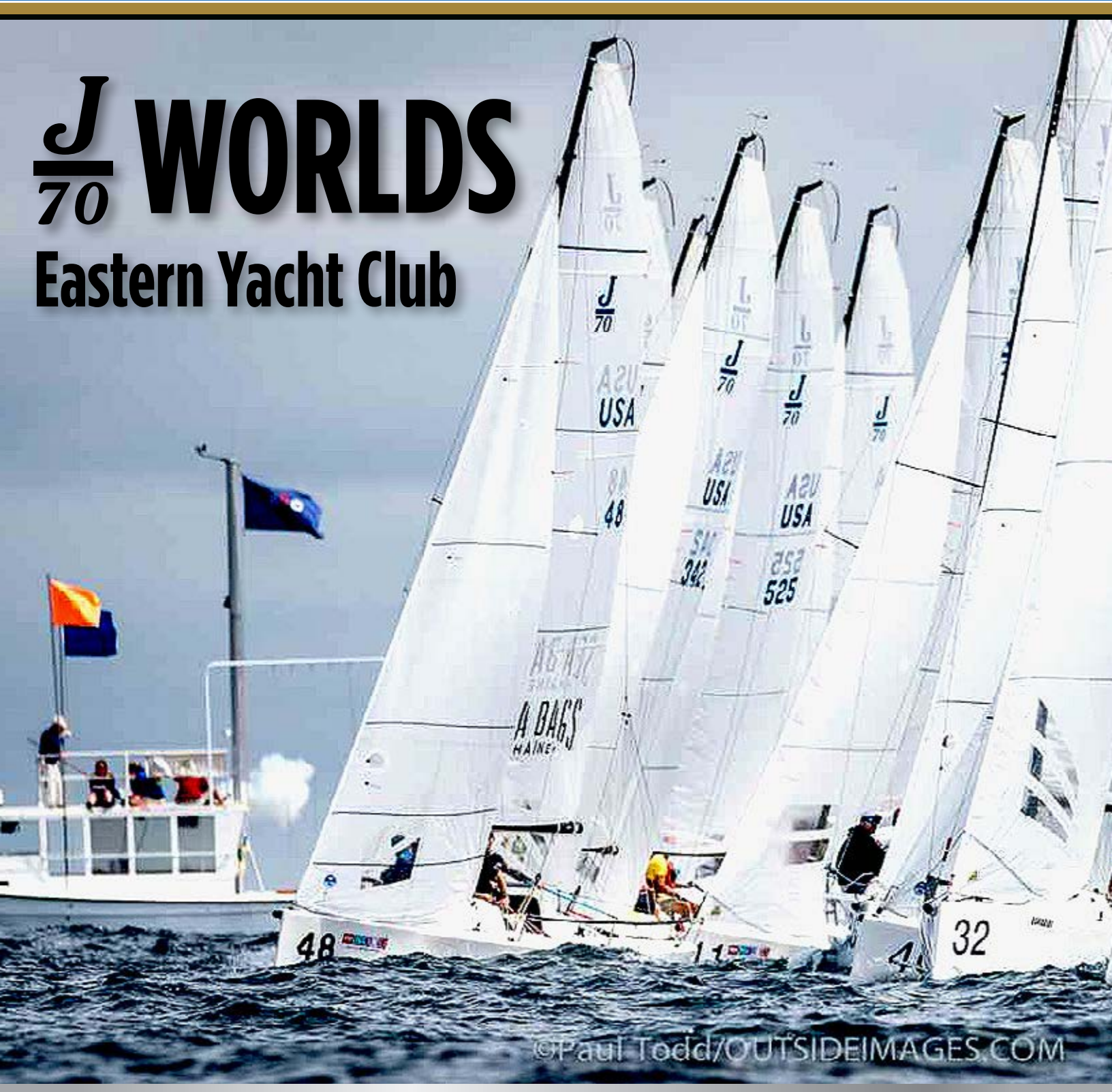
"Steve and Shawn have sailed with us for over 10 years. They both have been racing their whole lives, and, while their careers don't involve sailing, they view racing as their primary pastime. Melissa and I are lucky to have them want to sail with us. In addition to being good sailors, the consistent time we've put in sailing the J/70 together has really allowed us to develop our race course dance and improve."

If you could share any advice for other Corinthian teams to move up in the standings, what would you tell them?

"It's far tougher to field a good Corinthian team than one with pros. By definition, they have more to juggle to be able to make the events, so once you find your guys, treat them well. Consistency is key."

USA 501 has become a staple at many of the J/70 circuit events. What is on your calendar for the rest of 2017 and what are the long term plans?

"We (went to) Miami for the Bacardi Cup, then Charleston is on our way back to the Northeast. Our goal is to peak for the North Americans this fall at our home club in Rye, NY."



September 22 – 29, 2018
Marblehead, MA

For more information, see Fleet 9 Marblehead fleet report

Tim Healy's Notes from Key West

Photos courtesy of Christopher Howell

We had a great time racing at Key West Race Week! The following paragraphs will present what helped our team find speed in the wide range of conditions we saw in Key West. While we had great team chemistry and confidence in our boat handling, I found that some small adjustments in our jib set up and trim were extremely helpful. The conditions brought moderate to heavy chop every day, with a fresh breeze that started out around 13-18 knots from the Northeast on Monday, and gradually clocked right throughout the week, dropping a few knots each day. By Friday, we were racing in the lightest breeze of the week, a Southeasterly at about 5-7 knots.

Jib Trim

I think it's important to start with jib car position because this is an item which is discussed a lot, and it is critical to achieve the correct jib shape. For the week, in the conditions stated above, we had our cars set with 4-5 holes showing in front of the car from the first bolt head on the track. Identifying the correct lead position for the conditions was key to finding consistent speed and height.

We generally pulled on enough windward sheet to pull the jib clew inboard 1.5 - 2 inches, or what amounts to about 2.5-3" when measured from

the cabin house to the clew. If we found a patch of flat water, we might weather sheet a bit harder so that the clew actually got within 1 ½ inches from the cabin house, however, if we did this much weather sheeting we would need to release the leeward sheet a bit so as not to close down the upper jib leech. I believe that this ended up being a very important component to us finding a faster gear. I will try to explain what we did and why it worked so well:

While we were out tuning on the practice day before the regatta, we realized that when we trimmed the jib tighter to point better, we not only lost speed but we lost our high mode as well. We found we were trimming to the point where the #2 jib leech tell-tale (the one that is seen through the mainsail spreader window) was just on the edge of stalling, or flowing back 80-90% of the time. When this was happening, we were not fast–our speed was average (at best) and our pointing was not great.

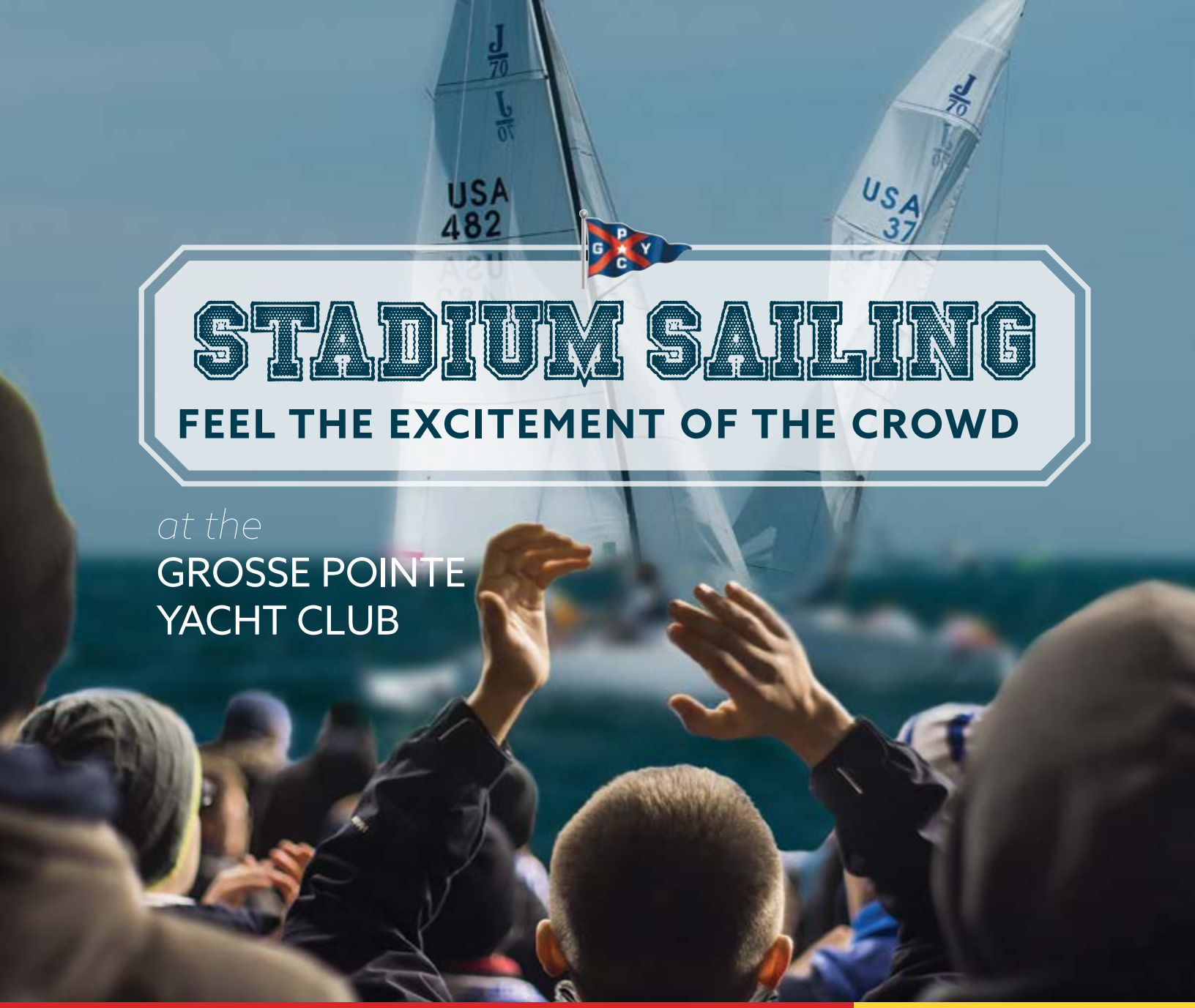
What we did not notice through the process was that that the upper jib leech tell-tale on the #1 (top) batten was stalling almost 100% of the time. This meant the top 20%, or so, of the jib was getting very little flow and, probably worse, it was creating a lot of drag. When you add choppy conditions to a stalled shape, the net result is typically poor boat speed and bad pointing. When we adjusted our trim to have the #2 leech tell-tale flowing 100% of the time, and the #1 (top) tell-tale flowing 90%-100% of the time at max trim, we found our speed was much better, and our pointing improved as well. This was because the top of the jib was now producing more power and less drag. Our better

pointing ability came from a more efficient upper jib shape as well as the speed increase through the water, as this created better flow over the keel, resulting in less leeway.

Another added benefit of this setup was that the steering groove became wider, allowing me to steer through the waves better, resulting in much less pounding in the chop. For the rest of the regatta, we were very disciplined not to over-sheet the jib even in tight lanes, and if we were patient and hung in there without trimming in the jib, we soon found that any boats threatening our lane would soon fall behind.

For complete information on the 2017 Key West Race Week, visit https://keywestraceweek.com/.

Photos courtesy of Christopher Howell



STADIUM SAILING

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YACHT CLUB

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MAY 20
2017

Premier Sailing League, USA introduces Stadium Sailing to the Grosse Pointe Yacht Club venue.

Starting at noon and ending at 4 pm on May 20, the first in a series of a new and exciting style of sailing will take place during the Great Lakes Boating Festival. Participate or bring the family and enjoy watching a fast race while discovering the latest boat models, food, music and much more.

Contact GPYC Sailing Director Wally Cross at 586 596-8854.

- **4 Hours — Start to Finish**
- **18 Fast Races — Sail 9, Watch 9**
- **Genuine Corinthian Competition**
- **FREE to the Public**
- **More Stadium Sailing Events on June 23 and September 16**

788 Lake Shore Rd. | Grosse Pointe Shores, MI 48236 | greatlakesboatingfestival.com

Quantum Davis Island Winter Series 2016-2017

By Andrew Loe

Photos courtesy of Christopher Howell

Since first sailing J/70s in 2012, I have been watching the growth and success of the Class with mixture of excitement and jealousy. Fortunately, this fall, Mallory and I were able to jump into the Class with the new-to-us #85. We started with the Davis Island Winter Series, as it provided an excellent combination of easy access (direct flights from SeaTac!), boat storage, warm weather and a strong fleet.

The Thursday before the first event provided me with an entire day of entertainment as I figured out how to rig the boat for the first time. As luck would have it, I was able to find all the parts, and with the help of my boatyard neighbors, the mast went up successfully on the first try; a good omen. Mallory arrived later that evening, and we splashed the boat on Friday morning for the first time. After a quick afternoon sail to ensure everything worked, the rest of the squad (my brother John and good friend Ben Glass) arrived. For the first event of the series, Mother Nature provided us mixed wind conditions–moderate to light on Saturday with a solid 12 knots on Sunday. The temperatures were in the 70s, and there was abundant Florida sunshine. On the water, we showed potential with a top 10 finish on the first day and a top five in the final race of the event. We were happy to finish as the top Corinthian team and set a goal to break into the top 10 in future events.

While the Class is still young, there is a lot of information sharing so speed is very close among the competitive teams. Small differences in technique have large implications on finishing position. In order to move into the top group, we decided to focus on two major areas for

improvement over the next two events: jib sheeting and wing-on-wing. Lanes are very tight in fleets with 50+ boats; we always want to ensure we can start and continue going straight for at least two minutes. Dialing in precisely how tight we could sheet would enable us to more reliably survive in the thin lanes and avoid having our strategy dictated to us. Downwind, the J/70 Class is the only Class I have seen where teams choose to sail wing-on-wing in a boat with an asymmetrical spinnaker. It seems incredibly odd at first, but it became clear that it is a powerful tactical tool in the dense fleets. Generally, as soon as halfway down the run your team has committed to which gate mark they plan to round, the cost of crossing the middle is too high, so each team needs to manage their position with care. In several instances, a boat can "wing down" to a different lane to preserve clear air without giving up tactical positioning such as future mark-room or late starboard advantage. In addition, wing-on-wing can be the fastest VMG if it lines up with sea state in conditions where planing is not possible. When this happens, it is common to see a big split in the fleet with a wing-on-wing group and a traditional group with boat-to-boat frequently driving the decision.

Event two was a completely different weather story, as a front passed through bringing winds over 20 knots on both days. It would be a rough introduction for Jen Glass who joined us as tactician. Since it was our first time in big breeze, everyone had to quickly figure out how to manage the boat. Upwind, we began to ease the jib sheet in tandem with the main to keep it from flogging, and we tightened the rig so much we bottomed out the turnbuckles on our upper shrouds! Off the wind was a blast with continuous planing under all three sails. The biggest lesson was having the bow person controlling the main through vang sheeting (and easing) as the puffs blasted us down the run. On Saturday, we had strong finishes with good speed and were sitting in sixth overall after three races (the fourth race had been cancelled as puffs

Photos courtesy of Christopher Howell

Photos courtesy of Christopher Howell

were routinely exceeding 30 knots). Even before the cancellation, there was plenty of carnage with entire packs of boats broaching simultaneously as large puffs rolled through. Sunday was shockingly cold, with temperatures starting in the 30s as we arrived at the venue...not the Florida weather we had packed for! It warmed up enough to be comfortable, and we had good conditions all day. Our event ended on a bit of a sour note, as we were black flagged in the final race. But we still achieved our goal of a top 10 finish and were the second Corinthian boat.

Event three completed the spectrum–it was light on Saturday for all three races and no racing on Sunday. With the same squad as event two, we were looking to move up on the score sheet but struggled to start consistently and spent most of the event digging out of the middle of the fleet. Fortunately, we did enough to again finish as the second Corinthian team which enabled us to win the Series overall.

Thank you to the J/70 fleet for the warm welcome and great racing! We look forward to a busy 2017 schedule and will be back at Davis Island in December.

Results:

https://www.regattatech.com/scoring/action/showResults-Roster?clubCode=DIYC&event Code=J70WSeries1617-1&divisionName=J/70

https://www.regattatech.com/scoring/action/showResults-Roster?clubCode=DIYC&event Code=J70WSeries1617-2&divisionName=J/70

https://www.regattatech.com/scoring/action/showResults-Roster?clubCode=DIYC&event Code=J70WSeries1617-3&divisionName=J/70

Photos: http://www.photoboatgallery.net/p661702296

GO BEYOND™

1,2,3,5,8,9 MIDWINTERS*
1,3,4,5,8,9,10 KEY WEST*
1,2,3,5 WINTER SERIES*
1,2,4,5,6,7,8,9,10* WORLDS*

WIN WIN

"North has spent time with us when we first bought the boat, have provided training opportunities, have raced with us on occasion, and are always available and open to discussing the latest thoughts on go fast techniques. From a sailmakers' perspective, it helps when your sails win. We are trying to do our part."

Andrew & Melissa Fisher, *Button Fly*
1st Place 2017 Midwinters, Corinthian Division

onedesign.com

Photo Mauro Melandri

** partial North inventory*

NORTH SAILS

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

US Qualifying System for the 2018 J/70 World Championship

The International J/70 Class Association (IJ70CA) has established the criteria for the World Championship qualification in this document (link). As part of the process, they have established the following perpetual berths for winners of past events: all past World Champions, second place previous year's World Championship, third place previous year's World Championship, all past Corinthian World Champions, North American Championship winner of previous three years, South American Championship winner of previous three years, European Championship winner of previous three years, Copyright Holder, IJ70CA Chairman and two berths for the host fleet.

Based on the criteria set forth by the IJ70CA, there will be 50 available berths for US competitors at the 2018 World Championship to be held in Marblehead, MA. The qualifying berths are for **boat owners** who are J/70 Class members in good standing and whose boats are in full compliance with the Class Rules. If an owner has someone other than him/herself drive the boat for the qualifying event, it is that combination of owner/driver who must compete in the Worlds. If an owner/driver qualifies as a Corinthian Team, they shall compete in the World Championship as a Corinthian Team.

In the case that an event has qualifying berths for both Open and Corinthian, the Open berths will be awarded to the top finishers overall and the Corinthian berths to the highest Corinthian finishers after the Open berths have been awarded. If a competitor has already qualified, the available berth will be awarded to the next competitor meeting the same criteria. If a qualified competitor cannot attend the World Championship, his/her berth will move to the next competitor meeting the same criteria at the event where the berth was awarded. All competitors (Open or Corinthian) must finish in the top 50% of the event fleet to qualify for a Worlds berth.

Note: "Corinthian Team" is defined as the entire crew, including the owner/driver, holding valid World Sailing Group 1 classifications. If a team does not provide proof of its World Sailing Group 1 classifications, it will be assumed that the team has at least one Group 3 competitor, therefore being considered a "Group 3 Team" i.e., in the "Open" category for the purpose of qualifying.

The Worlds qualifying events are listed below. Please note that each regional event must have 15 boats entered to designate the berths.

The final resolution of any discrepancy in this document, qualified competitors and/or the qualifying event schedule or criteria shall be resolved by the USJ70CA Executive Committee.

US Qualifying events for the 2018 J/70 World Championship

Majors	Open	Qualified	Corinthian	Qualified
2017 NAC – Rye, New York	3		4	
2018 Midwinter Championship – Location TBD	2		2	
2017 Corinthian National Championship			4	
Standing	**Open**	**Qualified**	**Corinthian**	**Qualified**
2017 Miami Race Week	1		1	
2017 Annapolis NOOD	1		1	
2017 Chicago NOOD	1			
2017 San Diego NOOD	1			
2017 Marblehead NOOD	1			
2018 St. Petersburg NOOD	1			
2018 Key West Race Week	1		1	
2017-18 Davis Island Winter Series	1		1	
REGIONAL CHAMPIONSHIPS (weighted for number of boats in region)				
	Open	Qualified	Corinthian	Qualified
2017 East Coast Championship – Fishing Bay YC	2		2	
2017 Great Lakes Championship – Cleveland Race Week	2		2	
2017 New England Championship – Sail Newport	2		2	
2017 Northwest Championship – StFYC Sportboat Regatta	1		1	
2017 Southeast Championship – Charleston Race Week	1		1	
2017 Southwest Championship –	1		1	
2017 West Coast Championship –	2		2	
Other				
US Class President	1			
Total	**25**		**25**	**50**

2017 Corinthian Nationals to be Held at Buzzards Bay Regatta August 4-6

The 2017 Corinthian Nationals will be contested on the waters of Buzzards Bay this August 4-6. Hosted by New Bedford Yacht Club in South Dartmouth, MA, the event will have its own circle at the annual Buzzards Bay Regatta. With four spots at the 2018 Worlds up for grabs, it is likely to be an epic throw down in one of the classic sea breezes in the US, which often builds throughout the afternoon into the low to mid 20s. Add to that a great shoreside scene including lawn games, live music and plenty of Mount Gay, it should prove to be a memorable weekend. Registration is open, and the Notice of Race posted on Yacht Scoring at http://www.yachtscoring.com/emenu.cfm?eID=2805, and the event Facebook page is at https://www.facebook.com/Buzzards-Bay-Regatta-81022039661/. Feel free to contact event chair Forrest Williams at info@buzzardsbayregatta.com with any questions.

EXCEL UNDER PRESSURE

2016 Results:

1st - ONE Regatta
1st - J-Fest San Francisco
2nd - Key West Race Week
2nd - NOOD Marblehead
3rd - World Championship
3rd - North American Championship
3rd - Bacardi Miami Sailing Week

DOYLE One Design

Doyle One Design
onedesign@doylesails.com
978-740-5950

Photo Credit: Allen Clark/PhotBoat

J/70 TECHNICAL COMMITTEE REPORT

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It has been five years since the first J/70 was launched, and the Class now provides some of the strongest one-design sailing that can be found anywhere in the world.

There are a couple of reasons for this. The most important is the boat itself. It's fast, responsive, fun and user-friendly. But there is another reason almost as important–namely, the Class has been structured to provide as level a playing field as possible. The fun of racing the boat is the competition among sailors and crews on the race course, not the competition to figure out how to change a boat to make it faster than the other boats. Our Class Rules are intended to be very tight, so that all the boats are as identical as possible, within manufacturing tolerances. Not only should the Rules be tight, but as a Class, we would also like to be sure we are dong the best job possible in clearly communicating how our rules work. The better we understand the framework, the more the Class can continue to generate the most enthusiasm for great one-design sailing.

With that in mind, we have recently updated the Class' FAQ. This document is posted on the Class website under "Documents" at http://www.j70ica.org/wp-content/uploads/2013/09/J70FAQ2017-Final.pdf.

The significant changes in the FAQ are as follows:

- A revised question #2 which explains in more detail that the J/70 is a Manufacturer Controlled Class. This means that the boat should be sailed "as built" by the manufacturer. The J/70's hulls, appendages, rigs and equipment are all manufacturer controlled. The manufacturer ensures that each boat is built in compliance with Class Rules. After delivery, only certain limited changes are permitted to be made. Among other things, this reduces

the need for extensive measurement at high level events.
Less measurement means more time sailing!

- A new question #10 which elaborates on the limited changes that are permitted to be made to a J/70, and the process for obtaining approval of other changes. The J/70's Class Rules are Closed Class Rules, meaning that no changes or repairs can be made unless they are specifically permitted. Under our Rules, **IF IT DOES NOT SPECIFICALLY SAY THAT YOU "MAY" THEN YOU "SHALL NOT."** If you are contemplating any changes, please follow the process described in the answer to question #10.

- A new question #11 discussing the Manufacturer Declaration. This is an important document. We are in the process of revising the Manufacturer Declaration and the process for obtaining one for your boat. So please look for further communications on this topic, as well as new information on the Class website in the near future.

- A new question #20 clarifying that a boat's mast cannot be changed to a mast supplied by a different manufacturer. Except for changes permitted by the Class Rules or Building Specification, the boat should be sailed as provided by the manufacturer.

- A new question #21 clarifying that spreader sweep cannot be altered; spreaders and brackets cannot be repaired unless the repair is performed by the manufacturer and/or approved by a Class measurer; and the boat can use only one set of spreaders.

If you have any questions about any of these topics, or any other aspects of our Class Rules, please feel free to contact the Class Office or any member of the Technical Committee.

Good sailing!

J/70 U.S.
Youth Championship

The first annual J/70 U.S. Youth Championship will take place concurrent with the J/FEST New England Regatta on August 11-13. The goal of this event is to help develop and build leading-edge junior keelboat sailing programs across America. The winning club of this event will get "free" usage of fully equipped J/70s, with sails and trailer, provided "free of charge" by J/Boats, to the winning club and its membership for 12 months. The U.S. J/70 Youth Championship is open to 10 youth teams representing US Sailing recognized sailing clubs or organizations. Sailing clubs may enter more than one youth team per event, but may only qualify one team for the Championship in Newport, RI. The 10 youth teams will compete on 10 brand new J/70s with class sails (main, jib, spinnaker) that comply with J/70 Class Rules. The boats will be identically rigged and tuned at "base settings" that are recommended by the sailmaker. In order to qualify for the 10 slots, youth teams must qualify for entry by being the top scoring youth team in the J/70 Class at one of the following regattas:

February 24-26 - Midwinter Championship

March 9-11 - Bacardi Miami Sailing Week

March 17-19 - San Diego NOOD

April 20-23 - Charleston Race Week

May 5-7 - Annapolis NOOD

June 3-4 - Cedar Point (CT) One Design Regatta

June 9-11 - Chicago NOOD

June 16-18 - Great Lakes at Cleveland Race Week

July 15-16 - St. Francis YC Sportboat Regatta

July 27-30 - Marblehead NOOD

Here is the USJYC Notice of Race: http://www.jboats.com/images/stories/pdf/J70_Youth_NOR_011217.pdf

For more U.S. J/70 Youth Championship information, visit http://www.jboats.com/j70-youth-championship.

Photos courtesy of Christopher Howell

2017 J/70 North American Championship

October 9-15, 2017

American Yacht Club

Rye, New York

https://www.yachtscoring.com/emenu.cfm?eID=2992

Fleet 9 Marblehead
By Daan Goedkoop

Eastern Yacht Club, Marblehead, Massachusetts and Fleet 9 look forward to hosting the 2018 World Championship. So mark your calendars for September 22-29, 2018. Marblehead is a great place to race in open water, a short sail from the main harbor and your team will enjoy the hospitality offered by our historic New England fishing village.

Planning for the Worlds is well underway. Hank Stuart will be the PRO, Warren Nethercote will be the Chief Judge and five international jury members have been secured. Eastern has the facilities and expertise to host a World Championship for 100 boats. We have successfully hosted World and Continental Championships of this size for the Star, Etchells, J/24 and J/105 Classes.

There are multiple opportunities for you and your team to come to Marblehead and practice.

Key regatta dates in 2017 and 2018 are:

- July 28-30, 2017: Marblehead NOOD http://www.sailingworld.com/nood-regattas/marblehead
- August 25-27, 2017: Storm Trysail Ted Hood Regatta http://www.yachtscoring.com/emenu.cfm?eID=3000
- July 27-29, 2018: Marblehead NOOD /2018 J/70 New England Championship
- August 24-26, 2018: Storm Trysail Ted Hood Regatta
- September 22-29, 2018: 2018 J/70 World Championship

The Marblehead NOOD typically attracts 20-25 boats, and this year will serve as one of the qualifying events for the 2018 World Championship. In addition, the Storm Trysail Club with cooperation from the Boston, Corinthian and Eastern Yacht Clubs will host the Ted Hood Regatta. The 2017 and 2018 Ted Hood Regatta will be a good tune-up for the 2018 Worlds as weather conditions should be similar.

Many teams have started to make arrangements to compete in these local events as part of their training program and other New England regattas such as the 2017 Corinthian Nationals on Buzzards Bay and North American Championship at American Yacht Club on Long Island Sound.

J/70s are best launched and hauled at the Eastern Yacht Club, and arrangements can be made to store boats and trailers before any of these events at a convenient off site location.

Rooms can be reserved at the Eastern, Boston and Corinthian Yacht Clubs, and additional accommodations can be found on the Marblehead Chamber of Commerce website at http://www.visitmarblehead.com/inns-accommodations.html.

Rooms at local yacht clubs are the most convenient with a walk to the dock or launch service across the harbor. However, rooms get booked quickly, and we recommend making a reservation well in advance.

Fleet 9 and regatta organizers are here to facilitate everyone's experience in Marblehead. If you have any questions, please feel free to contact Daan Goedkoop at goedkoopj02@yahoo.com.

You can also keep an eye on our Facebook page https://www.facebook.com/J70Fleet9MarbleheadMa/ or our website http://www.j70fleet9.net/ for more information throughout the season and the Fleet 9 calendar at http://www.j70fleet9.net/calendar.

A list of the qualifying events and locations is linked at: http://www.j70class.com/index.php/event-calendar2/ Regarding the 2018 Worlds, please contact Regatta Chair Doug Morgan at dougmorgan10@comcast.net.

Fleet 16 Fishers Island Sound
By Brad Gibbs

Three boats from Fleet 16 headed down to Davis Island Yacht Club in Tampa for several great weekends of sailing. Conditions varied from 8-10 knots and 80 degrees to 20-30 knots and temperatures in the low 40s. John Brim's *Rimette* ended the three-regatta, 55-boat-series in ninth place, while the Coast Guard Academy's *Polar* skippered by Doug Clark was 14th, and *Glide* skippered by Brad Gibbs was in 37th. At least two of those boats will be headed to Charleston Race Week in April. Planning for the 2017 summer season is well underway and, as communicated separately to the fleet, Fleet 16 will be co-hosting the New England Championship together with Fleet 2 and Sail Newport on July 7-9 as part of the Newport Regatta at Sail Newport. We are looking forward to an active season of fun racing.

Fleet 19 San Francisco Bay
By Christy Usher

Fleet 19 Under New Management: Thank you Justin Kromelow of Loose Lucy for all of your hard work as Fleet Captain. Your work getting the fleet established on the San Francisco Bay was invaluable. You did a fantastic job, and your contributions to the Class are endless. As the new Fleet Captain, I look forward to continuing the tradition!

Former Fleet 19 Captain Justin Kromelow's *Loose Lucy* is launched during the Pacific Coast Champs last summer.

SFBay Regatta Reports: "Three Bridge Fiasco" and "RegattaPRO Midwinters"

The wind machine shuts off in San Francisco Bay during our winter months between approximately November through February, which makes sailing and running races especially challenging. On the one hand, we can have beautiful sunny, warm, clear (no fog) days, but these types of days are often windless as well during our winter months. The other flavor we get in winter is rainy, stormy, high wind days. Take your pick! Both are a challenge for good racing. Nonetheless, we had a few fantastic regattas recently in January and February, including the infamous Three Bridge Fiasco Regatta and Jeff Zarwell's RegattaPRO Midwinter Series. Please see race recaps below from Jordan Paxhia, *Penny Pincher*, and Scott Sellers, *1FA*.

J/70s race double-handed in the Three Bridge Fiasco Regatta, an annual event held every January on the San Francisco Bay. The regatta, hosted by the Singlehanded Sailing Society, attracts nearly 400 sailboats each year. This year, a brother and sister team by the name of Morgan and Jordan Paxhia took home the Championship title in the J/70 fleet in *Penny Pincher*.

Three Bridge Fiasco Race Report 2017 by Jordan Paxhia: Morgan and I were very happy to compete once again in the double-handed Three Bridge Fiasco in SF Bay. The Three Bridge Fiasco is exactly what it claims to be and nothing less: a fiasco, albeit a fun and exciting one. The beauty is that you can sail the course any way you like, as long as you round the three marks: Blackaller by the Golden Gate Bridge, Red Rock Island at the Richmond Bridge and Yerba Buena/Treasure Island. This means that boats in the same start can go in opposite directions as they head to their desired side of the course. It starts in pursuit race fashion where the boats with the highest PHRF rating go first. Imagine over 300 boats jockeying for a good start on either side of the line. This can make for very exciting conditions! Morgan and I decided that we would go Blackaller, Red Rocks, Treasure Island and finish. Turns out it was the popular direction, so off we went along with some 250+ other boats.

The Course

The Start (Paxhias with red kite)

Three Bridge requires a lot of mental stamina to not constantly second guess your choices. One of the many decisions to make during the race is whether or not to go through Raccoon Straits. This passage goes between Tiburon and Angel Island and is known for fluky winds and current (kind of like the Niagara River but more wily). It is a shorter distance and is often the best route, but given the wind direction and tides, we decided to go around the east of Angel Island up to Red Rocks. This was not the popular way to go, but we dug in and went for it. We spent the time sailing around the island nervous that we had made a huge mistake. We focused on playing the currents along the shore and ended up... gasp... almost ex-

actly where we were in the fleet when we parted ways with them at the straits. We were now en route to Red Rocks fighting a building ebb with several hundred other boats and a large container ship making its way by us. Sound like a fiasco yet?

Rounding Red Rocks (look out!)

We rounded Red Rocks and set the chute. We had beautiful breeze and reached over several big boats including a J/105. Feeling very confident, we continued onward toward Treasure Island. We saw only one boat heading in the opposite direction (a Moore 24) and chuckled at the thought of them trying to get around Red Rocks in such a strong ebb. Just as we were nearing Treasure Island, someone turned off the wind and cranked the tide up to 11. It was around 1:00 p.m. We turned around to see a massive fleet of spinnakers collapsing and boats compressing as they ran out of air. Morgan and I scooted out for whatever clear air we could find and tried everything to get up to Treasure Island. It's moments like these when I truly feel the benefits of growing up sailing in Youngstown. Your tolerance for light air and frustrating currents is rather high compared to others. We watched a lot of people get increasingly irritated and overheard a number of boats drop out as we sat and waited. We too had our own moments of expressed disdain for the conditions, but we knew patience was the only way to salvage the situation. After nearly two hours, the tide had shifted just enough to form a back eddy up the shore of the Treasure Island.

We had been stalking this area for some time and were one of the first on the elevator. We stayed very close to shore just as the breeze began to fill in and the fleet started moving again. The old Bay Bridge is still being demolished. Consequently, our course was restricted to sailing between the bridge's first span and Treasure Island. This created a monumental bottleneck of sailboats like I've never seen before. Morgan and I continued to sail close to the shore supplementing our downwind angles with wing on wing to maintain a line of relatively clear air. Yet, the fleet had a host of issues as boats bumped into each other, forgot about port and starboard right of way, ran into the docked Coast Guard cutter, or simply appeared to beach themselves (late lunch break?). We had to do some serious bobbing and weaving while trying to keep the boat sailing. The saga continued as we made our way around the island and coasted into its wind shadow. We were feeling the stress of running out of breeze when we caught a tiny personal puff. Somehow, this little puff pushed us back into the ebb which flushed us out under the bridge and back into the breeze. We were tracking the other J/70s around us and cautiously optimistic that we passed them during the precarious rounding. We could make out a few of them behind us and stuck with the tenets of Racing 101: keep yourself between the competitors and the finish. We popped the chute and took off. Nearly seven and a half hours after starting, we crossed first in our division and finished 50th overall on corrected time. Oh, and the Moore 24 we snickered at sailing in the opposite direction? Turns out it was the very favored way to go. I'm certain he and his crew had the last laugh as they sat at the bar enjoying a cocktail while we crossed the finish nearly an hour later. The Three Bridge Fiasco always impresses and humbles me, and this year was no different.

Working down the backside of TI (lots of kites everywhere!)
More photos here: http://www.rockskipper.com/Sailing-Galleries/2017-Three-Bridge-Fiasco/There-Bridge-Fiasco/

(Race Reports continued)
RegattaPRO One Design Midwinter Series
RegattaPRO along with the Sausalito Yacht Club run a One Design midwinter race series every year on the San Francisco Bay. The 2016/2017 Regatta Pro Winter One Design Series included eight races. It started in November 2016 and concluded in February 2017. Five J/70s were signed up for the series, and Peter Cameron's *Prime Number* took home the overall series win. Below, Scott Sellers (1FA) recaps the concluding event in the series which took place in February with highlights that included sailing with both of his daughters.

RegattaPRO Midwinters #4 February 11, 2017 Berkeley Circle by Scott Sellers, 1FA: We had a great day on Saturday with two excellent races on the Berkeley Circle in about 10 knots of breeze for RegattaPro Midwinters. We had a handful of boats out and some tight racing. A lot of new faces on the water, and its more typically benign conditions make for a great place to train new crew or get friends and family out on the water. I really enjoyed having my nine-year-old daughter and my 12-year-old daughter sailing with me. They each got to sail the end of the last run and steer the boat across the finish line for the gun.

12-year-old Hannah Sellers steering the final run at Regatta Pro Midwinter Series #4.

Windless in Winter: With our windless winter months and being boat-less in San Francisco (with my J/70 currently in Miami), I was able to dedicate my attention to some administrative items for our fleet. We held our first Fleet 19 meeting of 2017 with an outstanding attendance of 20 owners and crew members. The enthusiasm, interest and

participation were overflowing and so were the wonderful ideas and discussions. Please contact me if you are interested in meeting minutes.

Fleet 19 kicks off the 2017 sailing season with their first Fleet meeting at the St. Francis Yacht Club.

Fleet 19 is Social: Fleet 19 wants to follow you and your sailing adventures so please find us on social media! We have a new Instagram account. Please follow our account @J70SanFranciscoBay and please like our Fleet 19 Facebook page: https://www.facebook.com/J70SanFrancisco/.

Fleet Pride: Fleet 19 is proud to unveil our new look and logos! Thanks to the talents and resources of the St. Francis Yacht Club.

Fleet 19 shirts and hats coming soon! Contact me for yours.

Springing Ahead: March comes in like a lion in San Francisco, and with opening day on the Bay just around the corner for many yacht clubs in the San Francisco Bay area so will start our sailing season in full swing. Notable Fleet 19 regattas coming up in the spring include J/Fest in April and Elite Keel in May. **NOTE:** The Pacific Coast Championship will be a three-day event held Friday through Sunday July 14-16 at the StFYC, and we are already looking forward to fall with the Rolex Big Boat Series (RBBS) dates set for September 14-17. We have several requests already for charter boats for the RBBS so if you are interested in chartering your boat to another team or chartering a boat for the event, please contact me.

Come sail San Francisco Bay this spring, summer and fall with us!

Fleet 26 Detroit
By Jason Geisz

The Detroit fleet is excited for our second year. We are committed to travelling and competing at a high level with seven boats on the water this winter. We want to recognize all those owners and crew who have raced (or plan to) between Davis Island, St. Pete, Miami and Charleston: Jacob Christy's *Pale Horse*, Kevin Morin's M*acro Connect*, Hanson Bratton with T2, Dan Klaasan in 1023, Chuck Bayer in *lil Grizzly*, Gary Warner's *Trump Train*, Mike Welch/Mark Allen's 1034 and Jason Geisz's *ChichiRara*. We are very excited that we got almost half of our fleet to head south this winter, and hope it only grows as owners and crew have great experiences. We are really excited for our stadium racing this summer at Grosse Pointe Yacht Club. We thank Wally Cross, Grosse Pointe Yacht Club and the Premier Sailing League for setting up such a unique fun experience for us J/70 sailors. Please consider joining us for some or all of them. We will also have both a spring and summer Tuesday night series, as well as Thursday night practices (three in May will be with Skip Dieball from North Sails, multi-class World and NA Champion) that will allow us all to brush up on our skills and allow newcomers to get comfortable with the boats. We will be having family races where it is encouraged to have family on the boats. We will also be affiliated with the various high school sailing programs and encourage them to participate in our fleet...all in an attempt to provide a great sailing experience for multiple types of sailors. Another great opportunity to compete in a good size J/70 fleet this summer will be in the Bayview One Design Regatta, June 1-4. See www.yachtscoring.com or www.byc.com for details and to register. Lastly, we would like to welcome two new owners into the fleet: Dave Bello and Steve Briggs.

From Wally Cross: A new event on August 12 is the PSL Fresh Water Challenge. Seventy yacht clubs on the Great Lakes will get a formal invitation to come to the GPYC for a one-day stadium regatta. This will be a full-day event with qualifications in the morning and then quarter-, semi-finals and finals in the afternoon. The top five clubs receive nice awards, and the winner receives a beautiful perpetual trophy and a large check that will be donated to their junior program. The team has to be Corinthian, and the owner has to be a member of the club he or she is representing. Look for more information soon. Clubs that participate must bring a J/70 to the event.

Fleet 27 Lake Champlain
By James Unsworth

Fleet 27 is very excited to join the US J/70 Class Association as an official fleet. For those of you who have not had the opportunity to race or sail on Lake Champlain, we have a number of active one-design fleets and are thrilled to add the J/70 to their ranks. The first J/70 arrived shortly after the beginning of the Class, and we now will have five boats racing regularly during our weekly Wednesday night series. Our fleet members have been active in traveling to events around the east coast. We have three boats attending Charleston Race Week this year, and the same boats hope to compete in multiple other travel events throughout the season. Thank goodness for the ease of packing the boat up and hooking onto the tow vehicle! While we have not decided on a specific weekend, and it likely will not be until 2018, we very much hope to host our own event sometime during the fall "leaf peeping" season. Autumn is typically accompanied by good breeze, fall foliage and Vermont craft beer..stay tuned!

J/70 2017 - 2018 CALENDAR

2017

2017 Easter Regatta (Corinthian Only)
April 13, 2017 to April 16, 2017
Where: Columbia Sailing Club, Columbia, SC

2017 Charleston Race Week
April 20, 2017 to April 23, 2017
Where: Charleston Ocean Racing Association, North Charleston, SC

2017 FWBC Annual Regatta
April 21, 2017 to April 23, 2017
Where: Fort Worth Boat Club, Fort Worth , TX

2017 American Yacht Club Spring Series
April 29, 2017 to April 30, 2017
Where: American Yacht Club, Rye, NY

2017 Yachting Cup
May 05, 2017 to May 07, 2017
Where: San Diego, CA - San Diego Yacht Club

2017 Annapolis NOOD
May 05, 2017 to May 07, 2017
Where: Annapolis Yacht Club, Annapolis, MD

2017 American Yacht Club Spring Series
May 06, 2017 to May 07, 2017
Where: American Yacht Club, Rye, NY

2017 Southern Bay Race Week
June 02, 2017 to June 04, 2017
Where: Hampton Yacht Club / Cruising Club of Virginia / Old Point Comfort Yacht Club, Hampton, VA

2017 NYYC One Design Regatta
June 02, 2017 to June 04, 2017
Where: New York Yacht Club, Newport, RI

2017 Cedar Point One Design Regatta
June 03, 2017 to June 04, 2017
Where: Cedar Point Yacht Club, Westport, CT

2017 Cal Race Week
June 03, 2017 to June 04, 2017
Where: Marina Del Rey, CA - California Yacht Club

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 Bacardi Newport Sailing Week
June 24, 2017 to June 26, 2017
Where: Newport, RI

2017 Toronto Area Hospice Regatta / J70 Canadian Championships
June 24, 2017 to June 25, 2017
Where: Port Credit Yacht Club, Mississauga, Ontario Canada

2017 J/70 New England Championship
July 07, 2017 to July 09, 2017
Where: Sail Newport, Newport, RI

2017 St. Francis Yacht Club July Sportboat Regatta / J/70 Pacific Coast Championship
July 14, 2017 to July 16, 2017
Where: St. Francis Yacht Club, San Francisco, CA

2017 Fiesta Cup
July 22, 2017 to July 23, 2017
Where: Santa Barbara, CA - Santa Barbara Yacht Club

2017 Marblehead NOOD
July 27, 2017 to July 30, 2017
Where: Corinthian Yacht Club, Marblehead, MA

J/70 2017 - 2018 CALENDAR

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 / J/70 U.S. Youth Championship
August 11, 2017 to August 13, 2017
Where: Sail Newport, Newport, RI

2017 Storm Trysail Club Ted Hood Regatta
August 25, 2017 to August 27, 2017
Where: Boston Yacht Club, Marblehead, MA

2017 King Harbor Race Week
August 26, 2017 to August 27, 2017
Where: Redondo Beach, CA - King Harbor Yacht Club

2017 J/70 World Championship
September 12, 2017 to September 16, 2017
Where: Yacht Club Costa Smeralda,
Porto Cervo OT, Italy

2017 Rolex Big Boat Series
September 14, 2017 to September 17, 2017
Where: St. Francis Yacht Club, San Francisco, CA

2017 Red Flannels Regatta
September 23, 2017 to September 24, 2017
Where: Chicago Corinthian Yacht Club, Chicago, IL

2017 American Yacht Club Fall Series
September 23, 2017 to September 24, 2017
Where: American Yacht Club, Rye, NY

2017 American Yacht Club Fall Series
September 30, 2017 to October 01, 2017
Where: American Yacht Club, Rye, NY

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

2017 J/Fest Southwest
October 21, 2017 to October 22, 2017
Where: Lakewood Yacht Club, Seabrook, TX

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

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

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