

2017 J/70
NORTH AMERICAN
CHAMPIONSHIP
October 9-15
American Yacht Club
Rye, New York



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PRESIDENT'S LETTER

The summer regatta season is almost here! The winter results show near record participation. It is a great attribute for the continuing growth of the J/70 Class.

On the west coast, we had a good turnout at the San Diego NOOD. Three junior teams competed for a qualifying spot at the Youth Championship this summer in Newport, RI. Congratulations to Lucas Pierce and crew of team Cake for the win and a chance to compete! It is important for the growth of our Class to continue the promotion of these events that invite our young sailors. Also, congratulations to west coast local Bruce Golison from ABYC on team Midlife Crisis for placing first at the Annapolis NOOD.

The 2017 International Women's Keelboat Championship (IWKC) will be contested outside the United States. Inaugurated in 1985, the revitalized Championship, organized by US Sailing, will offer women sailors an opportunity for high quality racing in J/70s on the international stage. The top American boat will also be the U.S. representative at the 2018 Sailing Champions League World qualifier.

The J/70 Class continues to grow around the world as J/Boats Argentina, based in Buenos Aires, becomes the next licensed builder for J/70s. Orders already in for 20+ boats.

For a change, we have determined that our Midwinter Championship next year will be held at Coral Reef Yacht Club in Miami, FL. This should be a great way to round out the winter sailing before boats head up the coast. All dates can be found on US Class website calendar.

After a long winter and a great start to the sailing circuit, it is nice to enjoy time closer to home with family and friends. As a father of teenagers, it's difficult to find an activity we can share as a family. Fortunately, the kids and my wife enjoy sailing, and we have competed in a few close-to-home regattas as a family. I hope everyone is in for a great summer of sailing their J/70, and please feel free to reach out to me or any of the board members for support.

See you on the race course!

Craig Tallman,
USJ70CA President





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PURE POWER

2017 NORTH RESULTS:

KEY WEST ... 1,3,4,5,8*,9,10

DAVIS ISLAND #2 ... 1st Place

DAVIS ISLAND #3 ... 1,2,3,5 / 1st Corinthian

MIDWINTERS ... 1,2,3,5*,8,9 / 1st Corinthian

SCYA MIDWINTERS ... 1*,2*,3*

CHARLESTON RW ... 1,2*,5,6,7,8,9

BACARDI MIAMI ... 2,3*,5,6,8,9 / 1st Corinthian

ANNAPOLIS NOOD ... 1*,2,4,6,8*,9,10 / 1st Corinthian

SAN DIEGO NOOD ... 1*,2,3* / 1st Corinthian

ST PETE NOOD ... 1,2,3*,4,6,9,10

AMERICAN YC SPRING #1 ... 1,4,5,6

MONACO SERIES #2 ... 2,4,5,6,7,8,10*

ALCATEL CUP #1 ... 1,4,5,6,7,9,10

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American Yacht Club Hosting 2017 J/70 NORTH AMERICAN CHAMPIONSHIP

**J[®]
70**

Photo courtesy of Tim Wilkes

Any Colour, a J/70 owned by Scott and Alex Furnary, captured the J/70 title in the 2017 American Yacht Club Spring Series, compiling 25 points over 11 races to top Daan Goedoop's *Locomotion*.

As the sailing season continues, look for excitement in the J/70 Class to build in advance of the 2017 J/70 North American Championship, hosted by American Yacht Club in Rye, NY, from October 9-15. The American Yacht Club Flag Officers, Board of Trustees and members wish to invite all J/70 teams to compete in this regatta and are pleased to welcome all skippers and crew to enjoy the club's exceptional facilities. American Yacht Club has a long history of

hosting high caliber regattas conducted by an experienced race committee, supported by state-of-the-art and well-maintained equipment. The club anticipates having a very large and competitive fleet for this event.

The Notice of Race is available online and can be accessed on Yacht Scoring using the following link: <http://www.yachtscoring.com/emenu.cfm?eID=2992>

American Yacht Club will be hosting two other regattas leading up to the J/70 North American Championship that will provide competitors with six additional days of racing in the same location to prepare for the event. All J/70 sailors are

J
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invited to enter the American Yacht Club Fall Series scheduled for September 23, 24, 30 and October 1, as well as the High Performance Regatta (HPR) that will be held on October 7-8. Information on the 2017 American Yacht

Club Fall Series can be found here: <https://www.yachtscoring.com/emenue.cfm?elD=2994>.

Both the Fall Series and HPR regattas will feature separate, one-design class starts for J/70s, giving competitors the opportunity to practice and race their boats at the same venue as the North American Championship.



Located on Western Long Island Sound, American Yacht Club is just 40 minutes by train from midtown Manhattan and accessible by car in less than an hour from all three major New York City area airports. The club

offers the requisite amenities desired by competitive sailors, including a full-service dining room, bars, showers, locker rooms, moorings and launch service, fresh water, fuel, as well as two hoists and a ramp for launching and haul-out. More information can be found on the club website at www.americanyc.org.



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.





Preparing for Success

By Patrick Wilson, *Catapult*

I am going to discuss a few important topics on boat preparation, as well as the process my team and I go through on our boat *Catapult* prior to the first race of each day. As with many things in sailing, there is no absolute right or wrong way to prepare for a regatta. The key is finding a routine that works best for you and your team. Sailing is a complex and complicated sport that involves countless variables both in and out of your control. Whether you are competing in your local weekend event or a major international regatta, planning and preparation can be used to give yourselves the best opportunity for success.

Boat Preparation

1. Rig Tune

Having a proper and repeatable base setting for your rig is critical to boat speed. Make sure to use the correct tuning guide depending on which brand of sails you use. In my experience, all the guides are quite accurate and a good place to start. They are a guide so make minor tweaks and changes over time to fit your boat and style of sailing. One important thing to note is lower tension. Most current guides require the lowers to have fairly low to no tension at base. I have experienced it to be quite hard to get the lowers perfectly even at the dock. When setting a new base, site the rig from tack to tack while sailing. The dock tune will get you close, but do not hesitate to add a half turn to one side and take a half turn off the opposite to get the mast in column while sailing. Once you have established your base, calipering the rig is the next step. Using calipers, measure the distance between the studs of the turnbuckle for the lower, uppers and forestay. On *Catapult*, we write the numbers on the deck next to each shroud in a permanent marker. With these numbers, it is easier to tune the boat from the

time you first step the mast, as well as day to day during an event. Also, if you ever lose track of turns on the water, you can easily get back to base.

2. Know Your Settings

One of the easiest and most commonly overlooked practices in boat preparation is having meticulous marks and number scales on everything. The ability to have easily repeatable settings on all major sail controls is critical to maintaining good boat speed. Taking the time to accurately and symmetrically mark your boat is something everyone can do that will sharpen your learning curve and keep you going faster more of the time. Off of the starting line, around the leeward mark, and from tack to tack, the ability to get in your mode quickly is critical and starts with good marks on the boat. Listed below are some of the more important marks to have.

Tack line: Mark the tack line when the tack is at the end of the pole with the pole fully extended. This will allow you to accurately prefeed the tack on the offset leg.

Outhaul: Using a piece of shockcord tied to the end of the boom and tail of the outhaul line will allow the outhaul to float along the boom. Then, using a silver permanent marker, you can draw a number scale on each side of the boom.

Cunningham: A number scale on the mast corresponding to the mainsail tack has worked well in my experience.

Jib halyard fine tune: A number scale on the mast behind the halyard cleat along with whip marks on the fine tune will allow you to keep track of your jib halyard tension. By tightening the jib halyard before furling in light air will greatly improve the furl and help the jib last



longer. Without these marks, it is difficult to know where to ease the halyard before rounding the leeward mark.

Jib sheet/deck marks: As the jib trimmer, I rely on these marks a great deal. When marking the grid on the deck, it is important to ensure the marks are even; a best practice to do this is measure from the forestay or jib track to either side. It is beneficial to have two marks on each side of the jib sheet—one for the sheet tension (leeward side grid) and one for the weather sheet (weather side grid). It is important to confirm that the marks are equal on both sheets. I do this by laying them out on the dock side by side. Also, when replacing the sheets, make sure to use the current sheets' marks to make your new marks.

Spreader marks: I would recommend having three marks on each of your spreaders; the positions of the marks my team uses can be found in the North tuning guide. In most conditions, I trim the jib between the inner and middle mark.

Pole out/spin halyard: A well-known practice is to mark the pole and spinnaker halyard to easily know the spinnaker is all the way up and max projected.

3. Boat Diet

Going through your boat prior to regattas and only taking required equipment, minimal tools and spares is a good habit to get into. Over time, we tend to acquire more stuff and before you know it, the boat is full of unnecessary items. Between regattas, most of the J/70s are used to store sails, gear, spares, tools, etc. that gets left on the boat during races.

Pre-Race Preparation

As previously mentioned, having a routine prior to the first race of each day will not only give you a tactical look at the conditions for the day but also gives you a chance to warm-up so you can be confident going into the first race. Below is a quick look at our process on *Catapult*.

1. Timing

Depending on the venue and distance to the race course, we leave the dock to ensure we are at the starting area between 45 minutes to one hour prior to the first race. This ensures we have an adequate amount of time to prepare for the day.

2. Upwind/Tuning

On the way to the race course, it is the ideal time to estimate the rig tune based on the current conditions. It is quite easy to convince yourself as a team that everything feels good going upwind without lining up against another boat. I have made the mistake of going upwind without lining up against another boat, only to realize during the race that our upwind speed was below average. Often times, the mistake made is to keep sailing in the lineup even when your setup is off. You can always find another lineup. When setting up the jib, you have four basic controls: sheet, weather sheet, jib lead and halyard. The halyard ranges from wrinkles all the way to the back of the first panel to just past 0 wrinkles as the tightest. When setting up the sheet and lead, I like to first trim the jib in until the leach is at my usual mark on the spreader. Next, I adjust the car until I have the appropriate amount of foot depth depending on the conditions and the amount of weather sheet. I flatten the foot in flat water and add more depth as the wave state increases. Typically, the jib lead ranges between 5-7 holes showing on the track (North jib). The use of the weather sheet varies vastly across the Class. Some teams use almost none, while others are all the way in to the cabin house. Some conditions are more suitable for weather sheeting than others. Flat water or light to medium breeze is the most ideal. There is a tradeoff—the more weather

sheets you pull on, the further the car has to be moved aft to compensate for the foot becoming too round. In straight line speed with the car back, max weather sheet can be quite fast. However, off the starting line, at leeward mark roundings and coming out of tacks, accelerations can be compromised because you cannot ease the jib without losing the top of the leech. Ideally, I stay somewhere in the middle with the ability to pull on some weather sheet, but also with the ability to ease the jib and go fast forward when needed. Once the jib foot depth is appropriate and you are on your spreader mark, it's likely your jib is trimmed correctly.

3. Downwind Run

After we are satisfied with our upwind setup, we return downwind to the starting line. Our typical spinnaker set involves prefeeding the tack to its mark and hoisting the halyard while simultaneously pulling the pole out. It is essential that the driver is placing the boat at the proper angle out of the hoist for a quick exit out of the offset. Having telltales on the shrouds will give you a great sense of where the bow should be, whether its bow up and planing or VMG running. Also, it is important to not rush the furl; bad furls are detrimental to the jib. If the jib sheet is released as the spinnaker is hoisted, the spinnaker will fill and give you time to furl when the bow is at the suitable angle. Downwind for me is all about communication between the driver and trimmer. It takes time to find your rhythm, but when in doubt, communicate more. On the run back to the starting line is also the time to identify planing or displacing and weight placement for a neutral helm.

4. Starting Line Preparation

Now that we are pleased with our speed and setup, we shift our focus to the starting line. In the last few years, pinging the line has become instrumental for starting. When pinging, it is important to have the boat at your approximately close hauled angle and boat speed at a minimum. As the GPS updates twice a second, having the boat at a slow speed and avoiding drastic course changes are crucial to an accurate ping. It is important to pay close attention to conditions that will make pings inaccurate. For example, Charleston in changing tides, offshore in big waves, changing wind velocities or a dragging anchor can all make the ping inaccurate. When possible, sailing up to the middle of the line to check the ping is always beneficial. Having a line sight as a backup and being aware of when the ping is off can save your regatta.

5. Final Rig Check

With around 10 minutes to the start, my team has a discussion about the rig. Discussing changes since the lineup, along with forecast trends for the day (dying verses building breeze) will help hedge your bets since you don't have the ability to change the rig during the race. If you do make a change and time allows, always go upwind even if only for 30 seconds and test the new setting.

Conclusion

Proper preparation is key for success. It allows you to focus on tactics and have confidence in your marks for boat speed once on the race course. It also helps minimize the risk of gear failures and other malfunctions during races, allowing you and your team to have the most success and enjoyable time racing.



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2017 International Women's Keelboat Championship Comes To Mexico: US Sailing Accepting Applications From Teams All Over The World

For the first time in event history, the storied International Women's Keelboat Championship (IWKC) will be contested outside the United States! The revitalized championship, organized by US Sailing, will offer women sailors an opportunity for high quality racing in J/70 boats on the international stage. Club de Vela La Peña A.C. in Valle de Bravo, Estado de Mexico, Mexico will host this championship on August 14-19, 2017 and will be providing the J/70s for the event.

Up to 20 teams will be selected through an application process. The goal is for half the teams selected to represent North American countries and half will represent countries from around the world. The top American boat will be the U.S.

representative at the 2018 Sailing Champions League World qualifier. International teams are encouraged to apply.

Additional 2017 IWKC Application Information:

- Notice of Race and the application form are posted online
- Application is by resume (please attach your sailing resume)
- Application fee is refundable if you are not accepted

To ensure fast and competitive racing, the round robin format for the championship features team rotations after every five races. Each team will race an equal number of races against the other teams. Races will be approximately 15 minutes in duration. The host club will ensure quick rotations and on-the-water umpiring, in addition to a quality viewing experience for spectators.

Learn more and register at <http://www.ussailing.org/racing/championships/adult/iwkc/>.

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

onedesign@doylesails.com

978-740-5950

Photo Credit: Allen Clark/PhotBoat

J/70 TECHNICAL COMMITTEE REPORT

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Manufacturer's Declaration

Why don't J/70s have measurement certificates? As a manufacturer controlled Class, J/70s are built in accordance with manufacturers specifications, and only very limited changes are permitted to be made after original manufacture. Very simple: "You can't change the boat!" J/70s are not measured in the traditional sense of a measurement with a tape measure and other tools against a specified set of parameters. In fact, our Class Rules have virtually no measurement parameters except the weight of the boat and the measurements of the sails.

But isn't it necessary to have my J/70 measured? Ah, very good question! Although many of us refer to "measurement" as part of the process at major events, our boats are actually going through "equipment inspection" rather than measurement. Only our sails are measured. Our boats, including the hulls, keels, rudders, spars, rigging and fittings are being "inspected," not "measured." One purpose of inspection is to be sure all the required equipment is on board. Another purpose is to weigh the boat to be sure it meets the minimum weight requirement. And a very important purpose of the inspection is to be sure there have been no alterations to the boat from the time of its manufacture. The only exceptions are changes specifically permitted in the Class Rules or building specification, or changes specifically permitted through a manufacturer approval process. In the case of approved exceptions, such as major repairs, those must be recorded on the Manufacturer's Declaration.

Wait-what the heck is a Manufacturer's Declaration? Ah, another great question. And how quickly we all forget! Some of you may remember receiving a Manufacturer's Declaration. Your Manufacturer's Declaration is probably buried in a J/70 file in the back of your file cabinet.



The Manufacturer's Declaration is the official Class record of the ownership of the boat and the history of its legal status under the Class Rules. It is issued by the Class Association, and contains all the information required by the Class Rules (section A.10.1), including the owner, hull id number, sail number, weight, and any modification, maintenance and repair details.

There are a number of situations that require an owner to obtain a new Manufacturer's Declaration. One is change of ownership, so anyone who buys a used J/70 should obtain a new Manufacturer's Declaration. You will also need to obtain a new Manufacturer's Declaration if there are any changes to the boat affecting its weight, or any repairs or modifications to the hull, keel, rudder or rig requiring manufacturer's approval under sections D.2.5, E.2.2 or F.2.3 of the Class Rules.

The Class has recently revised the standard form of Manufacturer's Declaration. The form has been updated to be sure it captures the full range of required information in a concise manner. When we go to regattas in the future, it is likely that we will be asked to provide a copy of our Manufacturer's Declaration. And now you have some inkling as to why you are asked for a Manufacturer's Declaration and not a measurement certificate! If you want to be ahead of the curve and be ready when you are asked for your Manufacturer's Declaration, it's probably a good idea to check your file cabinet, pull out your Manufacturer's Declaration and stick it in your travel folder. If you can't find it, it's simple—just contact the Class Office and get one!



Look for more about the Manufacturer's Declaration coming on the Class website soon.

New T-Bar Fitting for Headstay Attachment

Some owners have noticed that the upper swivel on their jib furler system can come into contact with the mast and cause some wear over time. This wear occurs a few inches below the headstay attachment point on the mast. Usually, the wear can be avoided by placing a rubberized wear patch on the mast at that location. Now there will be another solution. Southern Spars is coming out with a new upper T-Bar attachment fitting which connects the upper swivel and headstay to the mast. This fitting is 25 millimeters (1 inch) longer than the original standard

fitting, so it should alleviate any tendency of the upper swivel to come into contact with the mast. The top of the new fitting will insert into the mast, while the bottom of the fitting attaches to the upper swivel using the same pin that attaches the current swivel. After the new fitting is installed, the headstay will be longer by 25 millimeters, which can be offset by shortening the turnbuckle at the bottom of the headstay by a corresponding 25 millimeters. Because this is a manufacturer supplied standard part, it is fully approved for purposes of our Class Rules. You should be able to obtain one of these new fittings in the near future by contacting Southern Spars.

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Fleet 2 Newport **By Suzy Leech**

Narragansett Bay will be the site of a number of great regattas this summer, with two new events and easy access to the Corinthian Nationals in Buzzards Bay, MA.

First up this summer: the New York Yacht Club at long-last added a one-design regatta to their annual line up. The June 3-4 NYYC One-Design Regatta (<https://nyyc.org/yachting/racing/nyyc-one-design>) may move to a different weekend in future years (to hopefully not conflict with Cedar Point).

Bacardi will be returning with Newport Sailing Week June 24-26 (<http://www.newportsailingweek.com/>), and Sail Newport will be hosting the New England Championship at the Newport Regatta July 7-9 (<http://www.sailnewport.org/regattas/newportRegatta/2017newportregatta>). Both NORs are up, and registration is open.

August will see the Corinthian Nationals only an hour away at the Buzzards Bay Regatta August 4-6 (<http://www.buzzardsbayregatta.com/>), and the J/Fest New England has relocated to Sail Newport for a great family event, to be held August 12-13 (<https://2017.jfestnewengland.com/>). J/Fest will also concurrently host the inaugural J/70 Youth Champs (<http://www.jboats.com/j70-youth-championship>). The goal 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 a fully equipped J/70, with sails and trailer, provided "free of charge" by J/Boats, to the winning club and its membership for 12 months.

Contact Sail Newport if you are looking for summer storage...the North lot fills up early!

Fleet 9 Marblehead **By Daan Goedkoop**

Our 2017 sailing calendar is cemented in stone! This year's sailing season will likely be special and different from those in the past because many of us will be competing in the New England regional racing circuit. Between now and the end of June, our fleet will focus on light racing and participating in clinics to improve performance in preparation for regional qualifiers for the 2018 World Championship, hosted by Eastern Yacht Club in late September 2018.

Marblehead's J/70 Fleet 9 is in its fifth year with 20 boats expected for the 2017 summer. Our racing kicked off on May 28 and goes through September 30, mostly held on Saturday afternoons. Given that the 2018 World Championship will be contested in Marblehead waters, we encourage teams who want to become familiar with the conditions to join us in 2017 and next year. For 2017, the two key regatta dates are:

- Marblehead NOOD, July 28-30, hosted by Corinthian Yacht Club
- Storm Trysail Club Ted Hood Regatta, August 25-27, hosted by Boston Yacht Club

Last year, we enjoyed a fleet of 28 boats at the NOOD, and this year we expect more than 17 boats at the Ted Hood.

The three primary yacht clubs in Marblehead work together to make the NOOD and Ted Hood regattas easy logistically for the racers. The Eastern Yacht Club has showers, a gin-pole, two hoists and a ramp with the most available parking. Alternative full boat yard services are available at Marblehead Trading Company, located at 89 Front Street (781-639-0029).

No matter which club you choose to sail from, all trailers and boats can be stored in the Marblehead High School parking lot about 1/2 mile away. Competitors can access the clubs' launches to get to the respective club for social events and

awards. All three yacht clubs have exquisite bars and porches!

In addition to the accommodations at the three yacht clubs, there are many other Inns, B&Bs or hotels in town or nearby Salem or Peabody.

Information is easily found online:

<http://www.visitmarblehead.com/innsaccommodations.html>

<http://salem.org>

If you have any questions or concerns, contact one of Fleet 9's officers:

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Frank_mcnamara@icloud.com
- Cindy Smith, Secretary/Treasurer,
c-jsmith@comcast.net

Fleet 13 Southern Lake Michigan By Amy Neill

Many of our boats travelled this winter and are beginning to start sailing in Chicago for the summer. The season began on May 20 for the RYF series, which is Saturday racing for the local fleet. We have 15+ boats in our fleet and will see varying numbers during the regular season. The next regatta in Chicago is NOODs June 9-11, followed by the Verve Cup Inshore on August 26-27. We are hoping some out of town boats will join our fleet for these events. We have two junior teams signed up for the NOOD. Some of our fleet are planning on traveling to the Bayview One Design and Little Traverse YC UGotta Regatta.

Fleet 16 Fishers Island Sound By Brad Gibbs

Representatives from Fleet 16 worked their way north from Tampa with John Brim's *Rimette* finishing in third place at the Midwinters in St. Petersburg, both Brad Gibbs' *Glide* and *Rimette* competing in Charleston Race Week, and *Glide* and *Polar* (skippered by Doug Clark) competing in the Annapolis NOOD. Selected fleet members will be participating in the NYYC One Design Regatta on June 2-4 and New Englands on July 7-9, both in Newport, RI, and an active summer season of Fleet 16-sponsored racing is planned on Fishers Island Sound with 17 days of racing scheduled between June and early September.

Fleet 24 Cape May NJ By Bob Herzog

Fleet 24 is getting ready to start our summer season. We have a full slate of club racing and some local regattas. In June is the famous Dead Crab Regatta. Any and all are welcome to Cape May, and sail out in the ocean with us on June 17-18 (<https://www.yachtscoring.com/emenu.cfm?eID=4226>). In July, we also have a fleet at the Leukemia Cup in Ocean City, NJ on July 15-16 (<https://www.yachtscoring.com/emenu.cfm?eID=4065>).

Fleet 25 Harbor Springs, MI By Polk Wagner

Summer 2017 Preview: As we enter just our fourth summer in Harbor Springs, the family-oriented J/70 fleet has grown to 11 local boats(!) for 2017, with several regular visiting fleet members from Chicago and Detroit expected to join us for part of the season as well. The fleet plans an active racing and social schedule including racing and BBQs on Tuesday evenings and Saturday afternoons. We plan to reprise our popular Fleet Development Day to help build the skill level of the entire fleet. Once again, the J/70s will be by far the largest and most competitive one-design fleet in the LTYC UGotta Regatta in Harbor Springs July 28-30, and we'll race

our Summer Championship series at the end of August. This off-season, several Fleet 25 members competed at: the J/70 Worlds, the J/70 Corinthian Nationals, the J/70 Midwinters, the St. Petersburg, Chicago and Annapolis NOODs, the Miami Bacardi Cup, Bayview One Design and Charleston Race Week. A new initiative we're trying this summer is a systematic effort to recruit and develop crew for the growing fleet. The details are being worked out, but will likely include orientation sessions and crew receptions. We'd welcome any thoughts, ideas or advice from others. The Fleet 25 web page is here: <https://ltyc.org/racing/j70/>.



J/70 Class Rules Updated with Clerical Changes

World Sailing has approved the clerical changes to the J/70 Class Rules.

The new version with these changes is now posted on World Sailing's website at <http://www.sailing.org/33242.php>

and on the IJ70CA website at <http://www.j70ica.org/class-office-rules>.





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 <https://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@buzzards-bayregatta.com with any questions.



2017

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 Bill Volk Regatta

June 10, 2017 to June 11, 2017

Where: Keyport Yacht Club, Keyport, NJ

2017 Cleveland Race Week/Great Lakes Championship

June 16, 2017 to June 18, 2017

Where: Edgewater Yacht Club, Cleveland, OH

2017 CYCCM Dead Crab Regatta

June 17, 2017 to June 18, 2017

Where: Corinthian Yacht Club of Cape May, Cape May, NJ

2017 Long Beach Race Week - West Coast Championship

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 Screwpile Lighthouse Regatta

July 14, 2017 to July 16, 2017

Where: Southern Maryland Sailing Association, Solomons Island, MD

2017 Ocean City Yacht Club Leukemia Cup

July 15, 2017 to July 16, 2017

Where: Ocean City Yacht Club, Ocean City, NJ

2017 J/Fest Great Lakes

July 21, 2017 to July 23, 2017

Where: Ashbridges Bay Yacht Club, Toronto, Ontario Canada

2017 Fiesta Cup

July 22, 2017 to July 23, 2017

Where: Santa Barbara Yacht Club, Santa Barbara, 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

J/70 2017 - 2018 CALENDAR

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 International Women's Keelboat Championship

August 14, 2017 to August 19, 2017
Where: Club de Vela La Peña A.C.,
Valle de Bravo, Mexico

2017 Storm Trysail Club Ted Hood Regatta

August 25, 2017 to August 27, 2017
Where: Boston Yacht Club, Marblehead, MA

2017 Verve Cup Inshore

August 25, 2017 to August 27, 2017
Where: Chicago Yacht Club, Chicago, IL

2017 King Harbor Race Week

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

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 East Coast Championship

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

2017 (216) Regatta

September 30, 2017 to October 01, 2017
Where: Edgewater Yacht Club, Cleveland, Ohio

2017 American Yacht Club Fall Series

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

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

2017 US Adult Sailing Championship for the Clifford D. Mallory Trophy

November 09, 2017 to November 12, 2017
Where: St. Petersburg Yacht Club,
St. Petersburg, FL

2017 - 2018 Davis Island Winter Series (Event 1 of 3)

December 08, 2017 to December 10, 2017
Where: Davis Island Yacht Club, Tampa, FL

2017 - 2018 Davis Island Winter Series (Event 2 of 3)

January 05, 2018 to January 07, 2018
Where: Davis Island Yacht Club, Tampa, FL

2017 - 2018 Davis Island Winter Series (Event 3 of 3)

February 09, 2018 to February 11, 2018
Where: Davis Island Yacht Club, Tampa, FL

J/70 2017 - 2018 CALENDAR

2018

2018 J/70 Midwinter Championship

February 23, 2018 to February 25, 2018
Where: Coral Reef Yacht Club, Miami, FL

2018 J/70 Corinthian National Championship

April 26, 2018 to April 29, 2018
Where: Fort Worth Boat Club, Fort Worth, TX

2018 J/70 North American Championship

May 14, 2018 to May 20, 2018
Where: Club de Vela La Peña A.C.,
Valle de Bravo, Mexico

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

J/70

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



J/70 WORLDS
Eastern Yacht Club

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