

JACK FRANCO'S 3 BALL JT RACKS UP

J/70 MIDWINTER CHAMPIONSHIP



Photo courtesy of Chris Howell

VOLUME 6, ISSUE 1, WINTER 2018

US J/70 Class Office

Executive Director

Christopher Howell
1604 Ventana Dr.
Ruskin, FL 33573
440-796-3100
howell@j70office.com

President

Jim Murrell
Torrance, CA
310-717-0775
jimmurrell30@hotmail.com

Vice President

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

Secretary

Al Poindexter
Houston, TX
713-416-3100
alfredp@bcm.tmc.edu

Treasurer

Steve Liebel
Bradenton, FL
941-809-6400
Steve@duncanseawall.com

Past President

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

Technical Chair

Polk Wagner
Lafayette Hill, PA
267-433-4431
polk@polkwagner.com

PRESIDENT'S LETTER

Many of us have done our local, fleet or Midwinters regattas to start the year. I participated in the Southern California Fleet #4 Midwinters. We had 15 boats and were the largest fleet in a multi-Class regatta at California Yacht Club. On that note, it is the local fleets that will grow and maintain our Class. Having well-attended local regattas will be, in my opinion, the way to maintain our fleet's strength. If sailors looking for a Class to join consistently see large J/70 fleets out and having fun, it should attract new owners.

One of my goals this year as President is to individually call every Fleet Captain and talk about the local scene around the country. It is great to see the Davis Island Winter Series and the national regattas with large numbers; however, the local fleets are key to our growth. Please feel free to call or e-mail me anytime with ideas or concerns. Locally in Southern California, there are several potential buyers sitting on the fence waiting to see how the Class participation goes. One of our local goals is to have one Class regatta per month, with nine total that make our high-point trophy season. We push for participation and make calls to encourage owners to show up. We have a fleet debrief at the docks to encourage exchange of ideas and show the other Class racers the benefits of J/70 sailing.

From a national Class perspective, the Executive Committee meets regularly to discuss various topics, including lately-future venues for major regattas, Rules interpretations, and how to grow our Class. If you have any topics to be considered, please send an e-mail or call so we can include your concerns. Our primary goal is to maintain and grow our existing owner base and get more J/70s out on the water. Our Class has momentum and participation, but we all need to spread the word on what a fun, affordable boat and Class this is.

The qualification spots for the Marblehead Worlds are complete, and we will have updates on the Worlds throughout the year. For now, sign up early for your local regattas to show strong Class participation. Travel to those regattas close to you and keep on racing.

Jim Murrell
USJ70CA President
jimmurrell30@hotmail.com





DRIVEN TO WIN



NORTH SAILS POWERS ALL 2017-18 WINTER SERIES WINNERS

WINTER SERIES OVERALL

1, 3, 4*, 5*, 6, 7

—
Congratulations
Brian Keane and Team Savasana!

EVENT ONE

1, 3, 5, 6, 7, 8*, 9, 10

—
Congratulations
Brian Keane

EVENT TWO

1, 3, 5*, 6, 7, 8*, 10

—
Congratulations
Joel Ronning

EVENT THREE

1, 3, 4, 5, 6, 7, 8, 9, 10

—
Congratulations
Jack Franco

*partial North Sails inventory

JACK FRANCO'S 3 BALL JT RACKS UP

J/70 MIDWINTER CHAMPIONSHIP



Photos courtesy of Chris Howell

The J/70 Midwinter Championship from February 23-25 saw a different leader on each day, but Jack Franco's *3 Ball JT* was on top when it counted. Coming into Sunday in fourth place, the Texas-based skipper with Bill Hardesty (main trimmer), Rob Lindley (bow) and Allan Terhune (headsail trimmer), secured a 5,2,4 to leap over a couple J/70 World Champions for the victory with J/70 hull #3. Although Joel Ronning's *Catapult* won race 8 of 9, an 18 in the final contest left him in the silver position overall with 41 points. Peter Duncan's *Relative Obscurity* also had a bullet on Sunday, but

followed with a 29,7 to land in third overall with 42 points. Sixty-one boats completed nine races over three days at Coral Reef Yacht Club in Miami, Florida.

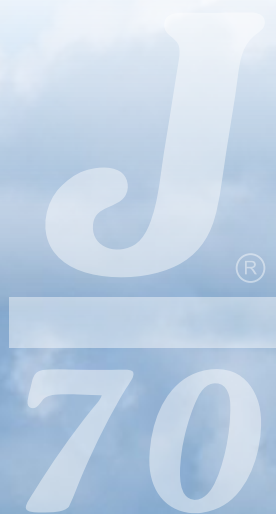
"We just tried to be consistent with solid starts and minimal mistakes," summarized Franco. "We won the regatta without winning a race. At the last weather rounding of the last race, we were fourth and wanted to be defensive. We are not speedy off the wind since we're a little heavy." *3 Ball JT* held their fourth position which was enough to secure the Championship. Franco

credited Hardesty, who he has known since Hardesty was eight years old. "He is the king of tacticians!"

Jenn & Ray Wulff's *Joint Custody* bested the 23-boat Corinthian division, with Jim Cunningham's *Lifted* and Nancy Glover's *WinterWind* rounding out the top three. Sunday's race winners were Duncan, Ronning and Brian Keane's *Savasana* in gorgeous conditions with a warm breeze around 10 knots.

DAY 1 RECAP: Among the 61 teams at the Midwinters were multiple J/70 World Champions and those from other Classes. One of those Champions is Joel Ronning on *Catapult*, who leapt to the first day's advantage. It was a

postcard day on Biscayne Bay with breeze in the mid- to upper-teens, sunshine and temperatures in the 80s. 2016 J/70 World Champion Ronning opened with a bullet and added a pair of thirds for 7 points in three races. Bruce Golison's *Midlife Crisis* started with a 4,5, then won Friday's last contest to hold second overall with 10 points. Franco was in third with 13. Cunningham's *Lifted* led the Corinthian division. Ronning's *Catapult* earned the initial victory of the event, with Franco and James Prendergast comprising the top trio. Bruno Pasquinelli's *Stampede* got the race two win, shadowed by Prendergast and Ronning. Golison ended Friday on a positive note, along with Pasquinelli and Ronning, as 1,2,3.





DAY 2 RECAP: Another picture-perfect day on Biscayne Bay was clouded for several teams who bore Black Flag penalties. Golison's *Midlife Crisis* survived to take over the top spot after six races of the planned nine-race series. By way of a 3,1,5 on Saturday, the California-based skipper had tallied all top-five finishes and therefore was able to drop a 5 for just 14 net points. Ronning's *Catapult* dropped to second overall after adding a 15,9,2. Tossing the 15 left *Catapult* with 18 net points. Duncan's *Relative Obscurity* moved up to third with 22 net points. Andrew & Melissa Fisher's

Button Fly led the Corinthians. With sunny skies and warm temperatures, the winds were again in the mid-teens. Black Flag penalties were scattered through the fleet in each of Saturday's races. The BFDs didn't hamper Duncan who kicked off his solid day with a victory in the opening battle, trailed by John & Molly Baxter's *Team Vineyard Vines* and Golison. It was Golison earning his second bullet of the event in the next race, ahead of Brian Keane's *Savasana* and Duncan. Jud Smith's *Africa* took a turn in the lead position in race 6, as Ronning and Franco completed the top three.



THE TOP FIVE OVERALL:

- 1. 3 Ball JT**, Jack Franco, 2 -4 -7 -[62] -8 -3 -5 -2 -4; 35
- 2. Catapult**, Joel Ronning, 1 -3 -3 -15 -9 -2 -7 -1 -[18]; 41
- 3. Relative Obscurity**, Peter Duncan, 6 -12 -8 -1 -3 -4 -1 -[29] -7; 42
- 4. Midlife Crisis**, Bruce Golison, 4 -5 -1 -3 -1 -5 -13 -17 -[19]; 49
- 5. Savasana**, Brian Keane, 8 -[15] -6 -4 -2 -15 -2 -13 -1; 51

Photos are available on the J/70 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenue.cfm?eID=4500>.





Photos courtesy of Chris Howell

MIDWINTER CHAMPIONSHIP TIPS

By Allan Terhune, *3 Ball JT*

The J/70 Midwinter Championship was hosted by Coral Reef Yacht Club, and the entire fleet was welcomed with warm weather, spectacular sailing conditions and a memorable regatta. This event truly showed what makes J/70 sailing so fun and why the Class is so successful.

We were fortunate to have a great event on team *3 Ball JT*. I was asked to put a few thoughts together as to what we saw out there, what worked for us and what to continue to work on in the lead up to the Worlds later this year in Marblehead.

I know it seems obvious, but the two things that really seemed to be of huge importance is starting and speed. It seems so basic, but here are a few things that I took away from the event, that sometimes just need to be reinforced.



- **Do your homework.** This involved knowing which end you like and then starting in that general area. You didn't have to "win" an end to do well; you just had to be in the right area.
- **Manage traffic.** This is the hardest, but most important thing. You have to continually be aware of other boats, and not allow your boat to get locked. When I say locked, you can't have other boats preventing you from tacking or gybing pre-start or having other boats dictate your maneuvers. In large fleets, this happens often. The good teams do not allow other boats to push you around the line.
- **Distance management.** Every team has a Velocitek, but knowing how to manage the distance is key. Remember if the line is boat-end favored, you eat up meters to the line much faster than if its pin-favored. You have to keep this in mind when leading up to the start. Use the Velocitek to help manage speed and not to get set up too early. The goal is full speed at the gun!





SPEED:

- **Upwind, the goal is the same.** Max power that you can while keeping the boat FLAT. The flatter boats go faster. This usually means working the backstay to get the main flat enough and then the mainsheet for balance. We were using a North J6 jib, and one thing we learned was to leave the inhauler on, and adjust the leeward to help when needed.
- **Steering.** For drivers out there, this is crucial! It is very easy to over-steer a J/70, and you see it a lot. Teams where the main trimmer and driver are in sync on heel, angle and height, the rudder movements are minimal. It was imperative in Miami not to “feather” too much, but the bigger issue was getting too low, and losing height without going any faster.

- **Communication downwind** was also important as there was a lot of transitioning from planing, not planing, to wing, to jib in or out, etc. The teams who talked through each mode and worked hard to figure out which to be in and when, did the best. The goal was always to be in a big puff, but the reality is there are times when you aren’t, and how you survive is the difference.





There were a few tactical things to always keep in mind, especially for Miami. This track rewards teams who can hang in lanes and go straight for long periods. Our goals were always pressure first, then we worked the angles. We generally tried not to get to the edges too early, but also not get ping ponged in the middle. We were generally always middle to a side, but not all the way to a side or on layline. We wanted options at all times. This helped immensely with traffic management and just keeping in the flow of the race. Our goals were always top six or seven and work from there...not needing a home run, but just making sure we were in touch with the top group.

Lastly, we had a good time. I think this is a huge part of the battle. The four of us really enjoyed sailing, made it as positive as possible and that goes a long way. It's easy for frustration to build on a team as every team will have adversity. We had ours when we got a black flag. The reality was it could have gone either way, but we chose to be positive and keep doing what we knew how to do.

J/70



2018 J/70 Corinthian National Championship

Fort Worth Boat Club, Fort Worth, TX

April 26-29, 2018



By Mark W. Smith,
Regatta Chairman
469-766-0277

The Fort Worth Boat Club will host the 2018 J/70 Corinthian National Championship on April 26-29. This will be the third time this event has been held and the first time it hasn't been on the East Coast. This regatta will be a qualifier for the 2019 Worlds.

The Fort Worth Boat Club on Eagle Mountain Lake was chosen because of the excellent weather and sailing in late April and its proximity to Valle de Bravo, Mexico, which is the site of the J/70 North American Championship two weeks later on May 14-20. In addition, the Fort Worth Boat Club has a very active J/70 fleet, and several of the Class' top amateur competitors who have already registered. We also have some charter boats available in case travel with your boat appears too difficult.

This is a Corinthian event. All competitors shall provide proof of their World Sailing Group 1

classification by providing their World Sailing number on the event's Yacht Scoring crew list. Registration is open on the event website <https://www.yachtscoring.com/emenu.cfm?elD=4477>.

In addition to three great days of racing, our goal is to make this regatta an opportunity for all competitors to improve their performance, and large amounts of information will be shared with top pro coaches onsite. We are also pleased that long-time FWBC friend and sailor Bruce Golison will be our PRO.

While a lot of the US and Canada are in winter dry dock, our sailing season is already in full swing in Fort Worth. Competitors who are heading further south for the NAs are invited to leave your boats here. If you need to drop your boat off early, we can accommodate you.

We look forward to having some 40+ boats for the best racing and parties in Texas. Please feel free to reach out to me directly if you have questions, and we look forward to seeing you on the starting line in April!



VALLE SAILING WEEK 2018
MAY 12 - 19

J
70



MEXICO WELCOMES
YOU!

May 12-13 : Mexican National Championship
May 15-19: North American Championship
@Valle de Bravo, México

www.j70vallesailingweek2018.weebly.com

J/70 TECHNICAL COMMITTEE REPORT

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

Ned Jones, Chief Measurer, nedjonesri@gmail.com

Dina Kowalyshyn, dina.kowalyshyn@cdicorp.com

Aldo Murchio, aldomurchio@libero.it

Dave McNabb, mcnabbda@gmail.com

Polk Wagner, US Technical Chair, polk@polkwagner.com

As we moved into 2018, there were two important Rules developments in our Class.

The first development was the approval by World Sailing of a series of amendments to the Class Rules, which went into effect on January 1, 2018. You can find the new Rules on the class website at <http://www.j70ica.org/wp-content/uploads/2013/09/J70RevisedClassRules2018-23497.pdf>. This newsletter will not describe the new Rules, since they were previously described in the Summer 2017 edition of the J/70 Class Newsletter *Momentum* www.j70ica.org/wp-content/uploads/2013/09/Summer2017-Final-1.pdf.

The second development was the publication of a partially amended J/70 Building Specification. The revised "Building Spec" can be found at www.j70ica.org/wp-content/uploads/2013/09/J70-Building-Specification-2-2018-Final.pdf.

As you know, the J/70 Building Specification defines all of the components of a standard J/70 as it emerges from the Licensed Manufacturer. In that sense, it is the foundation on which the Rules are built. When our Class Rules say that you cannot make any changes unless they are specifically permitted, there are only two places where permitted changes are listed. One is the Class Rules and the other is the Building Spec.

The revisions to the Building Spec contain a number of changes that were intended to respond to issues raised by Class members or issues that emerged over the past few years. The new changes are identified in red on the website. The changes are as follows:

- Owners are now permitted to use jib cars supplied or specified by any of the licensed builders. (Line 7)
- Clarification that auto-ratcheting blocks can be used. (Lines 10, 22 and 35)
- The traveler car is now specified to be the Harken 2731 traveler car, or its equivalent. (Line 20)
- The Building Spec now specifies a maximum and minimum length for the mainsheet stop. Also, it has been clarified that the mainsheet system should maintain the builder-supplied configuration. (Lines 21a and 71)



- As of July 1, 2018, the option to use dyneema lifelines is being removed, so all lifelines will need to be changed to 1 x 19 wire before that date. Safety concerns have been raised with respect to dyneema lifelines on sailboats because of potential chafe, and dyneema has not been standard equipment on new J/70s since approximately Hull 180. (Lines 27 and 28)
- A 5mm minimum dimension has been added for the keel trailing edge. (Line 42a)
- Owners are now permitted to move the attachment point of the tiller extension closer to the end of the tiller if they wish to. (Line 45)
- It is now permissible to replace rudder gudgeons, straps and pins with hardware from other licensed manufacturers. (Line 46)
- There were apparently some earlier European boats with spreaders that were slightly smaller. Owners are now permitted to change these spreaders to match the appropriate length, but can only make this change as approved by the manufacturer. (Line 48)
- It is now permissible to add a 2:1 purchase at the tail of the main halyard. Some owners had been using a "truckers hitch" to add a 2:1 purchase to the main halyard. This is potentially dangerous if it cannot be removed quickly during a docking situation or in the event of bad weather or other emergency. The new ability to use a 2:1 purchase should eliminate the use of truckers hitches. However, the new 2:1 purchase can only be added as specified in the Building Spec. It must be a lanyard that is attached to the horn cleat, passes through a loop in the tail of the main halyard and is then cleated back to the horn cleat. Owners are allowed to add a hook that would insert through the loop in the end of the main halyard, so long as it is easily removable. Dogbones, shackles and other devices which can be difficult to remove under tension in certain situations are not permitted for this purpose. (Line 77b)
- There are a number of other minor revisions, including some clarifications with respect to which equipment must be builder supplied and/or located.

If you have any questions about the Building Spec, please feel free to contact the Class Office or any member of the Technical Committee.



EXCEL UNDER PRESSURE



Alfa Romeo
24

24
Alfa Romeo



Recent Results:

- 1st - World Championships
- 2nd - North American Championships
- 1st - South American Championships
- 1st - Italian National Championship
- 1st - New England Championships
- 1st - Bacardi Miami Sailing Week
- 1st - St Petersburg NOODs

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

J/70 FLEET REPORTS

Fleet 16 Fishers Island Sound

By Brad Gibbs

While the majority of the fleet has laid low this winter, John Brim's *Rimette* (340) and the Coast Guard Academy's *Polar* (695), skippered by Doug Clark, have had an active winter of racing with both boats competing in the Davis Island Winter Series. *Rimette* posted finishes of ninth and fourth in the first and third weekends, respectively, and *Polar* scored a 10th, 15th and seventh in the first, second and third series, respectively. A draft fleet racing calendar is in circulation, and selected boats will be starting the season with the Cedar Point One Design Regatta on June 1-3.

J[®]
70



This is the Face of Success

Proven Designs and Championship-Winning Results | ullmansails.com/j70

The Best Time Ever.

2018

2018 San Diego NOOD

March 16, 2018 to March 18, 2018

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

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

Event dates: April 28-29 and May 5-6, 2018

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 J/Fest Great Lakes

July 21, 2018 to July 22, 2018

Where: National Yacht Club, Toronto, ON Canada

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

2018 CanAm Regatta

July 28, 2018 to July 29, 2018

Where: Youngstown Yacht Club, Youngstown, NY

2018 Verve Cup Inshore

August 24, 2018 to August 26, 2018

Where: Chicago Yacht Club, Chicago, IL

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

J/70 2018 - 2019 CALENDAR

2018 American Yacht Club Fall Series

September 29, 2018 to September 30, 2018

Where: American Yacht Club, Rye, NY

2018 U.S. J/70 Youth Championship

November 16, 2018 to November 18, 2018

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

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

2019

2019 J/70 Corinthian National Championship

August 08, 2019 to August 11, 2019

*The J/70 Class newsletter
will be published quarterly.*

*Send your fleet reports,
regatta recaps, photos,
lessons learned and tips
to howell@j70office.com.*

GET THE COMPETITIVE EDGE

WITH THE HELP FROM
QUANTUM EXPERTS

Is your team heading to the 2018 Sperry Charleston Race Week? If so, don't miss out on a free one-on-one consultation session with a Quantum Class expert to help your team get ready for the big regatta. We'll also inspect your sail inventory at no cost and throw in new Quantum Sun Shields for your whole team.

Contact Travis Odenbach to schedule your session.

TRAVIS ODENBACH

todenbach@quantumsails.com



2018 J/70 Worlds Sponsorships Now Available



Registration is open for qualified participants.
Full details at www.j70worlds2018.com

World-Class Competition in a World-Class Venue

2018 J/70 World Championship

Eastern Yacht Club and Fleet 9 Marblehead invite US and International teams for the 2018 J/70 World Championship and summer training regattas.

Marblehead is a premier sailing venue and September offers ideal conditions.

The Eastern Yacht Club has hosted many World, North American, National and Regional Championships for one-design racing including Etchells, IODs, Stars, and J105s.

We offer top-notch facilities and race management.



Paul Wyeth

Sponsorship Opportunities Now Available

Connect your brand with direct access to our group of affluent, active racers from all over the globe.

This premier event will draw hundreds of elite sailors from around the globe to the iconic Eastern Yacht Club for 5 days of ultra-competitive racing with global media coverage and can't miss post-racing events.

Sponsorship inquiries contact:
cheryl.a.byrne@gmail.com

www.j70worlds2018.com

