



**SEASONS  
GREETINGS**

## ***Fairy Tale for Jud Smith at the 2018 West Marine J/70 World Championship***

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## **PRESIDENT'S LETTER**

I wanted to spend some time in this letter on the recent World Championship in Marblehead and how the Southern California fleet is hoping to grow members and promote the Class.

I was in Marblehead to compete in the World Championship with 90 other J/70s from around the world. Eastern Yacht Club did a great job. The weather could have cooperated and not sent three days of rain, given that the competition was stellar. For my part, I was not used to 91 boats on the line with the crowds at the weather marks and leeward gates. However, that added to the "pucker factor" and fun. I would not have wanted a split fleet.

A high point for me personally was the dinner Sunday night with the Class representatives from around the world. Thank you to International Class President Henry Brauer for organizing that get-together. I was able to share thoughts and ideas with other country representatives. We did discuss the winch issue, as well as the pros and cons of having professional sailors in our Class. More on that in a later letter. The fun of the international gathering made me wish for more social interaction with all the international teams after racing every day. Having the boats spread out on moorings around the harbor and the inclement weather were a detriment to having everyone at the tents after sailing. At future events, I would encourage all the amateur, and professional, teams to make an effort to attend the après-sailing events before heading off to team dinners. Sharing information and socializing adds so much to the event. The more we can do, the better.

The Executive Committee will be announcing the qualifying events for the 2020 World Championship soon.

Locally in Southern California, we are trying to build the fleet and promote ownership. To that end, we are starting a West Coast Winter Series to mimic the Davis Island East Coast events. California Yacht Club (host of the 2020 World Championship) has agreed to host a series of three regattas in December, January, and culminating with the SCYA Midwinters in February. The key is providing reasonably priced, and convenient, storage for the three months. CYC is providing space in its mast-up dry storage yard.

## PRESIDENT'S LETTER

I encourage the other fleets around the country to promote and host local event series. Fleet #4 has scheduled six additional regattas we heavily promote for the Southern California fleet. It is only through the local fleets that we will grow and sustain our Class for the long run.

See you on the water,

Jim Murrell  
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## GET THE COMPETITIVE EDGE WITH THE HELP FROM QUANTUM EXPERTS

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# Fairy Tale for Jud Smith at the 2018 West Marine J/70 World Championship

J/70



Photo courtesy of Tim Wilkes

*The glitterati from the world of sailing came to Marblehead for the 2018 West Marine J/70 World Championship from September 25-29. Ninety-one teams from 18 different countries battled out 11 highly competitive races. The depth of talent in the fleet was unprecedented with Olympic Gold Medalists, America's Cup winners and World Champions vying for one of the biggest World Championships in the modern era.*

There was a fairy tale ending for Jud Smith, born and bred in Marblehead, winning the J/70 World Championship with his team of Lucas Calabrese, Will Felder and Marc Gauthier racing *Africa*, and representing the Eastern Yacht Club, host for the event. The intensity of the battle was such that Smith succeeded without winning a single race, and only making the top three on one occasion. In the end Smith's *Africa* won the world title by a single point. "This fleet was incredibly deep," commented Smith. "We all have the utmost respect for all 90 of you. Anybody could have won this regatta, and we respected that. It really was a privilege to race here and a lot of fun. I would like to

thank my team. We have worked really hard, training for this event all year long, and we have been together through thick and thin. It has been a hard week. For Marblehead, we have had more breeze than we usually get. The conditions have been very challenging. We are really glad we came back from a tough position in the last race, and at the time, we didn't realize how important those points were. It is hard to comprehend. Winning in Marblehead is special, but a little extra pressure for sure. I really cannot praise my team enough."

Luis Bugallo (ESP), racing *Marnatura* with Alberto Basadre Lopez, Enrique Freire Faria, Jorge Lorenzo Roman and Gerardo Prego Menor, is the 2018 Corinthian J/70 World Champion, adding to the European title won in June at the young Spaniard's home club, Real Club Náutico de Vigo. Luis, like most of the *Marnatura* team, is just 23 years old. "I think we did a great job as a team. We prepared by trying to improve ourselves, and coming sixth overall and winning the Corinthian title is a very good result. In this fleet, consistency is one of the most important factors, and so is to know the best way to mode the boat for the conditions. Upwind, probably the top 30 boats were the same speed and height, but the big difference is optimizing the boat for downwind, knowing whether to heat up, go wing-on-wing, or go low, and that takes time to understand. The racing was amazing, the

start line was huge, and we tried not to be at the extremes of the line, we tried to keep our options open."

Bruno Pasquinelli's *Stampede* (Fort Worth BC) was the runner-up overall, just a single point away from victory. "A lot of the owners have been racing against each other for decades. This has been a lot of fun, even though we just missed out." Jack Franco's *3 Ball JT* (Lakewood YC) was third overall, just three points away from glory, and had high praise for Smith. With a touch of irony, Jack commented, "Jud, if you hadn't won, you would be a dud, but now you have, well you're a real stud!" Runner-up in the Corinthian Class was Jim Cunningham (USA), racing *Lifted* (SFYC/NYYC). In third place for the Corinthian Class was Aldo Centanaro (URU) racing *Pura Joda* (Yacht Club Punta del Este).

Of the 11 races sailed, teams from Brazil, Great Britain, Italy, Monaco, Spain and the United States all scored race wins. Twenty-two teams made the race podium, epitomizing the strength in depth of the fleet, which was the largest fleet of J/70s ever assembled in North America. The 2018 West Marine J/70 World Championship prize-giving was held at the Eastern Yacht Club. Officiating were Regatta Chairman Doug Morgan, Eastern Yacht Club Commodore Ulf Heide, J/70 International Class President Henry Brauer and Ward Blodgett.

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Photo courtesy of Chris Howell





Photo courtesy of Chris Howell

Doug Morgan was full of praise for co-chair Cheryl Byrne, PRO Hank Stuart and his race team, and all of the staff at the Eastern Yacht Club, led by General Manager Jeff Wargo and Assistant General Manager Brandon Farrell. Henry Brauer presented Eastern Yacht Club Commodore Ulf Heide with a half model of his J/70 *Rascal* to commemorate the 2018 West Marine J/70 World Championship. Commodore Ulf Heide awarded the prizes to the top 10 teams, and also special prizes were awarded: The youngest helm at the Championship was Gannon Troutman (USA) racing *Pied Piper*, scoring a race win. Claudia Rossi's *Petite Terrible* (ITA) for the top woman helm, and Kim Gibson (CAN) racing *Seaya* for the team's good humor throughout the regatta. Hundreds of competitors partied through the night at the Eastern Yacht Club after an amazing Championship.

**DAY ONE RECAP:** The first day will be remembered for tough racing conditions. A cold and wet southeasterly wind brought true Atlantic conditions to the combat zone. The big factor was the sea state, with waves topping out at over three metres. Upwind J/70s were climbing, then launching off huge waves. The downwind rollercoaster ride was an adrenalin pumping rush. The opening day was extreme, and right on the edge for racing. PRO Hank Stuart and his team kept a close eye on the weather, and, just before the bad weather really closed, called a halt to racing after two heart-thumping races. As the fleet headed into a warm welcome at the Eastern Yacht Club, torrential rain engulfed the race area, and there were no complaints about not running a third race.

Reigning J/70 Open World Champion, Peter Duncan (USA) racing *Relative Obscurity*, was second in both races to top the leaderboard. In second place, Claudia Rossi (ITA) racing *Petite Terrible* scored a 4-1, and lying third after day one was Bruce Golison (USA) racing *Midlife Crisis*, after a 3-3 scoreline. Alberto Rossi (ITA) racing *Enfant Terrible* was fourth, having scored a 5-5, and *Mascalzone Latino*, racing under the burgee of the Yacht Club de Monaco, scored a win and a 13th to finish the day in fifth. In the Corinthian Class, Jim Cunningham (USA) racing *Lifted* led the fleet. Ignacio Perez (MEX) racing *Zaguero* with all family members was second, and Lucas Authier (ARG) racing *Manuto* third. Luis Bugallo (ESP) racing *Marnatura* scored the best result in race one, but retired in race two after sustaining damage.

"It was a struggle," commented Cunningham. "Keeping in clear air was key, but to do that in the pack you have to anticipate much more about the boats around you. Staying on the edges, especially downwind was our game plan, and it was a lot of fun. We hit 19 knots as a top speed, which is

something you don't often experience. Mark roundings were a challenge; we came in on port a couple of times, which was interesting to say the least!"

Claudia Rossi said, "It was a great day for us with two good results, but the Championship is really long so we have to be focused and strong until the end. I prefer big conditions. I feel strong, and I am not scared by the waves or high winds. I absolutely enjoy these conditions, and I hope we get it every day!"

Golison from San Diego is one of the most experienced skippers at the Championship, and is a past winner of the Etchells Worlds and J/24 North Americans. "Well done to the race committee. Under pressure, Hank and his team did a stellar job. On the first day of the Worlds, you just want to have a couple of keeper races, and things worked out for us," commented Bruce Golison. "It is a pretty darn tough fleet, so we are very happy with the start to the regatta. I hate sailing in the rain, but this is a World Championship so you can't let that bother you. I have been around since the first J/24 Worlds in 1979, and this



Photo courtesy of Chris Howell





Photo courtesy of Chris Howell

is the deepest fleet in terms of overall talent. A lot of the owners have all sailed against each other for years and years, and this is spectacular racing, in a great fleet, who are pretty cool on the race course. It's the best of the best in one design keelboats."

**DAY TWO RECAP:** A change in the conditions provided a tactical and strategic second day of action. Two Spanish teams reveled in the Mediterranean conditions and led both the Open and Corinthian Classes. The wind was oscillating 15 degrees either side of the course axis, and the wind speed varied from 14-17 knots. It was definitely a day for keeping your head out of the boat, anticipating the changes in the conditions. After being deep in the fleet in race three, Jose Maria Torcida (ESP), racing *Noticia*, clawed back through the fleet to finish 14th. The Spanish team followed that with a 2-1 in the last two races to take the lead. "We are very happy!" smiled *Noticia* skipper Torcida. "We recovered from the back of the

fleet in the first race to fight back up to 14th. Basically, we got the wrong side of the shift in that race. We got the tactics right in the second race, rounded the top mark in second and nearly won the race, but *Savasana* made a good move on the downwind to pass us. In the last race, we port tacked the fleet and held on to take the win, which was fantastic, but we have only had five races."

Jud Smith (USA), racing *Africa*, posted a 2-6-11 to move up to second place. Brian Keane (USA), runner up for the 2017 J/70 World Championship, scored a bullet in race four, but a 28th in the last race pegged his team racing *Savasana* back to third. Bruno Pasquinelli (USA), racing *Stampede* on his birthday, was challenging for the overall lead going into the last race, but a 31st place put *Stampede* into fourth by the end of the day. *Mascalzone Latino* (MON), helmed by Matteo Savelli, was in fifth place after scoring a bullet in race three.



"We just want to have a chance when we go into the last day. We are just looking to sail ourselves into a winning position with some good scores," commented Smith. "Obviously like the other 90 boats out there, we want to have a good regatta, and do as well as you can against a lot of great sailors."

In the Corinthian Class, Luis Bugallo (ESP), racing *Marnatura*, led after scoring three good results on the day. It was a much better day for the team from Vigo, Spain. After sustaining damage on the first day and retiring, *Marnatura* earned a big lead in the Corinthian Division. Aldo Centanaro (URU), racing *Pura Joda*, was the top Corinthian team in the last race, moving the Uruguay team up to second. Lucas Authier (ARG), racing *Manuto*, remained in third for the Corinthians.

It was not a good day for the overnight leader Peter Duncan (USA), racing *Relative Obscurity*. "We set up to go left in the first two races, but it did not work out for us," commented Duncan. "In the last race, we went right and that didn't work either. Sometimes that happens, but we are only two days into the regatta and there is plenty more racing to come."

**DAY 3 RECAP:** The third day found 15 teams falling foul of the Black Flag during the three races held. Flatter seas and a shifting nor-easterly provided yet another different day for the 91 teams. With eight of the maximum 14 races having been sailed, the challengers for the Championship emerged.

It was a day of highs and lows for Peter Duncan (USA) racing *Relative Obscurity*. The defending J/70 World Champion did the business in race six, scoring their first bullet of the regatta but was disqualified in race seven for being OCS with the Black Flag flying. In race eight, Duncan's team scored a fourth to finish the day at the top of the rankings, on countback from Jud Smith (USA). "For the Black Flag, it was close, but we were highly visible as the first boat on the pin," commented Victor Diaz de Leon, who is calling the starts on *Relative Obscurity*. "It was immature on my part, and maybe a lack of experience. I feel like I let my guys down, because I say when to pull the trigger. Peter and the team back me 100%, but it was a low point. We had to watch for over an hour before we got into the next race, and we were hungry. In the last race, we had a mediocre start and battled back, and ended up having a great race. We are very happy



Photo courtesy of Chris Howell

that we are leading the regatta, but we have the biggest drop of the top boats. As I see it, the top six are all level, and whoever sails the best from now on is going to be the winner.”

Jose Maria Torcida (ESP) was leading the regatta at the start of the day, but a 7-43-31 dropped the Spanish team to third. Bruno Pasquinelli (USA), racing *Stampede*, was in fourth place just four points off the lead. Jack Franco, racing *3 Ball JT*, scored a bullet to move up to fifth. Brian Keane (USA), racing *Savasana*, fell to sixth after a 18-17-26.

Congratulations should also go to Gannon Troutman (USA), racing *Pied Piper*, who won the last race of the day. In the Corinthian Class, Luis Bugallo (ESP), *Marnatura*, extended their lead with two solid results. The young team from Vigo, Spain broke into the top ten for entire fleet. Finishing the day in style, Aldo Centanaro (URU), racing *Pura Joda*, scored a fifth, keeping the Uruguay team firmly in second place. Jim Cunningham (USA), racing *Lifted*, had a consistent day, keeping out of trouble to move up to third.

**DAY 4 RECAP:** On the penultimate day, three races were held and five American teams occupied the top of the leaderboard. Jud Smith’s *Africa* (Eastern YC) was in pole position by a single point from Bruno Pasquinelli’s *Stampede* (Fort Worth BC). Jack Franco’s *3 Ball JT* (Lakewood YC) was third, three points off the lead. Peter Duncan (American YC), racing *Relative Obscurity*, was in fourth, just a point ahead of Brian Keane’s *Savasana* (Beverly YC).

Luis Bugallo (ESP), racing *Marnatura*, had all but sealed the Corinthian World Championship title with another impressive day on the race course, scoring a 27-7-3 to lift the team to sixth place overall, just ahead of Jose Maria Torcida (ESP), racing *Noticia*. Congratulations should also go to Flavio Andrade (BRA) racing *OceanPact*, Martin Dent (GBR) racing *Jelvis* and Bruce Golison (USA) racing *Midlife Crisis*, who all won races Friday. “It was very exciting to win, and every race is interesting because there are so many opportunities during the racing,” commented Andrade. “We haven’t had a lot of time to train this year, so this regatta has been a challenge for us. There are three Brazilian boats in Marblehead, and we have been given such a great welcome by the Eastern Yacht Club.”

*Jelvis’* Martin Dent, a double J/111 World Champion, said, “This is a really tough fleet, and it is getting tougher. The top teams have been racing in the Class for many years, and that time together, and the knowledge they have about the boats, is the reason why they are the best. We got our bit of luck, getting on the right side of two big wind shifts. It was very satisfying to get a win in a fleet as good as this.”

The 2019 J/70 World Championship will be hosted by the Royal Torbay Yacht Club, Torquay, United Kingdom from August 29 to September 6, 2019. For 2018 West Marine J/70 World Championship daily news, pictures and videos, visit [www.j70worlds2018.com](http://www.j70worlds2018.com).

Photo courtesy of Chris Howell





Photos courtesy of Photo Boat







## NORTH SAILS CUSTOMERS DOMINATE IN 2018

**LUIS BUGALLO**  
WORLDS – CORINTHIAN

**ALBERTO ROSSI**  
EUROPEAN CHAMPIONSHIP

**THOMAS BOWEN**  
NORTH AMERICANS

**MARK LEES**  
UK NATIONALS

**CLAUDIA ROSSI**  
ITALIAN NATIONALS

**SIMON DIESCH**  
GERMAN NATIONALS

**PHILIPPE TESTON**  
FRENCH NATIONALS

**JAVIER NAVARRO**  
MEXICAN NATIONALS

**GONZALO ARAUJO**  
SPANISH NATIONALS

**JACK FRANCO**  
MIDWINTERS

**BRIAN KEANE**  
US WINTER SERIES

**SCOTT SELLERS**  
PACIFIC COAST CHAMPIONSHIP

**HEATHER GREGG**  
BACARDI CUP – CORINTHIAN

**JENN & RAY WULFF**  
CORINTHIAN NATIONALS

**JOEL RONNING**  
BACARDI CUP

**JOHN BRIM**  
NOOD REGATTA – ANNAPOLIS

**MARTIN JOHNSON**  
GREAT LAKES CHAMPIONSHIP

**BJORN BEILKEN**  
KIEL WEEK

**JEFF JANOV**  
FIESTA CUP

**ARGYLE CAMPBELL**  
LONG BEACH RACE WEEK

**DAVE HOCHART**  
YACHTING CUP

**SARAH RENZ**  
U GOTTA REGATTA

**JOHN & MOLLY BAXTER**  
NYC OD REGATTA

**JOHN HEATON**  
NOOD REGATTA – CHICAGO



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# JUD SMITH'S WORLDS MEMORIES

By Jud Smith, *Africa*



Photo courtesy of Phil Smith

It was incredible to sail a World Championship out of my home yacht club in the J/70. The organization and measurement went extremely smoothly relative to other years, and most boats passed without issue. PRO Hank Stuart, along with Eastern Yacht Club Race Committee and volunteers, did a fantastic job running the J/70 Worlds with such a large fleet of 91 boats racing all together. Certainly there was more wind and waves than most teams expected for Marblehead Worlds, considering the lead-up regattas featured lighter conditions during the summer.

I had studied the NOAA weather history over the past 20 years from the Mass Bay buoy a few miles to the northeast of the race area and found that 90 percent of the time, there was a fresh Nor'easterly during that same 10-

day period in the end of September. It came as no surprise when we started the regatta day one with fresh northeast breeze. The wind was out of the easterly quadrant most of the regatta, with wind against tide for many of the races. The summer seabreezes could not establish on the final day, as the NOAA buoy history had shown that there was a 50% chance we would lose one day to not enough wind, and historical data once again prevailed.

We were fortunate to have Lucas Calabrese join our team as tactician and mainsail trimmer for Bacardi Cup in Miami and through the Worlds. Will Felder trimmed jib and kite, which was a lot of work in those wavy conditions. Mark Gauthier did the bow, rig tune and Racegeek. The whole team put a lot of effort into optimizing the boat, rigging,

instrumentation and maintenance to keep us competitive for every regatta and training session we did all season long.

We had five training sessions every few weeks starting in May and through the Worlds and including many weekend regattas. The summer schedule was full between Marblehead and Newport and with alternating long training weekends and regattas. We trained a lot in waves in both Newport and Marblehead and captured most of the northeasterly days to train during the spring and summer.

We didn't plan to sail much in August since the wind is typically too light most days, so we used that time after Marblehead Race Week to have the hull work done. Chris Small's boat shop in Ipswich sanded out the print through on the hull, which was quite fair out of the mold but needed some work on the center seam. Will Felder and Doug Weatherby had done a great job sanding out the keel and rudder at sailing center Miami and repairing the leading edge of the keel every time I hooked a lobster pot (which unfortunately happened too often). We didn't do any aftermarket keel work other than what Will and Doug had done block sanding and repairs to the leading edge during the season.

We did install a Softdeck nonskid kit from Sail 22 in the cockpit floor which was a huge upgrade and weighed less than 4 kilos, which enabled us to remove corrector weighs to offset the added weight. Kenny Harvey also updated our backstay, main and jib halyards to heat set dyneema. We purchased a nice 2012 used Triad trailer from Bruce Golison and installed the Triad raised bunks kit.

I had done bow with Peter Duncan's team in the 2017 Worlds campaign with Willem Van Waay trimming and Victor Diaz on main

and tactics. We had both took delivery of identical sister ships from Key Yachting in the UK over the winter. We knew they were the fastest boat, and we were fortunate to have them as a tuning partner in the Newport Regatta, where they prevailed, and again in September training through the Worlds. It would get so competitive between the two boats in training sessions and club races that neither team would accept losing a two-boat lineup, a coach's race or even a club race. Fortunately, by the Worlds, there were

enough boats that we had the entire fleet to worry about, and line-ups with Peter every morning was our chance to optimize our set-up prior to racing. Peter's team was just one black flag start away from winning the Worlds. They were exceptionally fast upwind in everything. It wasn't until halfway through



Photo courtesy of Photo Boat



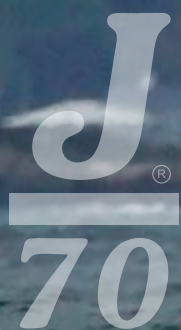


Photo courtesy of Phil Smith

the Worlds that we could even win a pre-race lineup against Peter. Early on, they appeared unbeatable and were on track to dominate another Worlds.

Friday's conditions were the most challenging with rain showers and a frontal passage shifting the wind all over the place. The edges were paying, but we fortunately passed enough boats on the final leg to still be leading the regatta by one point at the end of the day, which turned out to be a critical point going into the last day. With three races scheduled with an early 10:00 a.m. start time, the committee tried to get a race off in the westerly land breeze before it died. There was a westerly breeze inshore, but it didn't make it far enough out to the race area to set a course. The NOOD regatta in July also lost on the final day to inconsistent light shifting winds.

## **WORLD & CONTINENTAL CHAMPIONSHIP LENGTH RACES**

Marblehead featured the most J/70s on a single starting line for a Worlds yet. 91 boats on a 1.3-mile windward leg was in keeping with the Class guidelines but more appropriate for a fleet half this size or a split fleet. The windward legs in Porto Cervo were generally a half-mile longer on average and with fewer boats on the line. The length of the course and corresponding line in Marblehead were short for a fleet this size. I feel the target times for large single fleets need to be longer than the Class guidelines of 55-65 minute races. Windward legs should be closer to 25 minutes in a fleet of this size, which will allow for a longer, less congested starting line. The course and starting line length should grow in proportion with the fleet size. Target time for a 91-boat fleet could be 85 to 95 minutes in my opinion.

I understand if the fleet prefers to not have a split fleet into gold and silver divisions since most competitors don't want to get delegated to the silver fleet after just three qualifying races on the first day.

### **GPS DEVICES HELPING OR HURTING ?**

After the J/70 Worlds, I sailed Etchells Worlds in Brisbane with 96 boats and a longer starting line and courses. The Etchells Class does not permit the use of GPS line ping devices. By the end of that regatta, I thought the racing was better without those devices. The problem with the line pings is the fleet gets too close to the line too early, and a few boats can draw the entire fleet up even closer and cause more general recall starts. This can contribute to more OCS starters than there would be without the devices. I'm not convinced these devices are improving the quality of the racing.

### **SPREADER SWEEP**

Another topic that I believe is worth mentioning is allowing J/70 Class owners to adjust their spreader sweep within the Class tolerance. The unwritten rule for a Southern mast is 361 minimum and 382 mm maximum. Boats delivered from the factory with too much spreader sweep are at a disadvantage in breezier conditions because the mast overbends too easily. A defined rule and the ability for owners to optimize their spreader sweep within the tolerance to level the playing field for all competitors should be considered by the Class in the interest of fairness. There is no question that minimum spreader sweep on a Southern mast is better in wind speeds over 7 knots.

I had this spreader angle conversation with Drake Johnstone over a couple-a/two-three beers at Maddie's Sailoft in Marblehead, and he agreed that each boat owner should be able to achieve the same spreader sweep. Let's try to find ways to make this possible. I don't know of any J/70 owners who would be opposed to allowing all spreader angles to be optimized to conform with the existing Class tolerances. This is an easy one for the Class to approve and would be a huge performance benefit to J/70 owners going forward.

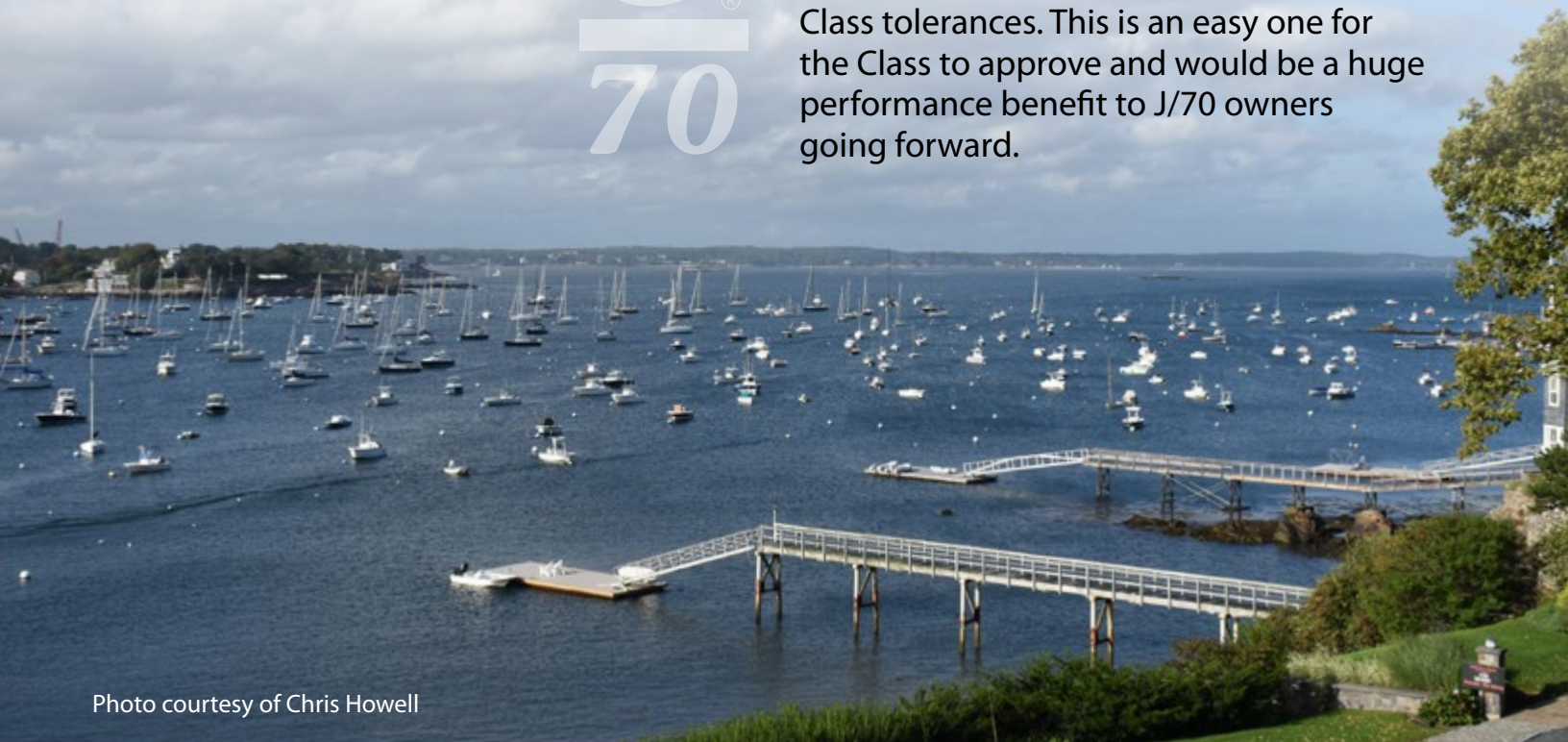


Photo courtesy of Chris Howell



# 2019 J/70 Midwinter Championship

Coral Reef Yacht Club, Miami, Florida

**February 21-24, 2019**

By Pamela Rose, *Sea Rose/Rosebud*

Miami Fleet 28 is thrilled to support the 2019 J/70 Midwinter Championship, proudly hosted again by Coral Reef Yacht Club in Coconut Grove. Taking place February 21-24, Biscayne Bay is THE place where the sparkling warm waters, predictable high winds and super-talented race organizers will all provide a racing welcome. Set in the middle of two Bacardi events and part of the Miami 5 Series, this Championship is set to be a huge success!

The first 60 teams to sign up and pay will receive local dockage included in the registration price so sign up now at <https://yachtscoring.com/emenu.cfm?eID=6070>. We expect there will be a waiting list. Sponsorships are available by contacting [prose1818@me.com](mailto:prose1818@me.com).

Miami Fleet 28 is growing and welcomes all others to spend the winter for the Miami 5. That's five special regattas and more planned, plus local racing every weekend. There should be about 12 local members by year end. Thanks to Mark Pincus and others promoting the J/70, our growth has been about 30% annually.



**Coral Reef Yacht Club**  
**is hosting the J70 Midwinter Championship**  
**February 21 - 24, 2019**

Register Now! <https://yachtscoring.com/emenu.cfm?eID=6070>



### **Fleet 16 Fishers Island Sound** **By Brad Gibbs**

We had a successful summer of racing on Fishers Island Sound, recording more than 16 races. Will Lennon (*Freedom*, #592) clinched the July and Season Series, as well as a first-place finish in the Round' Fishers Island Race. Brad Gibbs (*Glide*, #341) won the August series. Elliot Merrill, Clem Wood and Damon Ball sailed strongly all summer, finishing second in both the July and August Series. Doug Clarke (*Polar*, #695) and John Brim (*Rimette*, #340) represented the fleet with distinction at the 2018 Worlds in Marblehead finishing 19th and 22nd, respectively. The fleet is on-the-hard for the winter, but already planning for next summer's racing.

### **Fleet 25 Harbor Springs** **By Scott Sellers**

The Harbor Springs J/70 Fleet continued to experience growth and great racing this summer with two new boats to the fleet this year. Between Tuesday night and Saturday afternoon racing, we had 11 registered boats. The fleet remains family-friendly with the majority of the fleet sailing with junior sailors and/or multiple family members aboard. Performance has improved across the fleet with seven different boats winning at least one race this summer. The junior sailing team from Little Traverse Sailors in particular showed great improvement this season and qualified for the Youth J/70 Championship. The highlight of the season for the fleet was LTYC Ugotta Regatta with 21 boats and three days of great racing. We expect more than 30 boats on the Bay next summer as we host the J/70 Corinthian National Championship

in August. Come join us and experience Midwestern hospitality and some of the best sailing waters in the country.

### **Fleet 26 Detroit** **By Mike Welch**

We just completed a very active racing season that was leading up to the Great Lakes Championship. The fleet continues to improve, thanks to training sessions from professionals Skip Dieball, Tim Healy and Tuesday night racing run by Wally Cross. That was evident with four boats controlling their destiny in our last Tuesday race of the season for first place for the season. We had good, competitive Tuesday night racing with 9–10 boats typically competing. Mike Kirkman was the Tuesday Night Season Winner, John Morreale was the Grand Champion (combines Tuesday, Saturday point to point and Stadium Sailing) and Don Glover was our Larry P. Channell Trophy winner (12.6 mile point to point race). Four Fleet 26 members will be travelling this winter—the two champs above Mike & John, Mark Allen and me, and Brian Williams.







J/70 Fleet 25 and the Little Traverse Yacht Club invite you to the

## 2019 J/70 CORINTHIAN NATIONAL CHAMPIONSHIP

LITTLE TRAVERSE YACHT CLUB — HARBOR SPRINGS, MICHIGAN

AUGUST 8-11, 2019

Three days of racing in one of the most beautiful natural sailing venues in the world: crystal clear fresh water, a reliable afternoon seabreeze, and a spectacular natural harbor.

A regatta program specifically designed to maximize benefits to corinthian teams—including provided on-the water coaching, seminars from top J/70 professionals, and daily post-racing debriefs.

Stress-free logistics: a small waterfront sailing community with great restaurants, bars, and other services within a short walk from the docks.

### SCHEDULE

August 8 (Thursday) — boat arrival and setup, measurement, registration, practice race, welcome reception

August 9 (Friday) — race day, evening social event

August 10 (Saturday) — race day, evening social event

August 11 (Sunday) — race day; no race after 2pm; boat haul-out and de-rig, post-racing awards

### HOW TO GET HERE

Harbor Springs is located in northern lower Michigan, about a 4.5-hour drive north of Detroit and about a 5.5-hour drive north of Chicago. Two commercial airports—Pellston (PLN) (about 20 minutes drive) and Traverse City (TVC) (about two hours drive)—serve the area.

### TEAM DEVELOPMENT

- Top professionals from North Sails, Doyle Sails, and Quantum Sails will be in attendance, providing seminars, debriefs, and on-water coaching to all teams.
- The regatta program and schedule is being developed to fully integrate opportunities for teams to take their J/70 sailing to the next level.

### EASY LOGISTICS

- Irish Boat Shop (located next door to the LTYC) is a full-service marina, J/Boats dealer, and service facility, including a marine store, hoists, and more.
- Ramp launching also available adjacent to regatta site; ample trailer storage available.
- A range of convenient housing options, including hotels, house rentals, and more. (Special housing packages for participants are being developed.)

**Registration opens in December 2018.** More information at [ltyc.org/2019-j70-cnats/](http://ltyc.org/2019-j70-cnats/)

# King Harbor wins J/70 U.S. Youth Championship



Photos courtesy of Chris Howell

*Entering the third and final day on Sunday, November 18 of the 2018 J/70 U.S. Youth Championship with a 21-point lead, the King Harbor YC Youth Team (Kyle Collins/ Brock Paquin/ River Paquin/ Justin Zmina) posted a 1-4-3 to take the title. Merideth Moran led the Little Traverse YC to second, with Bridgette Groble and Chicago YC in third.*

**DAY 1 RECAP:** The seven youth teams from across America attending the second annual U.S. J/70 Youth Championship were blessed with extraordinary fall sailing conditions on Tampa Bay. While the Mid-Atlantic and the Northeast regions were getting blasted



with their first winter storm of the season, the youth teams from clubs in California, the Midwest, Southeast and Northeast enjoyed postcard perfect sailing conditions all day



long. The St. Petersburg YC welcomed the teams at the 8:30am Captain's meeting and, facing winds gusting to 25 knots at 7:00am, Regatta Chairman and PRO Todd Fedyszyn wisely postponed for one hour. With a forecast of NNE winds of 15-20 knots diminishing to 6-15 knots by day's end, the teams were blessed with a perfectly sunny, cool day, with not a cloud in the sky. As a result, the teams sailed a fast-paced series of 10 races of about 20 minutes each, finishing by 4:00pm. Starting off with a 2-1-1-1, there was no question the team from King Harbor YC in Los Angeles, CA were determined to set a high bar. A few lapses in concentration in races 5 and 7 were their only blemish on a record that closed with three bullets to lead the fleet with 16 points total.

Their nemesis all day long was the Chicago YC teams headed by Ray Groble and crew of Bridgette Groble, Remington King and Jack Hemmelgarn. While emphatically winning the first race, they accumulated six more



Photos courtesy of Chris Howell



seconds in the 10 races to hold on to second place. Sitting in third was Little Traverse YC skippered by the top woman skipper Merideth Moran and her team of Ellie Wagner, Molly Matthews, Luke Baker and Jack Miller.

**DAY 2 RECAP:** The second day continued to see beautiful sailing conditions. The seven teams saw winds oscillating from 20 to 65 degrees (N-NE) and velocities ranging from 5-10 knots of wind. PRO Fedyszyn immediately sent the teams out to start promptly at 10:00am with a goal of getting at least seven races in for the day. In the end, Fedyszyn's team managed to pump out eight races before the wind diminished to below the 4-5 knots threshold at 3:00pm. Starting where they left off the



Photos courtesy of Chris Howell



first day, the King Harbor YC team won the first race in convincing fashion. Thereafter, they accumulated five more firsts in the eight races to extend their lead by 21 points. Jumping into second place with an amazingly consistent day was the Little Traverse YC team after posting five seconds for a total of 50 points. The Chicago YC team dropped to third place.



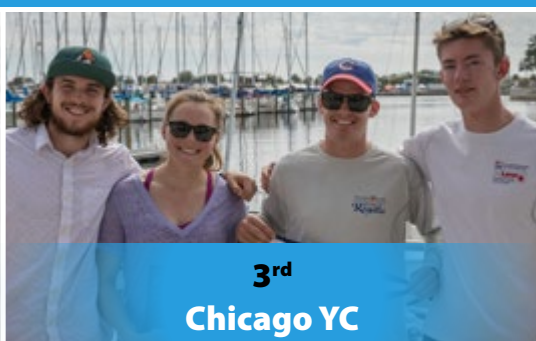




**1<sup>st</sup>**  
**King Harbor YC**



**2<sup>nd</sup>**  
**Little Traverse YC**



**3<sup>rd</sup>**  
**Chicago YC**



**4<sup>th</sup>**  
**St. Petersburg YC**



**5<sup>th</sup>**  
**Mudratz Sailing Team**



**6<sup>th</sup>**  
**South Carolina YC**



**7<sup>th</sup>**  
**American YC**

## FINAL RESULTS (21 RACES):

- 1. King Harbor YC**, Kyle Collins/ Brock Paquin/ River Paquin/ Justin Zmina; 37
- 2. Little Traverse YC**, Merideth Moran/ Ellie Wagner/ Molly Matthews/ Luke Baker/ Jack Miller; 54
- 3. Chicago YC**, Bridgette Groble/ Remmington King/ Jack Hemmelgarn/ Ray Groble; 79
- 4. St. Petersburg YC**, Heather Kerns/ Emma Shakespeare/ Heidi Hicks/ Emily Allen/ Cameron Delgado; 90
- 5. Mudratz Sailing Team**, Lily Flack/ Peter Cronin/ Lucy Rath/ Eli Gleason/ Tanner Kelly; 97
- 6. South Carolina YC**, Matthew Monts/ Bradlee Anderson/ Colin Meidler/ James Thurlow/ Bobby Soares; 108
- 7. American YC**, Maddy Saffer/ Lise Powers/ Grace Flannagan/ Felix Nusbaum/ Burke Avenari; 123

Complete event details can be found at <https://yachtscoring.com/emenue.cfm?eID=6108>.

# EXCEL UNDER PRESSURE

## Recent Results:

- 1st** - 2018 World Championship
- 1st - 2018 Europeans Championship
- 1st - 2018 Marblehead NOODs
- 1st - 2018 New England Championship
- 1st - 2018 San Diego NOODs
- 1st - 2018 Charleston Race Week
- 1st - 2018 St Petersburg NOODs
- 1st - 2017 Bacardi Miami Sailing Week
- 1st** - 2017 World Championship
- 2nd - 2017 North American Championship
- 1st - 2017 South American Championship
- 1st - 2017 Italian National Championship



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## Technical Report: Inspection at the 2018 Worlds

By Frank McNamara, International Technical Chair, [frank\\_mcnamara@icloud.com](mailto:frank_mcnamara@icloud.com)

*The inspection and measurement process at this year's J/70 West Marine World Championships went very well. The inspection team was able to complete the inspection of 91 boats in just under three days.*

***The inspection team consisted of the following Class representatives and International Measurers from several different countries:***

- Egidio Babbi ITA
- Chris and Julie Howell USA
- Dave McNabb and Deborah Horsfield CAN
- Frank and Lisa McNamara USA
- John and Gail Outhwaite GBR
- Polk Wagner USA

Many thanks to all the people from J/70 Fleet 9 and the Eastern Yacht Club who volunteered to help out with measurement. 27 different volunteers filled 12 positions over the three days, not including another dozen volunteers who applied bow numbers, directed traffic and launched boats. Truly a team effort!

The inspection process at major J/70 regattas continues to be focused on two goals. The first is to create a rigorous inspection process that ensures all competitors race on a level playing field, which reinforces the one-design integrity of the Class. The second goal is to create a process that is quick and efficient and does not detract from the competitors' focus on the racing.



The inspection process followed the Class' standard approach consisting of six stages. Before starting the actual inspection process, competitors checked in at a nearby beach where bow numbers, trailer numbers and sponsor decals were applied. They then proceeded to Eastern Yacht Club for inspection. Inspection consisted of the following steps:

**1. Staging Area and Mast / Rudder Inspection.** Three hours before their scheduled inspection time, competitors were able to enter the Club's dry sailing area. Rudders and masts were taken off the boat, checked at a nearby location and returned to competitors so they could raise their mast for the rest of inspection.

- Rudders were checked for dimensions, gudgeon attachment locations, shape and carbon. No significant issues were found in this area.
- Masts were checked for dimensions and spreader sweep. In only two cases were masts found to have non-compliant spreader sweep, and competitors corrected these situations by replacing their spreader brackets.
- Masts and rudders were tagged with inspection stickers.

**2. Required Equipment Check.** Each boat's required equipment was checked under Class Rule C.5.2. Safety lines were checked for tension. After approval, lines were wire-tied. Boat interiors were checked for water, so the boat would be dry for weighing.

- No material issues surfaced with respect to required equipment.
- Adequate tension on the cockpit safety lines continues to be a challenge, but competitors were able to bring their safety lines into compliance.

**3. Deck Layout, Rigging and Fitting Compliance.** Next the boats 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.

**4. Hull weight.** Boats were then moved to one of two cranes for the next two stages. Boats were lifted and weighed with a Class scale.

- In cases where boats were below the Class minimum of 812 kilograms, the appropriate amount of lead corrector weights were installed.

**5. Keel Down Inspection.** While the boat was lifted by the crane, a keel-down inspection was conducted using a variety of Class templates. The inspection team examined several aspects of the hulls and keel, 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 with other measurement questions, keels are essentially checked to be sure they have not been altered from their as-built state by comparing them to what has been found with respect to other boats in the past. (See Class Rule B.3.1.) Three keels were found to be out of compliance to a small degree, and minor repairs were made in an area adjacent to the cranes, and then the keels were re-inspected:

- One keel's trailing edge was too narrow, and it was built up to the appropriate width.
- Another keel was found to be too deep, apparently due to wear and tear on the wedges. New wedges were installed, and the keel then passed inspection.
- One keel was rounded on one corner of the 45-degree bevel. It was restored to a 45-degree bevel with two corners. See FAQ #15 at [www.j70ica.org/wp-content/uploads/2018/10/J70-FAQs.pdf](http://www.j70ica.org/wp-content/uploads/2018/10/J70-FAQs.pdf)

**6. Sail Measurement.** A team of five people conducted sail measurement in a tent next to the inspection area.

- Although some issues arose in this area, they were relatively minor.
- For example, a few jibs needed to be adjusted for compliance with the new "foot irregularity" requirement in Class Rule G.4.3.

Another important function was taking place inside the sail measurement area. Julie Howell helped many competitors obtain their Manufacturers Declarations (MD). An extra computer was available so that competitors could input the necessary information, and their MD could be issued on the spot. Any Class members who do not currently have MDs can obtain one by going to the Class website under Documents / Compliance / Manufacturer's Declaration: <http://j70ica.org/manufacture-declaration/>. If you have any question about the status of your MD, please contact the Class Office.

The inspection process at the 2018 Worlds proved once again that Class members are very attentive to Class Rules. This 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.



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# 2019

## **2018/2019 Davis Island Winter Series (Event 2 of 3)**

January 05, 2019 to January 06, 2019  
Where: Davis Island Yacht Club, Tampa, FL

## **2018/19 J/70 West Coast Winter Series (Event 2 of 3)**

January 13, 2019  
Where: California Yacht Club, Marina Del Rey, CA

## **2019 Bacardi Cup Invitational Regatta Series (Event 2 of 3)**

January 19, 2019 to January 20, 2019  
Where: Miami, FL

## **2019 St. Pete J/Fest**

January 25, 2019 to January 27, 2019  
Where: St. Petersburg Yacht Club, St. Petersburg, FL

## **2018/19 J/70 West Coast Winter Series (Event 3 of 3)**

February 09, 2019 to February 10, 2019  
Where: California Yacht Club, Marina Del Rey, CA

## **2018/2019 Davis Island Winter Series (Event 3 of 3)**

February 09, 2019 to February 10, 2019  
Where: Davis Island Yacht Club, Tampa, FL

## **2019 St. Petersburg NOOD**

February 15, 2019 to February 17, 2019  
Where: St. Petersburg Yacht Club, St. Petersburg, FL

## **2019 J/70 Midwinter Championship**

February 20, 2019 to February 24, 2019  
Where: Coral Reef Yacht Club, Miami, FL

## **2019 Bacardi Cup Invitational Regatta/92nd Bacardi Cup (Event 3 of 3)**

March 06, 2019 to March 09, 2019  
Where: Miami, FL

## **2019 San Diego NOOD**

March 15, 2019 to March 17, 2019  
Where: San Diego Yacht Club & Coronado Yacht Club, San Diego, CA

## **2019 Charleston Race Week**

April 11, 2019 to April 14, 2019  
Where: Charleston, SC

## **2019 Annapolis NOOD**

May 03, 2019 to May 05, 2019  
Where: Annapolis Yacht Club, Annapolis, MD

## **2019 Chicago NOOD**

June 07, 2019 to June 09, 2019  
Where: Chicago Yacht Club, Chicago, IL

## **2019 Cleveland Race Week**

June 14, 2019 to June 23, 2019  
Where: Edgewater Yacht Club, Cleveland, OH

## **2019 NYYC One-Design Regatta**

June 29, 2019 to June 30, 2019  
Where: Newport, RI

## **2019 Marblehead NOOD**

July 25, 2019 to July 28, 2019  
Where: Boston Yacht Club, Marblehead, MA

## **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 29, 2019 to September 06, 2019  
Where: Royal Torquay Yacht Club, United Kingdom

## **2019 Cleveland (216) Regatta**

September 21, 2019 to September 22, 2019  
Where: Edgewater Yacht Club, Cleveland, OH

## **2019 J/70 North American Championship**

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

# J/70 2019 - 2021 CALENDAR

## 2020

### 2020 J/70 Corinthian US National Championship

June 11, 2020 to June 14, 2020

Where: Eastern Yacht Club, Marblehead, MA

### 2020 Cleveland Race Week

June 19, 2020 to June 28, 2020

Where: Edgewater Yacht Club, Cleveland, OH

### 2020 J/70 World Championship

July 14, 2020 to July 19, 2020

Where: California Yacht Club, Marina Del Rey, California USA

### 2020 J/70 North American Championship

September 20, 2020 to September 27, 2020

Where: Port Credit Yacht Club, Mississauga, ON Canada

## 2021

### 2021 J/70 North American Championship

May 13, 2021 to May 16, 2021

Where: Annapolis Yacht Club, Annapolis, MD

### 2021 J/70 World Championship

October 18, 2021 to October 23, 2021

Where: Yacht Club de Monaco, Monaco



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**1st Place\*** - 2018 Mexican Nationals

**3rd, 4th, 5th\*** - 2018 San Diego NOOD

**1st Place\*** - J70 midwinters west

**3rd Place\*** - Yachting Cup

\*-- Partial inventory



EDGEWATER YACHT CLUB AND J/70 FLEET 3 WELCOMES...

# 2019

## NORTH AMERICAN CHAMPIONSHIP

SEPTEMBER 22<sup>ND</sup>-29<sup>TH</sup>

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