

**J/70 Corinthian
World Cup:
White Hawk
by Gianfranco Noè
is the Winner of
the First Edition**



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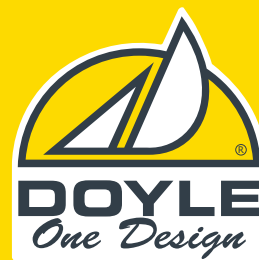
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2023 J/70 WORLD CHAMPIONSHIP

OCTOBER 30TH - NOVEMBER 5TH, 2023

IN ST. PETERSBURG, FLORIDA!

The world of sailing is all set to witness another exciting and prestigious event this year...the 2023 J/70 World Championship in St. Petersburg, Florida. As an internationally acclaimed sailing destination, St. Petersburg has been chosen to host this highly-anticipated sailing competition from **October 30th through November 5th, 2023**. With competitors hailing from all corners of the globe, the J/70 World Championship promises to be an unforgettable experience for both participants and spectators.

»**ST. PETERSBURG, FLORIDA** - A vibrant city situated along the Gulf of Mexico, which offers an idyllic setting for this prestigious regatta. Come experience a gathering of some of the most skilled and competitive sailors from around the world. With a diverse lineup of participants, including Olympians, America's Cup veterans, and world champions, the event promises an intense and nail-biting competition. The regatta will consist of a series of races spread over several days, testing the sailors' tactical skills, teamwork, and expertise in varying weather conditions.

For sailing enthusiasts and casual spectators alike, the *J/70 World Championship* offers an unmatched experience. In addition to the races, there is a variety of shore-side activities to keep spectators entertained throughout the event. From live music and food trucks to sailing clinics and meet-and-greets with the competitors, there's something for everyone.



Follow The Excitement!

Don't miss out....follow along on social media for updates from the event.



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J/70 Corinthian World Cup: *White Hawk* by Gianfranco Noè is the Winner of the First Edition

Photos courtesy of Christopher Howell

Unusual conditions for Lake Garda dictated the fate of the last two days of the J/70 Corinthian World Cup which, after the six races held in the first two days, came to an end on 4 June with a “double” no-race due

to lack of wind. At the end of the series, also considering the discard of the worst result, the winner of the first J/70 Corinthian World Cup in history is Gianfranco Noè's *White Hawk*. The crew of the Italian owner, already



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Photos courtesy of Christopher Howell

the Corinthian World Champion in Porto Cervo 2017, put the seal on the title thanks to a scoreline which, out of the six races, counted two bullets, a second and a third place.

“Winning a regatta in which you challenge yourself with 75 other crews is always a great emotion; being able to do it in the first edition of an event of this magnitude is a double reason for pride. The J/70 Corinthian World Cup was the most ambitious event of this season for *White Hawk*. We arrived with high expectations, and we achieved this victory. Thanks to my crew, which is a real group of friends who have been sharing this passion for years between work, study and all



personal commitments, according to the true Corinthian spirit. Are we going to defend the Corinthian World Cup next year in Denmark? Who knows, probably!” commented Noè.

On the podium in second place was *Irrational Exuberance* from Estonia of Tonu Toniste, 11 points behind *White Hawk*. The bronze medal went to the Australian crew of *Celestial*, led by Sam Haynes. The top five was completed

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Photos courtesy of Christopher Howell



by *Let It Be* by the Spanish Marcelo Baltzer Foucher and *Three Musketeers* from Brazil, led by Alberto Guarischi.

Sofia Giondi won the 'First Women Helm' trophy, and *Moore DRV* received the award for the best Under 25 crew, led by Sander Jongenelen. The crews of *Mr Henri* (winners in the Mixed Plus Division), *Happyyachting.com* (for their success in the Garmin Cup) and *White Hawk* again for the Alphazer EnergyStart Trophy were also awarded.



"Thanks from the J/70 Italian Class to all those who made possible the organization and success of this spectacular event. First of all to the International Class, which has chosen to rely on us for the first edition of an event of this caliber, and then to Fraglia Vela Riva, a solid and indispensable partner for such occasions," stated Federico Siragna, President of J/70 Italian Class.



Photos courtesy of Christopher Howell

DAY ONE RECAP: The event kicked off 1 June, attracting 75 crews representing 20 nations (Australia, Belgium, Brazil, Denmark, Estonia, France, Germany, Great Britain, Ireland, Italy, Mexico, Monaco, Netherlands, Poland, Spain, Sweden, Switzerland, Turkey, Uruguay and the United States) to the starting line. Participants completed three dynamic races. *Calypso Plastic Pledge* by Jonathan Calascione who, thanks to the placements scored in the first races of the series (6-3-3), solidly gained the top of

the standings with 12 points. He was followed by *Irrational Exhuberance* by Tonu Toniste (5-4-21), while *White Hawk* by Gianfranco Noè was third. In fourth place

was *Dads 'N' Lads* by Tim Simpson & Ole Bettum (2-27-13). From the fifth to seventh positions, we found equal points (47) for the Brazilian entry *To Nessa*, the Dutch of *Jello* and the Australians of *Celestial*. "We are excited about this start, but the road is still long and the fleet competitive and very fierce so no choice is obvious and every point important. Thanks to the organizers for being able to bring such a beautiful Corinthian fleet from all over the world back to the starting line!" commented Calscione.



DAY TWO RECAP: With a Southern wind that was gradually decreasing during the afternoon, the fleet was still able to complete three races as scheduled. Three different winners claimed victory: the Dutch entry *Mr Henri* scored the bullet in the first race, the Brazilian *Three Musketeers* in the second and American *Furio* in the third/last race of the day. The most consistent boat of the day was *Happyyachting.com* of the Swedish Pär Svärdson who, with scorings of 7-5-4, won the Garmin Cup, awarded to the best boat in the day of Friday. Thanks to the collaboration

between the J/70 Italian Class and Garmin Marine Italy, the crew of *Happyyachting.com* received a Garmin Quatix 7 smartwatch. Friday's balanced races brought about many changes in the standings, where the new leader was Noë's *White Hawk* (20-2-3 Friday). The Estonian entry of the Toniste brothers was in second place, 11 points behind *White Hawk*. Third place was the Australian crew of *Celestial*, while the Spanish *Let it Be* and the Brazilians of *Three Musketeers* completed the top five.

J
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Photos courtesy of Christopher Howell



Photos courtesy of Christopher Howell

DAY THREE RECAP:

The warm Ora wind that accompanied the first two days didn't fill in, leaving the fleet waiting in vain for its arrival. After a couple of hours, the Race Committee chaired by Giancarlo Crevatin decided to send crews back to their moorings.

Information and rankings from the J/70 Corinthian World Cup 2023 are available at <https://www.j70.it/en/corinthian-world-cup-2023/>.

2023 EUROPEANS

WEYMOUTH & PORTLAND
01ST - 09TH SEPTEMBER

UK NATIONALS

WEYMOUTH & PORTLAND
26TH - 28TH AUGUST



5 RACE DAYS



13-24 KNTS
AVG WIND SPEED



1 EUROPEAN CHAMPION



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North Americans 2023

Chicago Yacht Club is excited to host the J/70 North American Championship this September. More than 60 boats are registered, with competitors coming from the far ends of the earth! Chicago in September is beautiful with the trees beginning to change colors and strong steady winds that bring in the cool winter air. Iconic Lake Michigan is sure to provide sailing conditions like nowhere else, and with over 60 boats on the line, anticipate some serious competition. Acclimate your teams to this unique venue by participating in other pre-events (more information can be found on the poster). Need storage? [Crowleys Yacht Yard](#) has a special offer for J/70s participating in North Americans.

There's still some room if you'd like to join in September...register on [YachtScoring](#) before September 1. Visit the event website www.chicagoyachtclub.org/J/70nas for the most up to date event information. You can also follow on [Facebook](#), [Instagram](#) or [WhatsApp](#).



J NORTH AMERICAN CHAMPIONSHIP

70 SEPTEMBER 20 - 24, 2023
CHICAGO YACHT CLUB



THE J/70 CLASS IN 2023

HELLY HANSEN SAILING WORLD REGATTA, JUNE 9 - 13, CHICAGO YACHT CLUB

UGOTTA REGATTA, AUGUST 19 - 20, LITTLE TRAVERSE YACHT CLUB

INSHORE VERVE, AUGUST 25 - 27, CHICAGO YACHT CLUB

CHICAGO REGATTA, SEPTEMBER 9, CHICAGO YACHT CLUB

SHELDON CLARK, SEPTEMBER 16, CHICAGO YACHT CLUB

J/70 NORTH AMERICANS, SEPTEMBER 20 - 24, CHICAGO YACHT CLUB

Sacketts Top J/70 Corinthian US National Championship



Photos courtesy of Christopher Howell



The Sackett family from Cleveland, Ohio can start planning their trip to Real Club Nautico de Palma in Spain for the 2024 J/70 World Championship. Father and son skippers Tod and Lee Sackett finished first and second, following a one-point difference to decide the J/70 Corinthian US National Championship, securing berths for next year's premiere J/70 event. Tod Sackett's *FM* started the final day in fourth place overall but racked up scores of 2,1,3 to claim the title with 29 points. The *FM* crew included Abie Griggs, Jeff Haase and Ian Moran.

Lee Sackett & Dave Kerr on *USA1516* (winners of the previous two Corinthian US National Championships) posted two bullets on the final day but finished just one point shy of the victory. Places three through five were a



nailbiter, with Mike Kirkman's *Hot Ticket* eking out third place on the tiebreaker with Sean O'Brien's *McFly*. David Jannetti's *Very Odd* was only another notch back for fifth place. Twenty-one boats competed at Bayview

Yacht Club in Detroit, Michigan from August 4-6, with daily coaching from Nick Turney. A full slate of nine races was completed. Following a front that passed through overnight, conditions on Lake Saint Clair



Photos courtesy of Christopher Howell



amped up to 12-16 knots Sunday. Michael Booker on *USA1516* summarized, "It was a well-run event in a wide range of conditions and great competition!"

DAY ONE RECAP: O'Brien's *McFly* jumped out to the early advantage, including a bullet in Friday's third and final race for 9 net points. Conditions saw warm summer temperatures and winds that began around 6 knots and improved to 10 throughout the day. Lee Sackett/Kerr on *USA1516* stood in the runner-up position with 10 points, ahead of David Jannetti's *Very Odd* with 14 points. Jannetti kicked off the Championship with a victory

in a shifty race, chased by Sam Sansome's *Haddock* and Thomas Ritter's *Tramp*. *USA1516* followed with line honors in steady breeze in race two, as O'Brien's



Photos courtesy of Christopher Howell

McFly and Tod Sackett's *FM* got in on the action. O'Brien closed the day successfully, along with Kirkman's *Hot Ticket* and Brian Williams' *Afterburner*.

DAY TWO RECAP: Another three races were recorded Saturday, bringing the total to six and initiating the discard race. O'Brien's *McFly* stayed consistent to hold the lead with 13 net points, dropping an eighth in race five. Kirkman's *Hot Ticket* launched up the leaderboard with two bullets for the second position at 19 net points. Both Sacketts stayed in the hunt: Lee Sackett/Kerr on *USA1516* in third (22 points) and Tod Sackett's *FM* only another notch back. Light breeze at 5-7 knots greeted competitors with continued warm temperatures and hazy skies. Kirkman's *Hot Ticket* racked up their first victory in race four, trailed by O'Brien's *McFly* and Tod Sackett's *FM*. Following Kirkman in the next contest was the Lee Sackett/Kerr group on *USA1516* and Calliston Racing's *Hestia*. In race six, Hanson Bratton's *T2*, O'Brien and Todd Jenner's *Tea Dance Snake* led the fleet to the dock for the day's debrief.



Photos courtesy of Christopher Howell



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Photos courtesy of Christopher Howell



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TOP FIVE:

1. *FM*, Tod Sackett - 7 -3 -6 -3 -4 -[9] -2 -1 -3 ; 29
2. *1516*, Lee Sackett & Dave Kerr - 5 -1 -4 -[11] -2 -10 -1 -6 -1 ; 30
3. *Hot Ticket*, Mike Kirkman - 11 -4 -2 -1 -1 -12 -7 -[22] -2 ; 40
4. *McFly*, Sean O'Brien - 6 -2 -1 -2 -8 -2 -12 -7 -[22] ; 40
5. *Very Odd*, David Jannetti - 1 -8 -5 -4 -[11] -7 -4 -8 -4 ; 41



Photos are available on the US J/70 Class Association Facebook page. Complete results may be found at <https://yachtscoring.com/emenu.cfm?eid=15777>.



Nordic Championship / Swedish Nationals

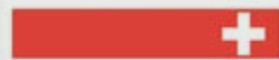


**The Danish national will be held in the first week of October.
The venue site is Sønderborg yacht Club**

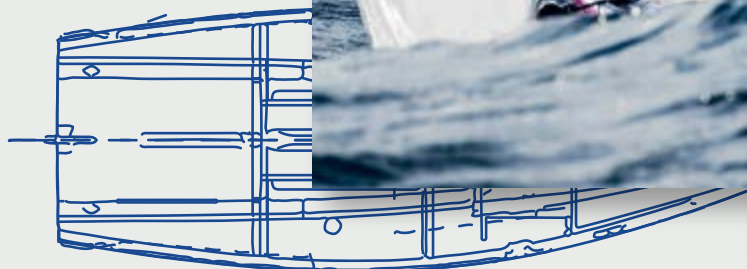
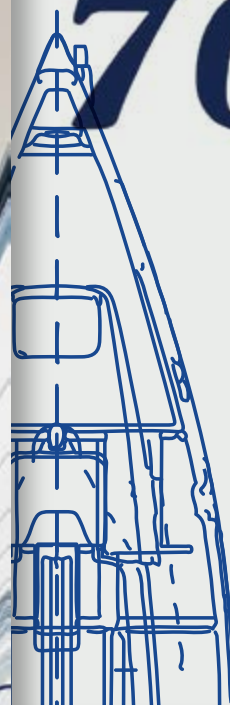


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Spain Report



Clinicas W Wins the J/70 National Ranking

The Spanish J/70 Class comes to the end of its racing season, and after celebrating the cup and the championship of Spain, the Spanish association of owners published the national ranking in July. There has been a total of 30 boats that have participated throughout the year, both in the local regattas held in Barcelona, Vigo and Palma de Mallorca, as well as in the two national events. The Mediterranean fleet has haggled in the Barcelona Winter Series, the J/70 Spring Mediterranean Series (held in Barcelona and Palma de Mallorca) Conde Godó Trophy, while the Atlantic fleet sailed the Villalia Winter Series, Villalia Spring Series and the Galician J/70 Championship. And

both fleets coincided first in the Spanish Cup played in May in Barcelona and then on the island of La Toja last June during the Spanish Championship.

TWO NATIONAL EVENTS TO MAKE THE RANKING

For the first time, this year the national ranking of the J/70 Class has been formed with the results of the two national events. Each competition had a different weighting, being 40% in the Spanish Cup and 60% in the championship. Thanks to having finished in fourth position in the Spanish Cup and second in the Spanish Championship, the canaries of the *Clínicas W* have been

Spain Report



proclaimed champions of the national ranking representing RCN de Gran Canaria, RCN Arrecife and RCN Barcelona. The second place has been for *Marnatura 1* of the Galician Luis Bugallo of RCN Vigo, thanks to two thirds in both events. The third box of the podium is occupied by *Tenaz* of Pablo Garriga (RCN de Barcelona) after his second place in the Spanish Cup and a fourth in the championship. *Hang Ten* by Jorge Martínez Doreste, did not have such good fortune in Barcelona and finished in seventh place, and after winning the title of champions of Spain, they have an overall score that places them in fourth place in the ranking. And the top five of the ranking closes with the team *Noticia* of Luis Martín Cabiedes (RCN Barcelona) after a sixth and a fifth.

It is important to note that following the regulations of the International Class J/70, the national rankings of each country refer to

the skippers and not to the boats or teams. That is, who is classified is the skipper, and it is mandatory to haggle in both qualifying events. Also, in Spain a rule was added that in each boat at least two crew members including the skipper had to be kept in the two events.

QUALIFIED FOR THE 2024 WORLD CHAMPIONSHIP

The 2023 ranking enables the top six finishers to participate in the World Championship to be held next year in Palma de Mallorca during the month of September. Due to the merits achieved in previous international championships by Luis Bugallo and Pichu Torcida, these skippers already have their place for the World Championship in Palma, with which they run place and at the moment it will be the first seven classified who have the option of navigating

Spain Report

the 2024 World Championship representing our country. But they will not be the only Spaniards because the Real Club Náutico de Palma, as an organizing club, has another four places that will be distributed according to their criteria, starting with the Mallorcan teams such as *Nautia Yacht Insurance* by Miquel Coll, *Patakin* by Luis Albert and *Balearia* by María Bover. At the time the writing of this news was closed, it was not yet known who would be the holder of the last place at stake, but it will be communicated during this summer.

TROPHY PRESENTATION DURING THE COPA DEL REY MAPFRE

The J/70 Class and the top 10 finishers in the ranking had their moment of glory during the Copa del Rey Mapfre, a regatta in which several J/70 teams participated. The RCN de Palma as the organizing club of the next World Cup and as support to the Class coordinated together with the National Class an awards ceremony of the top ten of the ranking. Each winning team will also have a commemorative trophy with an important gift donated by the sponsors and collaborators of the J/70 Class in Spain. The teams:

- **1st Clinicas W**, Luis Martínez Doreste: $(4^{\circ} \times 0,4 + 2^{\circ} \times 0,6) = 2,8$ points
- **2nd Marnatura**, Luis Bugallo: $(3^{\circ} \times 0,4 + 3^{\circ} \times 0,6) = 3$ points
- **3rd Tenaz**, Pablo Garriga: $(2^{\circ} \times 0,4 + 4^{\circ} \times 0,6) = 3,2$ points
- **4th Hang Ten**, Jorge Martínez Doreste: $(7^{\circ} \times 0,4 + 1^{\circ} \times 0,6) = 3,4$ points

- **5th Noticia**, Luis M. Cabiedes: $(6^{\circ} \times 0,4 + 5^{\circ} \times 0,6) = 5,4$ points
- **6th Abril Rojo**, Jorge Pérez Canal: $(8^{\circ} \times 0,4 + 8^{\circ} \times 0,6) = 8$ points
- **7th Abril Verde**, Luis Pérez Canal: $(11^{\circ} \times 0,4 + 9^{\circ} \times 0,6) = 9,8$ points
- **8th Let it be**, Juan Calvo: $(12^{\circ} \times 0,4 + 6^{\circ} \times 0,6) = 3,4$ points = 10,8 points
- **9th Pazo de Cea**, Javier Porto: $(9^{\circ} \times 0,4 + 14^{\circ} \times 0,6) = 12$ points
- **10th Seneca SW**, Willy Alonso: $(14^{\circ} \times 0,4 + 11^{\circ} \times 0,6) = 12,2$ points

And the sponsoring brands: **North Sails Spain, Villalia, Garmin, Nautia Yacht Service, Ratsey & Lapthorn, Oscar Trives nautical solutions, Rigger Workshop, Bodegas Can Marlés** and **Aceites Abril**.

CHANGES FOR NEXT SEASON

Looking ahead to next year, the national classification system of the J/70 Class will evolve to be fairer. And instead of using the final result obtained by each skipper in the two national competitions, the results obtained in all the disputed rounds will be used. In addition, the weighting applied this year will be abolished, and each regatta will have the same value. In addition, the same discards that have been applied in each championship will be applied. And those skippers who do not participate in an event will accumulate the score of the last classified plus one point. In this way, maximum participation in both the Spanish Cup and the Championship continues to be encouraged and becomes more attractive since in this Class there is a lot of equality between the first classified.



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CLASS PAGE

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By Mark Foster

International Technical Chair

The Technical Committee put forth Rules proposals to the Executive Committee, and they were endorsed and distributed to all National Class Associations to review and report back. If approved by the World Council, they will be submitted to World Sailing so they can be confirmed for use in January 2024. The Rules proposals are below for you to see:

1. AMENDMENT

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under E.2.2:

(a) The **hull appendages** may be lightly sanded for the purpose of applying anti-foul paint. If an epoxy barrier coat is applied, then anti-foul shall also be applied.

Amend to Read:

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under E.2.2:

(a) The **hull appendages** may be lightly sanded for the purpose of applying epoxy and/or anti-foul paint. If an epoxy

barrier coat is applied *alone*, it must be white in color, then anti-foul shall also be applied.

EXPLANATION:

This amendment changes the requirement for bottom paint if an epoxy is applied to keel and rudder. This allows for repairs at a lower cost than trying to repair the gel coat on both keel and rudder.

2. AMENDMENT

3. Old:

F.4.2 PURCHASE SYSTEMS

System	Min purchase	Max purchase
Backstay Control	2:1	2:1

Amend to Read:

F.4.2 PURCHASE SYSTEMS

System	Min purchase	Max purchase
Backstay Control	2:1	4:1

EXPLANATION:

A backstay control option of 4:1 to make backstay easier for all to manage.

3. AMENDMENT

Old:

C.1.1 Rules

(a) The ERS Part I – Use of Equipment shall apply.

(b) RRS 42.3(c) is modified to read “When surfing (rapidly accelerating down the front of a wave) or planing is possible, the main and jib may be pulled in only once for each wave or gust of wind, but the gennaker sheet may be played without restriction.”

Amend to Read:

C.1.1 Rules

(a) The ERS Part I – Use of Equipment shall apply.

(b) RRS 42.3(c) is modified to read “When surfing (rapidly accelerating down the front of a wave) or planing is possible, to initiate surfing or planing, the main and jib may be pulled in only once for each wave or gust of wind, but the gennaker sheet may be played without restriction.”

EXPLANATION:

Change is to better clarify the CR C.1.1 (b).

4. AMENDMENT

CR Amend to Read:

I.14 OSCAR FLAG

The change to RRS 42.3(c) described in Class rule C.1.1 (b) is only in effect when the Race Committee displays the code flag Oscar.

EXPLANATION:

This new Class Rule allows the Race Committee to better control the additional gennaker pumping described in C.1.1 (b).

5. AMENDMENT

CR Amend to Read:

I.10 MIXED-PLUS DIVISION

Regatta organizers will present awards for a Mixed-Plus division. To be considered as a Mixed-Plus team, Class Rule C.3 is modified so the **crew** shall consist of 4 or more persons and contain no more than two (2) males over 18 years of age. The Mixed Plus division shall be scored as a sub-division of the whole fleet using the competitor’s actual scores.

EXPLANATION:

This new Division is to promote more women and youth in the Class. The rule will require

each team to sail with two or more women crew or some combination of women and youth sailors.

6. AMENDMENT

CR Amend to Read:

I.11 MIXED-PLUS EVENT

Class Rule C.3 is modified so the **crew** shall consist of 4 or more persons and contain no more than two (2) males over 18 years of age. (This Rule shall not be used to modify C.3 for Continental or World Championships.)

EXPLANATION:

This new Event Rule is to promote more women and youth in the Class. The rule will require each team to sail with two or more women crew or some combination of women and youth sailors.

7. AMENDMENT

CR Amend to Read:

I.12 YOUNG CREW DIVISION

Regatta organizers will present awards for a Young Crew division. To be considered as a Young Crew team, Class Rule C.3 is modified so the entire **crew**, including the owner/driver, shall provide proof that no crew member is over 25 years of age. The Young Crew division shall be scored as a sub-division of the whole fleet using the competitor’s actual scores.

EXPLANATION:

This new Division is to promote young teams.

8. AMENDMENT

CR Amend to Read:

I.13 YOUNG CREW EVENT

Class Rule C.3 is modified so the entire **crew**, including the owner/driver, shall provide proof that no crew member is over 25 years of age. (This Rule shall not be used to modify C.3 for Continental or World Championships.)

EXPLANATION:

This new Event is to promote young teams.

9. AMENDMENT

Old:

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(d) Modification of the keel wedges is prohibited.

Amend to Read:

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(d) Modification of the keel wedges and their position is prohibited except as described in E2.2 (c).

EXPLANATION:

Clarify keel wedge modifications.

Now to plagiarize from Volume 10 Issue 4 because it was well written, and these items were important to repeat as we get new owners in the Class.

TECHNICAL COMMITTEE

REPRESENTATIVES INVITED!

As the J/70 Class grows worldwide, we continue to expand the activities of the International Technical Committee. The Tech Committee reviews Rule changes, discusses measurement and inspection issues, and helps interpret the Rules as needed. Each National Class Association (NCA) is invited to appoint a member of the Technical Committee. Ideally, this person is familiar with measurement and inspection processes as well as the views of the local (national) J/70 Class membership. Membership on the Technical Committee is a low time commitment, with almost all the business conducted by e-mail. If your NCA would like to appoint a representative, please have the NCA President or other officer e-mail me or Chris Howell with your nomination.

BECOME A J/70 CLASS MEASURER!

We need more official J/70 Measurers. We are developing training materials that should make it easier for Class members who are interested in serving that Class in this way to become qualified, even virtually. Contact me or Chris Howell if you're interested in this!

KNOW YOUR CLASS RULES:

MEASUREMENT VERSUS INSPECTION

One thing that is important to keep in mind when thinking about how the J/70 Class Rules are structured is the difference between measurement and inspection. Although we usually use those terms interchangeably in conversation and when referencing Class Rule enforcement, they are not really the same. With only a few exceptions, Class Rule enforcement

in the J/70 Class is via inspection, not measurement: we are inspecting the boats for compliance with the Class Rules, not performing fundamental measurements as defined by the Rules. The reason this is important to keep in mind is that the J/70 Class is a Manufacturer's Class, meaning that the boats are supplied only by the Licensed Manufacturers, and the Copyright Holder (J/Boats) and the Licensed Manufacturers alone determine virtually all the boats' fundamental measurements. The Class Association has, over the years, developed some inspection numbers related to aspects of the boat (especially the foils), but in almost all cases these numbers are not part of the Class Rules.

To give one example, at many events, we measure the distance between the bottom surface of the keel and the bottom surface of the hull. But that number does not exist in the Class Rules—we use that 'measurement' as an inspection tool to identify possible Class Rule violations, which are any modifications to any part of the boat that are not expressly authorized by the Class Rules. This, in turn, means two important things:

First, a boat may meet our inspection number for this keel down distance but nonetheless be in violation of the Class Rules because of impermissible modifications—even if those modifications did not result in a lower keel.

Second, just because a boat is inspected to be within our numbers at one event does not mean that the boat will pass inspection at some future event. Our private internal numbers we use for inspection are

undergoing constant review, based on the Technical Committee and J/70 International Measurers' experiences and observations, as well as discussions with J/Boats and the Licensed Manufacturers. These numbers can change over time as we get more information and refine our inspection tools. In addition, we develop entirely new inspection tools and parameters (numbers) every year.

Because we (mostly) enforce the Class Rules by inspections, not measurement, it is important to remember the fundamental rule of the J/70 Class Rules: do not modify the boat in any way that is not expressly authorized by a provision of the Class Rules. Put plainly, trying to optimize a boat through modifications is almost certainly going to result in the boat failing inspection at some point in the future.

LOOKING AHEAD

Members of the Technical Committee will be present at the 2023 Europeans in Weymouth, 2023 North Americans in Chicago the 2023 Worlds in St Petersburg.

I am enjoying the challenges that are being presented as the Technical Chair and am honored to work with the talented members of the IJ70CA Technical Committee to make our Class even better. It is in great shape with all the work the Technical Committee has already put in to get us to this point. Anyone with questions or comments should contact me (mfoster1053@gmail.com) and/or the Class Executive, Chris Howell (howell@j70office.com). I look forward to seeing you at the next regatta.

France Report

By Philippe Bonavita

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The J/70 Class in France is still growing with 37 boat members and more than 30 active boats at still the beginning of the year on our circuit.

In 2023, like the four last years, as the fleet is split in five major locations (Brittany, La Rochelle, Arcachon, Marseille & Annecy), we maintained the French Trophy with two local trophies (Atlantic Trophy and Mediterranean Trophy) and a common race, the French Championship.

This year, the French Championship took place at Brest during the famous "Grand Prix de l'Ecole Navale," organized by the French sailing federation and the French Navy high school.



French cup 2023

Atlantic

7-10 april	Spi Ouest France - la Trinité sur mer
9-11 june	Trophy ISPE J/70 - Biscarrosse
22-24 Sept.	Atlantic Télégramme - Lorient
10-12 Nov.	Navigatlantique trophy - La Rochelle

Mediterranean

24-26 march	Massilia Cup - Marseille
7-10 april	SNIM - Marseille
15 - 17 sept	Switzerland championship - Genève
20-22 oct.	Sport Boat Contest - Hyères

French championship

18-20 may	French naval school grand prix - Brest
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classej70france.com

France Report

Place	Hull Number	Nom du bateau	barreur 1	GENERA L
1	FRA 1086	JIBE SET	Hervé LEDUC	440
2	FRA1584	ELITE ECOLE NAVALE	Pierre LAOUENAN	430
3	FRA 144	SAGE ENGINEERING	Damian Michelier	400
4	FRA 1307	LE TIB	Nicolas ROSTAND	350
5	FRA 268	IZHENA IV	Guillaume PLASSART	280
6	FRA 771	JIMINY CRICKET	Patrick TORFOU	230
7	FRA 1425	JEUNES MADE IN SUD	Timothée ROSSI	220
8	FRA866	Pesk-nij	Olivier GUILLEMOT	180
9	FRA 127	ALBERTO	Olivier SOULE	170
10	FRA 432	TRISKELL	Elisabeth Vaillant	150
11	FRA 829	J OUT OF THE BOX 2	Yannig LOYER	140
12	FRA 114	JUMPAROUND	Philippe BONAVIDA	130
13	FRA 143	JAWS TOO	Emmanuel DELAFOSSE	130
14	FRA288	EDENRED	Basile BOURGNON	130
15	FRA 112	JACKPOTES	Emmanuel FOURNIER	120
16	FRA 1000	HORIZON JEUNESSE	Manon BOUCQUOT	110
17	FRA 297	VIRTUAL REGATTA	Philippe GUIGNE	80
18	FRA 276	JEROBOAM	Clement BRILLAUD	80
19	FRA 1347	JERK	Daniel MASSEAU	70
20	FRA1126	RIFIFIFI	Antoin GUIGNE	70
21	FRA1487	A CHACUN SON EVEREST	Hugo FEYDIT	70
22	FRA 443	BLACK BOARD	Lionel TISSOT	60
23	FRA 971	BADIANE 2	Jacques DE GALZAIN	60
24	FRA 1286	ENERJ'TBS	Jean Gabriel PETIT	60
25	FRA 107	ENERJ	Pierre DUCOM	40
26	FRA1411	BPEPJS1	Pierre BERTRAND	30
27	FRA 1287	INTERHOME	Lili BOURBONNAIS	30
28	FRA 1287	TBS	Adolfo FIORI	20
29	FRA1412	BPJEPS 2	Gilles DROGERYS	10
30	FRA 1578	AON	Antoine LHORME	10
31	FRA 659	TRILO'J	Christian SANCHEZ	10

In addition, for the first year, we decided to share a common regatta this autumn in Geneva with the J/70 Switzerland Class in our Mediterranean trophy for developing our activities for our members in the French Alps.

The **French Championship was a real success with 11 races in three days**, in breezy and tactical conditions. The winner was *Elite Ecole Navale* driven by Pierre LAOUNEN. Second was Damian MICHELIER

on *SAGE Engineers*, and third the *French South Young Team* led by Timothée ROSSI.

At the break of the mid-season, with four local regattas and the French Championship, the podium for the French Cup 2023 could change because ranking is very tight! The battle for Worlds 2024 qualification will be intense this autumn.

More information on our website:
<https://www.classej70france.com/>

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WINTER SERIES 2
26-28 JANUARY

BACARDI INVITATIONAL
6-9 MARCH



Monaco Report

By Pierrik Devic



The Monaco J/70 Class Association is doing good with 16 boats and 45 members. Five Monegasque crew attended the Corinthian World Cup in Riva. More recently, seven boats attended the Event 3 of the Italian Circuit in Malcesine. Two boats will sail the Europeans in Weymouth and one will attend the Worlds in St. Petersburg, Florida USA.

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2023

August 26 - August 28

2023 J/70 UK National Championship

Weymouth and Portland National Sailing
Academy Weymouth

September 2 - September 9

2023 J/70 European Championship

Weymouth and Portland National Sailing
Academy Weymouth

September 18 - September 24

2023 J/70 North American Championship

Chicago Yacht Club Chicago, IL

October 30 - November 5

2023 J/70 World Championship

St. Petersburg Yacht Club St. Petersburg, FL

December 2 - December 3

Davis Island Winter Series #1

Davis Island Yacht Club Tampa, FL

December 4 - December 10

2023 J/70 South American Championship

Yacht Club Argentino Buenos Aires

December 16 - December 17

Bacardi Winter Series #1

Shake-A-Leg Miami, FL

2024

January 6 - January 7

Davis Island Winter Series #2

Davis Island Yacht Club Tampa, FL

January 15 - January 19

2024 Southernmost Regatta

Key West Key West, FL

January 26 - January 28

Bacardi Winter Series #2

Shake-A-Leg Miami, FL

February 2 - February 4

**2024 J/70 Midwinter Championship / Davis
Island Winter Series #3**

Davis Island Yacht Club Tampa, FL

March 6 - March 9

2024 Bacardi Cup

Shake-A-Leg Miami, FL

April 28 - May 4

2024 J/70 North American Championship

Vallarta Yacht Club Nuevo Vallarta

May 18 - May 25

2024 J/70 European Championship

CNVA - Circolo Nautico e della Vela Argentario
Italy

June 2 - June 8

2024 J/70 Corinthian World Championship

Royal Danish Yacht Club Copenhagen

September 14 - September 21

2024 J/70 World Championship

Real Club Nautico de Palma Spain

October 3 - October 6

2024 J/70 German Championship

Deutscher Touring Yacht-Club
Lake Starnbergersee

J/70 2023 - 26 CALENDAR

November 18 - November 24

2024 J/70 South American Championship

Yacht Club Punta del Este Uruguay

2025

August 23 - August 30

2025 J/70 European Championship

Royal Swedish Yacht Club (KSSS) Saltsjöbaden

October 24, 2025 - November 1

2025 J/70 World Championship

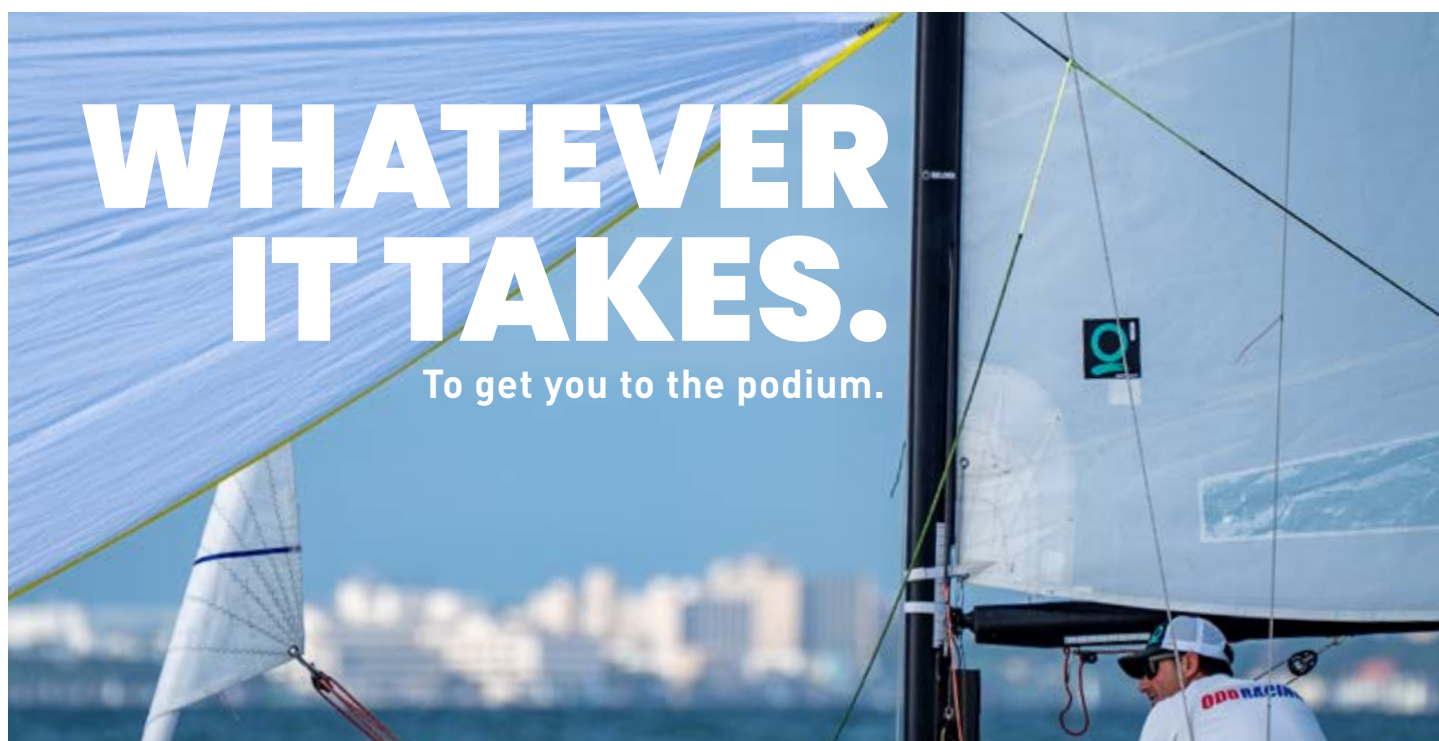
Yacht Club Argentino Buenos Aires

2026

August 28 - September 5

2026 J/70 World Championship

Clube Naval de Cascais Cascais



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