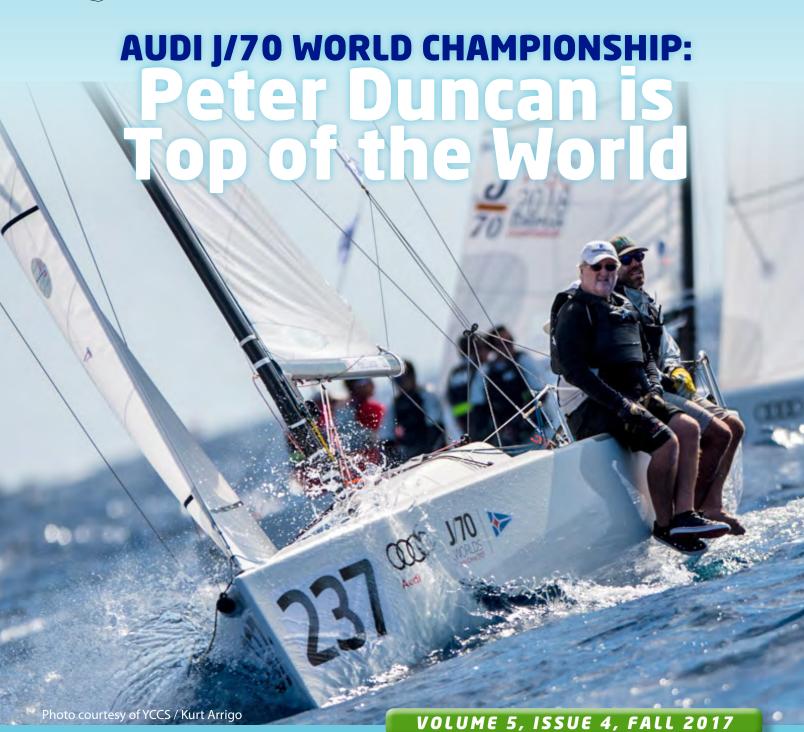
J. MOMENTUM 70 MARKET M





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PRESIDENT'S LETTER

J/70 Owners, Crew, Friends,

I wanted to reach out as your newly elected President of the US Class. I am honored and excited to be representing our Class for 2018. I am based in Southern California, but plan to stay in touch with owners and sailors in all areas. The J/70 seems to be the choice for one-design sailors in our sport. My goal is to grow the 28 fleets we have today and attract new owners to join the fun.

We have an active race schedule around the country, culminating with the World Championships in Marblehead in September. The North Americans in Mexico and the Corinthian National Championship are great opportunities to represent the Class.

I will be working with the Executive Director, Executive Committee and Fleet Captains to standardize our boat, promote regattas and grow the Class.

Please feel free to reach out with any ideas or suggestions as the year progresses.

Good Sailing,

Jim Murrell
USJ70CA President
jimmurrell30@hotmail.com







With numerous general recalls, the black flag in play and a full-on foam up, the Audi J/70 World Championship had a thrilling climax to remember for years to come on September 16. With sparkling sunshine, a significant sea state, and a warm westerly breeze piping up to a ballistic 30 knots, the world's largest championship sportsboat fleet enjoyed a fantastic finale. Peter Duncan is the Audi I/70 World Champion, after a stunning performance, scoring podium finishes in every race, including three race wins. American Brian Keane's Savasana scored a second in the final race, moving up to runner-up for the Championship. Italian Luca Domenici moved up to third in the final race. Italian Claudia Rossi's attempt to become the first female helm to win the title was ended with a black flag in the final race. The Audi 1/70 World Championship was organized by the Yacht Club Costa Smeralda, in collaboration with the J/70 International Class Association, title sponsor Audi and official sailmaker Quantum Sails.

GOLD FLEET:

Audi J/70 World Champion: Relative Obscurity (USA) Peter Duncan, Victor de Leon, Willem Van Waay, Jud Smith Second: Savasana (USA) Brian Keane Third: Notaro Team (ITA) Luca Domenici

Gold Corinthian Class Winner: White Hawk (ITA)

Gianfranco Noè

Second: Marnatura (ESP) Luis Bugallo Third: Give Me Five (FRA) Robin Follin

Silver Fleet Overall Winner & Corinthian Winner: Noberasco Das (ITA) Alessandro Zampori.

"Awesome! Top of the world!" exclaimed Peter Duncan dockside at the Yacht Club Costa Smeralda. "It is a great feeling. I have sailed with some great guys, we had a great event, and everything seemed to go our way. It was just one of those weeks. It is hard to put into words how I feel now, but this was just exceptional.



This fleet has some really great talent, and the organizers and the yacht club have done such an amazing job. Most of all, I want to credit the crew–Victor, Jud and Willem have been just fantastic." Runner-up was *Savasana* (USA) Brian Keane. "We chartered the J/70, so we are really pleased to have come second in the Championship. I have been racing in the Class since the beginning, and now that we have fleets racing J/70s all over the world, the standard is just amazing, and so is this regatta. A world record keelboat fleet in superb surroundings."

Top team for the host club, YCCS, and first team with a female helm, was *Petite Terrible* (ITA) Claudia Rossi. "Peter Duncan is a worthy World Champion. His team sailed the best this week. Our fourth position is better than fifth in the last World Championship, so maybe I will not win for three years!" laughed Claudia. "However, I will be in Marblehead for the 2018 J/70 World Championship."

The closing ceremony and awards for the Audi J/70 World Championship was held at the Piazza Azzurra. YCCS Commodore Riccardo Bonadeo spoke about the event before presenting prizes to the winners. "Congratulations to all of the winners at the Audi J/70 World Championship. This is a special year for the YCCS, as we are celebrating our 50th anniversary. Over the years,

we have hosted many World Championships. However, this is the largest World Championship fleet hosted by the Club in all of those years. It has been a pleasure and an honor to welcome 162 teams from 25 different countries to enjoy the fantastic sailing grounds of the Costa Smeralda and the clubhouse at the YCCS. I would like to thank Audi, the title sponsor of this event and our partner for a long time, which supports us in so many of these new challenges. I also want to thank the 1/70 International and Italian Classes, the owners, their crews, the Race Committee, the International Jury and all the YCCS staff. We hope that all of the competitors will come and race again with the club in the very near future." For more event news, photos, videos, official documents and results from the regatta, visit http://www.vccs.it/en/regate-2017/info/audi_ i70 world championship-250.html.

Day 1: Mistral winds prevented racing. The strong northwesterly wind failed to ease during the day on September 12, and after a series of updates via VHF, racing was finally called off at 1300 by the Race Committee. In the morning, Quantum Sails' Marty Kullman gave a weather briefing to competitors on the Piazza Azzurra, Yacht Club Costa Smeralda, saying, "The wind speed is way over the Class target, and after several days of high winds, there are some massive waves out there."



Day 2: The Mistral winds continued to batter the Costa Smeralda for the second day. The strong northwesterly wind came tantalizingly close to dropping to the 25 knot Class limit. Principal Race Officer Mark Foster continually updated the fleet, but the wind refused to subside, and racing was called off for the day at 1500. Olympic Gold medalist and multiple World Champion Jonathan McKee was racing with Texan Glenn Darden on Hoss. McKee has an intimate knowledge of heavy weather sailing, and revealed some useful tips for racing a J/70 in high winds. "The main thing is to keep it simple and safe," commented Jonathan. "When it's over 20 knots, you should try to minimize maneuvers and sail in your own water if you can. Upwind, the key to speed is a lot of coordination between the main and jib to keep the balance of the boat correct. In the bigger puffs, you might ease the jib so it isn't pulling the bow down. You should have a fairly neutral helm with the driver steering aggressively to keep the boat on its feet. Downwind, it is important not to tip over by being aware of gusts and by putting as much weight out as you can."

Day 3: The world's largest sportboat fleet finally commenced racing. Duncan's *Relative Obscurity* led after three races. Rossi's *Petite Terrible* was

second and Franco Solerio's L'Elagain third. In the Corinthian Class after Race 3: Noè's White Hawk, Robin's Give Me Five, and Bugallo's Marnatura. Under clear blue skies with a westerly breeze ranging from 12-20 knots, three races were held on the beautiful Costa Smeralda. The sight of 162 teams gathered on the race course was nothing short of spectacular, a gigantic festival of yacht racing. The fleet would not return for over eight hours of intense competition, saltencrusted and elated by the experience. I/Boats' Stuart Johnstone, racing with Henry Brauer on the American entry Rascal, spoke about the first day of racing at the Audi J/70 World Championship, "It was an extraordinary feeling leaving the harbor. I was thinking back to the golden days of the J/24. I was filled with family pride, seeing so many sailors going out there to enjoy a spectacular day of sailing. Out on the race course, we could recognize the depth and talent of the fleet. If you fell out of the top tier, it was very difficult to claw your way back before the top mark. Downwind, the classic post-mistral conditions meant there were big lulls as well as big puffs, which is very challenging. Packs of boats kept passing each other with sometimes 50% difference in boat speed."



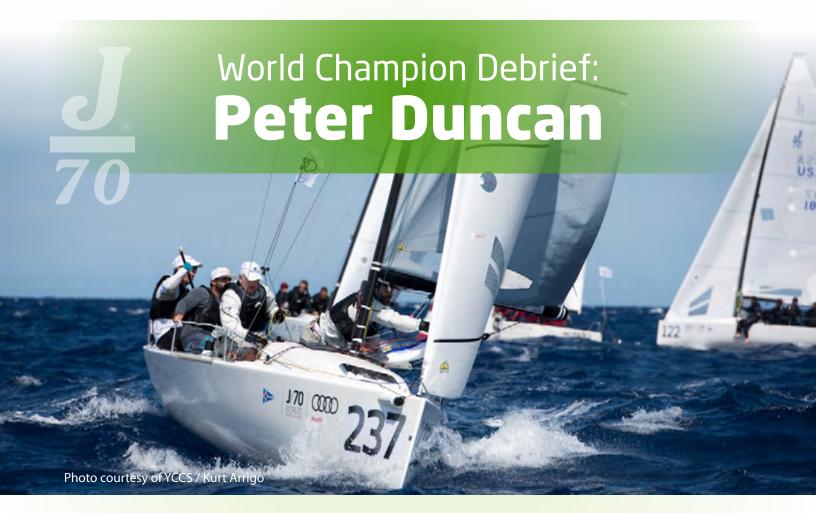
Day 4: The Championship moved up a gear, as the fleets were split into Gold and Silver Fleets. The Friday early morning westerly Mistral wind unexpectedly piped up to over 20 knots before the start of racing, but by the end of the day, a southerly wind caused the second race to be abandoned, and racing was shortly called to a halt. Four races total had been held, constituting a series, with one day to go. Duncan's Relative Obscurity held a 10-point lead. The top three for Friday's Gold Fleet race were all American. Peter Cunningham's *Power Play* won in shifty conditions. Despite not getting a great start, Cunningham's team, with Argentinian Lucas Calabrese calling tactics, came back to cross the finish line in first position. Duncan's Relative

Obscurity was second, scoring their fourth podium in the regatta. Brian Keane's Savasana made it a 1-2-3 for the Stars and Stripes. In the Silver fleet, Michael Grau's team from Hamburg, Germany racing Paint It Black won Friday's race. "We still had the Mistral wind, but it was lighter," commented Relative Obscurity's Jud Smith. "We thought the right would pay, and it did. We rounded the top mark in second. In all my years, I have never been in a keelboat fleet this big. However, now we are in a fleet of about 80, and that is similar to last year's Worlds. I guess the popularity is down to the fact that the 1/70 is a great boat, and it suits people of different sizes, gender, and ages, and it's great to see a lot of young people at the regatta."





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Momentum: Congratulations on beating 161 other boats! Not many people can say they have done that, but you prepared extensively for this event. Tell us about *Relative Obscurity*'s preparations leading up to the Championship.

Peter Duncan: The road to the Worlds began with Key West Race Week. As I was also campaigning the Etchells and messing around a bit in Melges 24s, we were interlacing a number of other events as well. From last Thanksgiving to the middle of October, I was on the water over 100 days. After Key West, we did Bacardi, Europeans, New Englands, Italian Nationals and the Ted Hood leading up to the Worlds. Prior to all these events, the team practiced for a minimum of two days, which afforded us the opportunity to not only become acclimated to the particular venue, but more importantly making sure we were happy with the boat(s). The time in Europe was incredibly essential to our success, in that we sailed in very heavy breeze conditions at Howth, and we saw how strong the caliber of the field was going to be at for the Worlds, in Scarlino.

Momentum: It's been said that Costa Smeralda is a "bucket list" place to sail. What did you learn about the conditions there that helped you score podium finishes in every race?

Peter Duncan: Costa Smeralda is a stunning place to sail, which was made even better by the way the event was put on by the club and the Italian National Committee. What we learned before the event was that the conditions could vary, but that when the breeze was on, it had a lot of meat to it. So we worked a great deal on set-up, especially traveler and jib car placement for going upwind. In addition, we focused on weight distribution and steering through the sea state that was created. Off the breeze, there was a great deal of focus on weight placement, trim and keeping the boat underneath us on all maneuvers.

Momentum: You had Victor de Leon, Willem Van Waay and Jud Smith as your crew. How did each contribute to the team as a whole?

Peter Duncan: I had an incredible group of guys sailing with me in Sardinia, which is why we ended up where we did. Vic was our tactician/ main sheet trimmer in charge of our overall game plan, as to where we are going, but also very keenly focused on our speed at all times. He did an outstanding job of keeping us out of trouble on the starting line, finding spots which gave us really good lanes off the line. Willem is a trimmer extraordinaire, responsible for the jib upwind and chute off the breeze. His constant activity on the sheet, off the breeze, afforded the ability to keep the boat on the step without having to make radical turns with the helm, which is critical in planing conditions. In addition, his sense as to when to get off a plane into displacement, and when to go Wing on Wing, is outstanding. Jud was our bow man/strategist. Not only did he do his job upfront really well with cat-like reflexes in some very difficult conditions, his view and input on our speed, set-up and placement on the race course were invaluable to our success.

Momentum: What heavy air techniques did you most utilize?

Peter Duncan: The short answer is, we worked the boat really hard. Upwind, we focused on sailing the boat flat. To do this, there is a need for constant adjustments on both main and jib sheets, and as I said before, location for main traveler and jib cars. In addition, we spent a bunch of time working on optimal inhauler trim during our training for the event. Though flat is fast forward and speed creates height, you need to pick and choose your time for going into that mode. In tight lanes after a start, a bit more heel can help keep the bow up or when you need to get someone off your hip. The other issue with sailing flat is that it can create a dead helm or a lee helm situation, so the person steering needs to pay attention. Off the breeze, our goal was to have clean exits out of each mark rounding and to be careful about the number of maneuvers we made. As such at the weather mark, we positioned ourselves so that we would have appropriate space to weather to drop our bow to make the sets easier and then would try to extend down the right-hand side of the course





until we found the right puff to take us back. At the leeward marks, we made sure we had enough time to get the chute in the boat and set ourselves up for going back on the breeze. Though it was important to try to go around the favored gate, it was more important for us to have a clean rounding and get going the other way.

Momentum: Twenty-five countries comprised the record fleet in Porto Cervo. What about the J/70 continues to attract such a large and diverse group of sailors?

Peter Duncan: It was an amazing turnout for the Worlds and great to see all the countries which were represented there. Obviously, having the event in Sardinia was really exciting for most of us, and it was clear from all of the notices it was going to be a really well-run event, which it was. The J/70 has become a great one-design Class, which is attractive to a lot of people, for the tight racing, size of boat, ability to trailer and venues where it races.



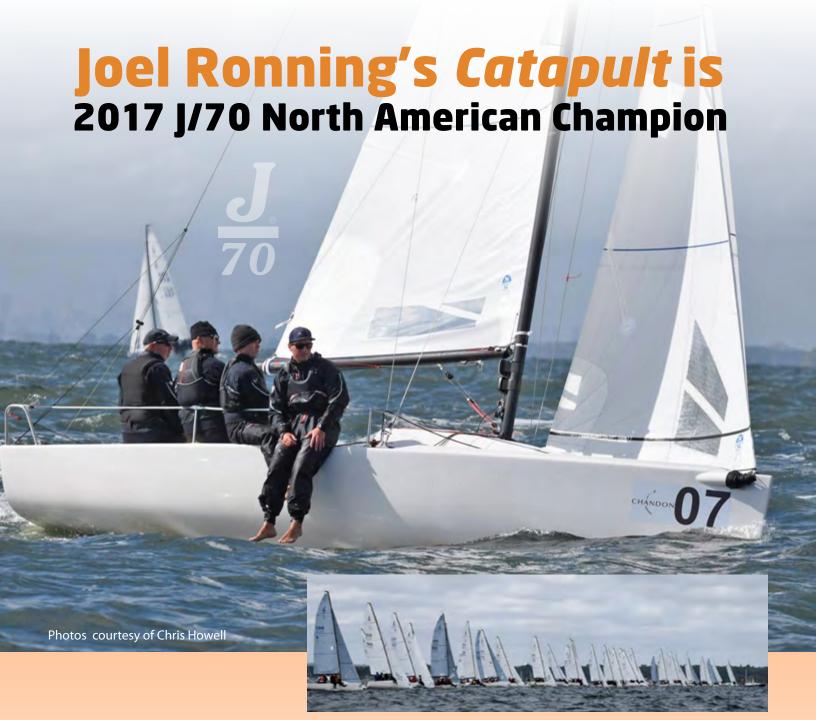


Momentum: Do you prefer 'open' World Championships or would you rather a qualification process that limits the total entrants?

Peter Duncan: I prefer as many boats on the starting line as possible. Having said that, certain

venues only have capacity for so many boats, and we have to be realistic about that. It would be great if all Worlds were open, however the flipside is that having to qualify, makes those qualifying events more exciting as well.





Peter Duncan and the *Relative Obscurity* team controlled the J/70 North American Championship from day one (not surprising, coming off a World Championship title). But there was a twist to the plot. Joel Ronning's *Catapult* never fell very far behind in points, always lurking in the shadows, ready to pounce. And pounce they did in the final race of the Championship at American Yacht Club in Rye, NY held October 9-15. A bullet in that last meeting, coupled with a 10th place finish by *Relative Obscurity* was enough to push them ahead with a three-point cushion. Conditions were challenging with a new wind direction of varying intensity, making for

a tactician's nightmare. Credit to Bruce Golison for staying in the hunt and finishing third overall with line honors in race seven. This was not an easy task with Brian Keane and Marty Kullman right on his heels. The Corinthian title was no easy achievement either. The lead swapped multiple times throughout the day, but Jenn and Ray Wulff sailing Joint Custody managed to win in the end. Berteau Group and Muse held their top three spots finishing in that order. Despite the intensifying wind as the regatta concluded, American Yacht Club hosted a wonderful awards presentation with crystal and framed photographs as prizes.

Day 1: No racing occurred due to high winds on Thursday.

Day 2: Friday morning weather conditions did not disappoint. The American Yacht Club Race Committee was able to pull off four action-packed races. The entire fleet was very competitive with the top four boats earning a bullet each. Duncan's Relative Obscurity sat in first, but Ronning's Catapult crew were right on his heels only two points back. The Midlife Crisis team from Long Beach, California, led by Golison, held third.

Only a few points separated from them are the next two boats. Sarah Renz from the Chicago Yacht Club, sailing Berteau Group, was the lead Corinthian, only one point ahead of Heather Gregg and Joe Bardenheier on Muse. The wind had been mostly out of the east all week, blowing across the longest fetch of the Long Island Sound, creating four to five-foot waves in a tight frequency. Upon reaching the docks after racing, the tired and satisfied sailors were treated to fine sparkling wine given out with white glove treatment, thanks to sponsor Domaine Chandon.





Day 3: Many throw-outs were likely used Saturday as the breeze lightened and began to turn southeast. However, leader Duncan and gang managed to stay consistent with a sixth place in the lone race. Ronning's Catapult did not fare so well, finishing in 18th place. Victor Diaz de Leon, sailing with Duncan, said, "We tried to focus on minimizing maneuvers. When we did try to tack or jibe, we did it in a puff because that makes it so much less painful." An impressive light air performance was delivered by John and Molly Baxter, sailing *Team Vineyard Vines* to a bullet. Meanwhile, competition for the Corinthian crown became fierce. The Wulffs of Annapolis Yacht Club sailing Joint Custody were equal on points with Renz. Muse was holding on just one point behind.



Full results can be found at: https://yachtscoring.com/event_results_cumulative.cfm?elD=2992. See how the excitement unfolded through photos and videos by visiting the American Yacht Club Regattas Facebook page at: https://www.facebook.com/americanycregattas/.



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North American Champion Winner's Debrief

Momentum: Congratulations on winning the North American Championship! A bullet in the last race secured this victory for Catapult. Walk us through that race.

Joel Ronning: We went into the North Americans with a couple of simple goals: improve communication/clarity of roles and focus on starting. We had just recently been to Porto Cervo for the J/70 World Championship and had not raced as a team since we were in Charleston. We found we were rusty and unhappy with our starts and mostly with the communications in the start process. We worked through a better way of laying out roles and the communications with those roles, and it made a difference. Our starts were better (not as good as we want, but better), and our communication of the racecourse from the guys on the rail was much improved. We went

into the NAs with a focus on improving as a team, and ultimately it came together better than we expected.

Momentum: The conditions on Long Island Sound featured a little bit of everything, including wind and waves and also too little wind and current. How did the Catapult crew keep the boat moving in these inconsistent circumstances?

Joel Ronning: As I said earlier, our focus was on better communication of events around us up and down the course, and I think this made a big difference. It felt like there were fewer tactical surprises regarding what was happening around us, and this gave John more information faster and allowed him to do a great job.



Momentum: Some people said that this event was a "Tactician's nightmare." How are strategic decisions made among your team?

Joel Ronning: We really divide each person's role up, and we seem to hold ourselves accountable. I don't think this was done as part of a plan, but it worked out that each person does a good job of owning their area. If we screw up, it's normal for one of us to put their hand up and say, "I owned that one." This builds trust, teamwork and confidence.

Momentum: You've put in many miles campaigning Catapult. What would you say to other owners who are hesitant to take their boats on the road?

Joel Ronning: The winter circuit in particular is great fun, and it's a great way to get an enforced

vacation! Overall, we race in great locations, and if you want to ramp up your breadth of knowledge on sailboat racing, this is the fastest way to do it!

Momentum: With a J/70 World Championship and North American Championship secured, what keeps you interested in the J/70?

Joel Ronning: I always talk to friends about what a great group of individuals we have in this fleet. We cover that gamut of people getting deeper into racing all the way to seasoned pros. The Class is also very open about sharing information, and these are the reasons the fleet is huge and growing. It's the best fleet in the world to be racing against right now. I love showing up at regattas and being a part of the friendships that have developed over the years in this Class. It's all about the people.



Dear Potential Sponsor,

We are reaching out to share this fantastic opportunity to showcase your business as a sponsor for the J70 Midwinters Championship hosted by Coral Reef Yacht Club in February 2018. The J70 is the hottest new one-design class and we expect the J70 Midwinters Championship to bring up to 70 boats from all over the world.

Sponsors of the regatta will reach an international audience of sailing enthusiasts with highly desired demographics that match your company's target market. Exposure to this impressive group of passionate, successful consumers from all over the world is truly a unique opportunity. Regatta sponsors are able to introduce their company and products to an upscale and diversified group over a four-day period.

Sponsors will be featured on the event website and through social media. During the

regatta, recognition will be highlighted in on-site banners, event literature, program advertisements and product displays.

Donations can also include promotional items, coupons and



products presented to competitors and volunteers.

We invite you to join us in support of the J70 Midwinters Championship through a variety of sponsorship options. Please contact me to discuss this great opportunity.

Thank you,
Stuart deLisser
CRYC Waterfront Director
(305)858-1733 Ext 211
waterfront@coralreefyachtclub.org



PLATINUM *PLUS* SPONSOR \$5,000

- Opportunity to display and sell products and equipment on-site (exclusive)
- Provide charter boats to competitors*
- Center spread ad (2 full pages) in the J70 Midwinters Program
- Sponsor of Welcome Party on February 22nd.
- Prominent display of logo on ALL J70 Midwinters media

- Prominent logo on competitor's and volunteer shirts
- Recognition at Opening and Closing Ceremonies
- Display of Banner at event (provided by sponsor)
- Logo recognition in CRYC's Reef Points newsletter
- Sponsor provided brochures, coupons, products or flyers in competitor's gear bag



SPONSORSHIP BENEFITS	PLATINUM SPONSOR \$5,000	GOLD SPONSOR \$3,000	SILVER SPONSOR \$1,500	BRONZE SPONSOR \$500
Opportunity to display and sell products & equipment on-site	YES			
Provide charter boats to competitors*	YES		•	•
Logo on competitor's dry bag & volunteer shirts	YES	YES		
Logo displayed in ALL OBIYR media	YES	YES		
Recognition at Opening and Closing Ceremonies	YES	YES		
Advertisement in OBIYR Program	FULL PAGE AD	I/2 PAGE AD	I/4 PAGE AD	
Display of banner at event (provided by Sponsor)	YES	YES	YES	
Recognition on website, event banner & literature	YES	YES	YES	YES
Logo recognition in CRYC Reef Points newsletter	YES	YES	YES	YES
Sponsor provided brochures, coupons, flyers or products in competitor's gear bag	YES	YES	YES	YES

^{*} Only Platinum Plus & Platinum level sponsors will be permitted to charter boats to competitors.



SCHEDULE OF EVENTS

THURSDAY, FEBRUARY 22ND, 2018

0900-1700 BOAT INSPECTIONS

1600-1730 REGISTRATION AT CRYC

1800 COMPETITORS MEETING AT CRYC

FRIDAY, FEBRUARY 23RD, 2018

1000 FIRST WARNING, ADDITIONAL RACES TO FOLLOW

SATURDAY, FEBRUARY 24TH, 2018

1000 FIRST WARNING, ADDITIONAL RACES TO FOLLOW

1800 BUFFET DINNER AT CRYC

SUNDAY, FEBRUARY 25TH, 2018

1000 FIRST WARNING, ADDITIONAL RACES TO FOLLOW

1400 NO WARNING SIGNAL AFTER THIS TIME

ASAP HAUL OUT AFTER RACING AND AWARDS AT CRYC





J/70 TECHNICAL COMMITTEE REPORT

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Technical Report

By Frank McNamara, International Technical Chair, frank_mcnamara@icloud.com

This year's J/70 World Championship was hosted by the Yacht Club Costa Smeralda (YCCS) in Porto Cervo, Italy. To call Porto Cervo a spectacular venue is a serious understatement. The rugged mountainous terrain of Sardinia set against the sparkling blue of the Mediterranean Sea was absolutely gorgeous.

This year's Worlds was also notable for the sheer size of the regatta, with the record setting number of 161 boats ultimately registered. The size of the regatta was clearly going to be a challenge for the inspection team. Fortunately, YCCS, the Italian National J/70 Class and the International J/70 Class were able to marshall the resources necessary to accomplish the task.

As with other major regattas, the goals of the inspection team were two-fold. The first was to create a rigorous inspection process that would ensure all competitors were racing on a level playing field, which would reinforce the one-design integrity of the Class. The second goal was to create a process that would be quick and efficient and would not detract from the competitors' focus on the racing.

The inspection team was composed of a number of Class representatives and International Measurers from a variety of countries. The team benefited from the deep knowledge and broad experience of the measurers, as well as from the variety of perspectives they brought to bear from their different national backgrounds.

J/70 TECHNICAL COMMITTEE REPORT



The members of the team were:

Egidio Babbi ITA
Marco Barbieri and daughter Marta ITA
Ed Furry USA
Chris and Julie Howell USA
Dave McNabb CAN
Frank and Lisa McNamara USA
Aldo Murchio ITA
John and Gail Outhwaite GBR

Together with approximately 10 employees and contractors provided by YCCS, the total inspection team numbered over 20 people.

The resources and efforts of the YCCS were impressive. The club was able to set aside a large amount of space for an inspection area in its Sporting Center and in the adjacent Porto Cervo Shipyard facility. Fortunately, this proved to be a well-protected area. On the last day of measurement, when the mistral was blowing with gusts over 50 knots just off the coast, it was calm enough in the inspection area to continue weighing boats! Apart from the facility itself, the club also provided two cranes—one dedicated to weighing boats and one dedicated to lifting boats for keel-down inspection. And the club provided a number of employees,

1/70 TECHNICAL COMMITTEE REPORT

crane operators and contractors, all of whom were instrumental in a number of roles, including applying bow numbers and trailer tags, moving boats, helping with equipment inspections, assisting in sail measurement, and otherwise helping to ensure a smooth and effective process.

Each team was given a link to Doodle which enabled the team to select a half-hour time slot for their boat's inspection. With three boats assigned to each half-hour slot, or six boats per hour, each boat would have approximately 10 minutes at each of the inspection stations. Still, with the help of all of the resources available, the inspection team was able to process approximately 40 boats per day through the Class's standard inspection process for large regattas. In the end, all of the 161 boats were inspected in the four and one-half days scheduled for inspection.

The inspection process followed the Class's standard approach, which consists of six stations:

- 1. Staging Area. Three hours before their scheduled inspection time, competitors were able to enter a staging area in a parking lot on the club's premises. While they raised their masts and assembled their boats in this area, YCCS staff applied bow numbers, answered questions and kept the flow moving. When each boat's assigned time came for inspection, YCCS vehicles would tow the boat down into the inspection area.
- 2. Required Equipment Check. When the boats arrived in the inspection area, competitors were greeted by an inspector who described the inspection process and ensured they were ready to begin. The inspector also checked the boat's required equipment under Class Rule C.5.2. Also at this station, Marco Barbieri's daughter Marta performed the heroic task of going inside each boat and checking various air tanks and other areas where moisture might be lurking, so the boat would be dry for weighing later in the process.
 - No material issues surfaced with respect to required equipment. It appears that competitors are by now very familiar with the Class Rules on required equipment and came well prepared with all of the necessary items.
- 3. Rig and Fitting Compliance. Next the boats were moved to the third station, where they were inspected to be sure no changes had been made to the deck layout, fittings or rigging unless permitted by the Rules.
 - In general, very few difficulties arose in this area. There were a small number of items that were found to be out-of-spec, but owners readily changed them back to comply with Class Rules.

1/70 TECHNICAL COMMITTEE REPORT

- In some cases, the tapered portion of lines were below the minimum diameter specified in the Class Rules. Competitors should be aware that while tapered lines are permissible, the tapered sections still must meet the applicable minimum diameter requirements. See Class Rule F.4.1 and FAQ #40. http://www.i70ica.org/wp-content/uploads/2013/09/|70FAQ.pdf
- A number of competitors also were required to tighten their safety lines. This has been a continuing difficulty, so it is important to check and retighten your safety lines on a regular basis.
- 4. Hull Weight. At the fourth station, boats were lifted and weighed with the first of the two cranes. A Class scale attached to the crane was used to weigh the boats.
 - Some boats, particularly those which had not previously been weighed, were below the Class minimum of 812 kilos, in which cases competitors were installed the appropriate amount of lead corrector weights to complete inspection.
- 5. Keel Down Inspection. At the fifth station, boats were again lifted by a crane for a keel-down inspection. Using a variety of Class templates, the inspection team examined several aspects of the hulls and foils, including hull center seams, keel width, width of keel bulbs, keel depth, keel angle, trailing edges of keels and rudders, and size and fit of keel boxes. As the Class's inspection process has evolved, this area has become one of increasing emphasis. As with other measurement questions, in order to determine whether a keel has been altered from its as-built state, the process identified in Class Rule B.3.1 is followed. Under this process, a random sampling of other boats is taken and compared to the boat in question.
 - Using this process in Porto Cervo, the measurement team unfortunately discovered that the keels on six boats had clearly been substantially modified. As a result, these boats were not allowed to compete in the regatta. More detail on these situations is posted on the IJ70CA website under Documents / Compliance / Keel Report 2017. http://www.j70ica.org/wp-content/uploads/2013/09/Keel-report-2017-Final.pdf.
 - Another situation arose where the measurers discovered that the trailing edge of the keel were too narrow. In most cases, it was easy to correct this problem, but it did require time on a high trailer that slowed the overall process.
 - Apart from these issues, there were very few questions or corrections in this area.

J/70 TECHNICAL COMMITTEE REPORT

6. Sail Measurement. A team of five people (two measurers, a volunteer and two YCCS representatives) conducted sail measurement in a shed next to the inspection area. Sails were rolled out on tables built by YCCS to match the size and shape of the Class's sail measurement templates.

- Although some issues arose in this area, they were relatively minor.

- The design of the clews on some jibs had the unintended consequence of changing the measurement locations for the width of the sail at the specified girth measurement locations. As a result, several jibs were required to be recut by removing material either from the foot or the leech, and then the sails were able to pass inspection.

- Other issues that arose were more technical in nature, such as the need to purchase and attach royalty labels, reduce the size of advertising patches, relocate batten pockets, and add the required certification of the cloth weight on the heads of spinnakers.

Another important function was taking place inside the sail measurement area. Julie Howell was helping many competitors obtain their Manufacturers Declarations (MDs). The Class has a new process for issuing and updating MDs. An extra computer was available so that competitors could input the necessary information and their MD could be issued on the spot. While the Class hopes to continue to provide this capability at future regattas, it may not always be available. Any Class members who do not currently have MDs can obtain one in the meantime by simply going to the IJ70CA website under Documents / Compliance / Manufacturer's Declaration. http://www.j70ica.org/manufacturer-declaration. If you have any questions about the status of your MD, please contact the Class Office at howell@j70office.com.

It is a terrific sign for the future of the J/70 Class that J/70 owners continue to pay close attention to compliance with Class Rules. With the exception of the modified keels, it was clearly great news that so many boats passed the inspection process with flying colors. The Class's strong one-design culture is the result of strict rules and a solid inspection process, but most of all it is the result of the support of the Class members. This support will ensure that the J/70 continues to have some of the best one-design racing anywhere in the world.

EXCEL UNDER PRESSURE DOYLE One Design 2017 Results: - World Championships 1st 2nd - North American Championships Doyle One Design 1st - South American Championships onedesign@doylesails.com 1st - Italian National Championship 978-740-5950 1st - New England Championships 1st - Bacardi Miami Sailing Week

J/70 FLEET REPORTS

Fleet 9 Marblehead By Daan Goedkoop

Eastern Yacht Club and Fleet 9 invite US and International J/70 teams to Marblehead during the summer of 2018. Eastern Yacht Club, Fleet 9 and the Regatta Planning Committee are busy preparing for the 2018 J/70 World Championship.

If you are training for the 2018 J/70 World Championship or want to experience Marblehead and compete against some of the top teams in the world, we are pleased to offer three opportunities for you: (1) Saturday MRA Summer Series Racing including Labor Day weekend, (2) the Marblehead NOOD regatta (also the 2018 1/70 New England Championship), and (3) the 2018 Storm Trysail Club Ted Hood regatta. Visiting teams should arrange for storage, launch and hauling services either at Fred | Dion Yacht Yard http://www.fidion.com/ or Marblehead Trading Company http://www.marbleheadtrading. <u>com/. Fred | Dion Yacht Yard will accept container</u> deliveries, Located at 89 Front Street (781-639-0029), Marblehead Trading Company will provide haul, launch and storage services.

2018 J/70 World Championship teams should reserve a place to stay as soon as possible!
Boston Yacht Club, Corinthian Yacht Club and Eastern Yacht Club are your best room and board options with all three providing exquisite bars and porches, showers and close proximity to launch services to get you and your team to the respective club for social events and awards. In 2018, Eastern Yacht Club will host the Marblehead NOOD, and the Corinthian Yacht Club will host the Storm Trysail Club Ted Hood regatta. Boston Yacht Club is located closest to Marblehead Trading Company.

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

Saturday MRA Season Series (June 2-August 18 and Labor Day Weekend):

Teams are invited to race with Fleet 9 members during our weekend summer series hosted by the Marblehead Racing Association. Teams may either register for one weekend or the full season. The MRA full season registration fee includes the fee for the Marblehead NOOD regatta, however you still have to register on the Marblehead NOOD website. Please refer to the link to the MRA season invitation and appropriate logistics for sailing on the weekends for either full season or single day registration:

https://www.easternyc.org/files/2018%20 MRA%20Saturday%20Racing%20Logistics%20 Notice%20V1.3.pdf

http://www.mheadrace.org/page

Helly Hansen Marblehead NOOD/2018 New England Championship (July 27-29):

Teams are invited to race in the Marblehead NOOD regatta which is also the 2018 New England Championship. This event has always attracted many visiting teams, with 30 boats competing in the 2017 event. Please refer to the link to the Marblehead NOOD invitation and appropriate logistics for sailing at the NOOD: https://www.easternyc.org/files/2018%20
J70%20New%20England%20Championship%20
Logistics%20Notice%20V1.3.pdf

https://www.sailingworld.com/nood-regattas/ marblehead

1/70 FLEET REPORTS

Storm Trysail Ted Hood Regatta (August 24-26):

Teams are invited to race in the Ted Hood Regatta ("THR") at the end of August. This will be a great tune-up for the 2018 World Championship to be held just 30 days later. Among others, Peter Duncan and Brian Keane, who placed first and second respectively at the 2017 Worlds in Italy, both competed in the 2017 THR. Please refer to the link to the Ted Hood invitation and appropriate logistics for sailing at the THR: https://www.easternyc.org/files/2018%20 Storm%20Trysail%20Ted%20Hood%20J70%20 Logistics%20Notice%20V1.3.pdf

https://www.tedhoodregatta.com/

Eastern Yacht Club and Fleet 9 look forward to welcoming the visiting J/70 teams during the summer of 2018. Please take a moment to review the appropriate invitation and logistics information, as access to the Eastern Yacht Club and other yacht club facilities is closely controlled. In addition to running other events during the summer, we need to respect the members' use of the club and its facilities during the busy summer season.

Any questions regarding participating in any of these above-mentioned events should be sent to Daan Goedkoop, Fleet 9 President at goedkoopi02@vahoo.com.

Summer 2017 update:

Fleet 9's 2017 calendar was packed with parties, regional 2018 World Championship qualifying regattas, Saturday local racing and signature Marblehead-hosted events. Our efforts proved fruitful, drawing additional talent into the fleet and building on our existing foundation of largely Corinthian teams. Fleet 9 currently has six teams who have qualified to compete in the 2018 J/70 World Championship.

The 2017 Marblehead NOOD regatta attracted 29 teams with 19 Corinthian and 12 very strong travel teams. Eighteen teams entered into the late August 2017 Storm Trysail Club Ted Hood regatta where out of town talent took the top five spots. Lastly, our summer's local Saturday racing drew 18 teams with a total of 30 races in the series. Stein Skaane and Team Shred (#225) took the top spot in our Fleet 9 Season Championship Series. Please visit our website https://www.j70fleet9.net/ for Fleet 9 news and additional information.

Fleet 16 Fishers Island Sound By Brad Gibbs

It was an active summer for Fleet 16 with boats competing both locally and at various regional regattas. For the 18-race summer series, the Glide (341) syndicate, led by Brad Gibbs, held on to a narrow lead over Will Lennon's Freedom (592) and the Honey Pie (314) syndicate, consisting of Eliot Merrill, Clem Wood and Damon Ball. The August series, however, was won by Honey Pie with Glide in second and Freedom in third. Away from Eastern Long Island Sound, John Brim's Rimette (340) competed in various regattas on Western Long Island Sound winning the 21-boat American Yacht Club High Performance Regatta in Rye, NY. Rimette and Glide will likely head south, and their teams are already looking forward to some warmweather racing.

J/70 FLEET REPORTS

Fleet 22 Cedar Point By Joshua Goldman

This year's 1/70 fleet at Cedar Point showed tremendous growth and performance. We added three new members (although it does appear Ventura is for sale). We had the typical Series racing as well as an "extra" Series on specified Sundays and after season sailing. Fleet members travelled to Marblehead, Buzzards Bay, Rye and of course Tampa for winter sailing. Kudos goes out to Trevor Roach who has qualified for the 2018 Worlds in Marblehead, Three Cedar Point boats participated in the North American Championship in Rye, NY. We hope to build on the very good local attendance on the water with fleet members. Next spring's Cedar Point One Design Regatta will not have a regatta conflict as we had last year so we expect revived attendance as the Class continues to thrive.

Fleet 23 Tampa Bay By Steve Liebel

Reminder: Your boat hates cold weather more than you do.

- Davis Island Winter Series #1 December 9-10
- DIYC #2 January 6-7
- DIYC #3 February 10-11
- St. Pete NOOD February 16-18
- Midwinters in Miami February 23-25

If you need any assistance with storage, moving boats in Florida or any logistics please call me at 941 809-6400.



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For a limited time, bring your sails to your local Quantum loft for free multi-point inspections. If your sails need a home until next season, we'll also store them for you for up to a year at no cost.

Offer ends December 15.

Visit **QuantumSails.com** to shop championship winning J/70 sails and find a loft near you.





Taking a different tack next year, the 2018 J/70 Corinthian US National Championship is moving south to Fort Worth, Texas from April 26-29. We are pleased that the Class thought we should host J/70 Corinthian sailors for this prestigious Championship. For those competitors on their way to the North American Championship at Club de Vela La Peña A.C. Valle de Bravo, Mexico (which will be held May 14-20), they may leave their boats at the Fort Worth Boat Club and shorten their journey to the regatta hosted by our neighbors to the south.

This will be the first J/70 Corinthian US National Championship that's been held in Texas, and Fort Worth

Boat Club is prepared to put on a Texas-sized regatta to remember! The event is open to all boats of the J/70 Class whose skipper is a current Class member, and they and their crew meet the Class Rule Part III 1.5 Corinthian requirements as World Sailing Group 1 sailors.

This Championship will be a great chance to receive tips during post-racing debriefs and "on the water" recommendations from the Group 3 sailors who will be there to offer their coaching assistance.

Our PRO will be none other than one of our FWBC regular racers—the Honorary Bruce Golison, who will also lead the post-racing debrief meetings.

Come prepared for anything and everything weather wise...it could be 80 degrees with light air one day and then 50 degrees and breezy the next. It's April and the perfect time to get your boat out and warm-up with some great Texas hospitality! The Notice of Race and online entry are available at https://www.yachtscoring.com/emenu.cfm?elD=4477.

Texas sailing....the best racing and greatest parties in the country!

J/70 2018 - 2019 CALENDAR

2018

2018 Sail Fest

January 19, 2018 to January 21, 2018 Where: St. Petersburg Yacht Club, St. Petersburg, 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

2018 St. Petersburg NOOD

February 15, 2018 to February 18, 2018 Where: St. Petersburg Yacht Club, St. Petersburg, FL

2018 J/70 Midwinter Championship

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

2018 Bacardi Cup Invitational Regatta

March 04, 2018 to March 10, 2018 Where: Biscayne Bay Yacht Club, Miami, FL

2018 San Diego NOOD

March 16, 2018 to March 18, 2018 Where: San Diego Yacht Club and Coronado Yacht Club, San Diego, CA

2018 Easter Regatta

March 29, 2018 to April 01, 2018 Where: Columbia Sailing Club, Columbia, SC

2018 Charleston Race Week

April 12, 2018 to April 15, 2018 Where: Charleston Ocean Racing Association, North Charleston, SC

2018 J/70 Corinthian National Championship

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

2018 American Yacht Club Spring Series

April 28, 2018 to May 06, 2018 Where: American Yacht Club, Rye, NY

2018 Annapolis NOOD

May 04, 2018 to May 06, 2018 Where: Annapolis Yacht Club, Annapolis, MD

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 Bayview One Design Regatta

June 01, 2018 to June 03, 2018 Where: Bayview Yacht Club, Detroit, MI

2018 Cedar Point One Design Regatta

June 02, 2018 to June 03, 2018 Where: Cedar Point Yacht Club, Westport, CT

2018 Chicago NOOD

June 08, 2018 to June 10, 2018 Where: Chicago Yacht Club, Chicago, IL

2018 Cleveland Race Week One-Design

June 15, 2018 to June 17, 2018 Where: Edgewater Yacht Club, Cleveland, OH

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 NYYC One Design Regatta

June 29, 2018 to July 01, 2018 Where: New York Yacht Club, Newport, RI

2018 NYYC Race Week

July 16, 2018 to July 21, 2018 Where: New York Yacht Club, Newport, RI

2018 Marblehead NOOD - New England Championship

July 26, 2018 to July 29, 2018 Where: Eastern Yacht Club, Marblehead, MA

2018 Ugotta Regatta

July 27, 2018 to July 29, 2018 Where: Little Traverse Yacht Club, Harbor Springs, MI

J/70 2018 - 2019 CALENDAR

2018 CanAm Regatta

July 28, 2018 to July 29, 2018

Where: Youngstown Yacht Club, Youngstown, NY

2018 Storm Trysail Club Ted Hood Regatta

August 24, 2018 to August 26, 2018

Where: Corinthian Yacht Club, Marblehead, MA

2018 Rolex Big Boat Series

September 12, 2018 to September 16, 2018 Where: St. Francis Yacht Club, San Francisco, CA

2018 J/70 Great Lakes Championship

September 14, 2018 to September 16, 2018 Where: Grosse Pointe Yacht Club, Grosse Pointe, MI

2018 J/70 World Championship

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

2018 American Yacht Club Fall Series

September 29, 2018 to September 30, 2018 Where: American Yacht Club, Rye, NY

2019

2019 J/70 Corinthian National Championship

August 08, 2019 to August 11, 2019 Where: Little Traverse Yacht Club, Harbor Springs, MI

2019 J/70 World Championship

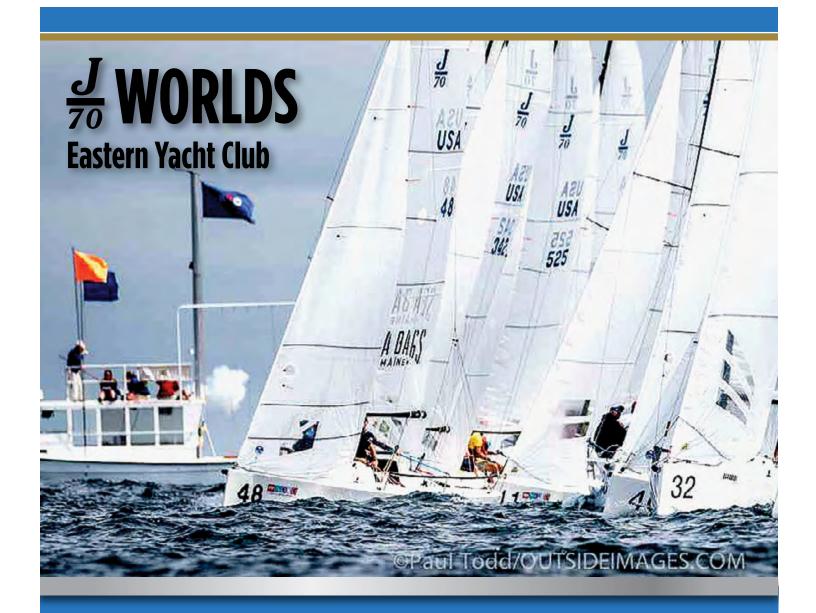
August 30, 2019 to September 06, 2019 Where: Royal Torquay Yacht Club, United Kingdom

2019 J/70 North American Championship

September 22, 2019 to September 29, 2019 Where: Edgewater Yacht Club, Cleveland, OH



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



Eastern Yacht Club and Fleet 9 Marblehead invites US & International J/70 teams to Marblehead for the 2018 J/70 World Championship

TRAINING REGATTAS INCLUDE:

- Saturday MRA Summer Series Including Labor Day Weekend
- Marblehead NOOD Regatta (2018 J/70 NE Championship) July 27-29, 2018
- 2018 Storm Trysail Club Ted Hood Regatta August 24-26, 2018



FOR MORE INFORMATION, SEE FLEET 9 MARBLEHEAD FLEET REPORT