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MOMENTUM



**Julian Fernandez Neckelmann's
Flojito y Cooperando Conquers
J/70 North American Championship**

Photos courtesy of Christopher Howell

VOLUME 4, ISSUE 2, SPRING 2016



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Craig Tallman
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310-629-0365
Captaincraig@verizon.net

Secretary

Kristen Robinson
Arnold, MD
516-816-3856
J70zombie@yahoo.com

Treasurer

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

Technical Chair

Frank McNamara
Wenham, MA
978-578-9969
frank_mcnamara@comcast.net

Past President

Joe Colling
Bath, OH
216-496-6368
usa3757@gmail.com

Executive Director

Christopher Howell
12900 Lake Ave., #2001
Lakewood, OH 44107
216-226-4411
howell@j70office.com

Summer is officially here! Some of us from the heat-starved Northeast/Mid-Atlantic got a jumpstart on the warm weather after spending five fun days at the North American Championship in Seabrook, TX with 39 fellow J/70 teams from around the US (and including teams from Mexico, Brazil and Japan). The Championship was hosted by Lakewood Yacht Club. The competitors who ventured to Seabrook were treated to a fantastic regatta both on and off the water. The Lakewood YC team of volunteers lead by Regatta Chairman Al Goethe did a great job organizing the event. All aspects of the shore-side operations were seamless from check-in, measurement, launching, a complete offering of social activities and a well-orchestrated exit plan for all boats. Thank you Lakewood Yacht Club!

The weather was another story of our week on Galveston Bay. The PRO, Jim Tichenor, and his very able race management team did a fantastic job dealing with challenging weather all week including violent thunderstorms to nice days featuring unstable wind conditions. The fleet spent its first day of scheduled racing indoors watching the radar map at various locations in the comfortable confines of Lakewood Yacht Club due to a severe series of storms that rolled through Seabrook all day. The series was planned to offer 11 races, and Jim and his team were able to get off seven good races in conditions that varied from 5-15 knots. And a shout out to Chief Judge Leo Reise and his team for keeping us honest on the race course.

The next big event in the US is the World Championship being hosted by St. Francis Yacht Club from September 24-October 1. More than 40 boats are already registered from all over the world. And there are plenty of great regional regattas planned this summer as well as our local fleet racing to keep us on the water. The European Championship is scheduled for June 21-26 with over 80 boats registered! Major J/70 events on both sides of the Atlantic continue to attract strong numbers.

To Ping or Not to Ping...I can't help but reflect on the present state of our racing with the Race Committee giving us all extra time to set our instruments for each end of the line and watch as we all line up like a bunch of lemmings to set our instruments. We spent some of the down time on our boat during race day three at the NA (while we waited for the wind to settle down) to design a better starting system. Our idea is probably not new or revolutionary, but I think it has merit and maybe with the power of the fastest growing one-design Class in the World we can try and move technology forward to help both competitors and

PRESIDENT'S LETTER

our race management teams. Our idea is simple—instead of each boat having a GPS instrument and “pinging” each end of the line, before the start each boat would be equipped with an electronic transmitter that would trip a signal controlled by the RC between the two ends of the line. Think of the electronic system used at major Tennis Championships. The display on each boat would be able to provide the same information to the crew: distance from the starting line and as soon as the timer on the RC boat hit “0” the beam would detect boats over early, display this information for both the competitors on their boats as well as the RC. I have no technical background to make this happen, but I have to believe that there are some very talented engineers in our fleet (and smart guys like Stan Honey in our sport) who might be able to perfect this type of system. If we can develop a system, we could beta test it at some regional events, work out the bugs and implement it for major championships.

We had plenty of downtime at the NAs to catch up with fellow J/70 sailors and discuss the state of our Class and sailing in general. One of the ideas to bubble to the surface was a concept for the US Class to host a Corinthian National Championship. Some of the ideas that were tossed around include a four-day event with day one being a practice day on the water with Class sailmakers onsite as well as a couple of Olympic coaches to help all of the teams. The final three days of this regatta would feature a regular multi-race format punctuated by a morning briefing on weather, tuning and pre-race preparations, and a post-race panel to review the day on the water...what worked, what didn't work, etc. Some topics that might be discussed could include the best weather/wind/radar apps to keep on your mobile device, how to prepare for a major event in the weeks leading up to it and keeping your team focused during the regatta even after a bad day on the water. If you think this idea has merit, please send me an e-mail at a special address I just set up rascalusa818@gmail.com.

Finally, I am happy to report that our Class continues to grow in the US. There are presently at least two major yacht clubs actively discussing purchasing a fleet of 10-12 J/70s for use by their members and for hosting special events. This is in the wake of a new fleet in Detroit that includes both private and club-owned boats. More to come as these new fleets become established...

Have a great summer on the water!

Best,
Henry Brauer, USJ70CA President



Julian Fernandez Neckelmann's *Flojito y Cooperando* Conquers J/70 North American Championship



Photo courtesy of Christopher Howell

Julian Fernandez Neckelmann's *Flojito y Cooperando* won the first race of the Torqeedo J/70 North American Championship and withstood an onslaught of challengers over seven races to earn the trophy. The reigning J/70 World Champion, Neckelmann was joined by crew Willem van Waay, Bill Hardesty and Danel Belausteguigoitia at the event hosted by Lakewood Yacht Club in Seabrook, Texas. Able to discard a 13 in race 5, *Flojito y Cooperando* kept scores of 1,3,1,11,1,3 for 20 net points. The next five teams juggled standings all weekend (May 19-22), but with the victory in Sunday's only contest, Glenn Darden's *Hoss* leapt into second place with 30 points. (Darden is the current J/70 Midwinter Champion.) Peter Duncan's *Relative Obscurity* benefited from a second on Sunday to move into third overall with 32 points. Robert Hughes' *Heartbreaker* snagged fourth (34 points), and then Bruce Golison's *Midlife Crisis* and Bruno Pasquinelli's *Stampede* tied at 37 for the next spots.

The 10-boat Corinthian division was ruled by Jack Franco's *3 Ball JT*.

Neckelmann, from Mexico, credited his team which has been together for more than a year. He also thanked the Race Committee, saying "It was just a very tough weekend with complicated conditions for them to run races. They did an outstanding job." Expect to see *Flojito y Cooperando* at the J/70 World Championship this fall in San Francisco. "I'm just very happy to be sailing J/70s," Neckelmann said with a smile. "It's a lot of fun, and the Class is going the right way. We'll keep growing and having big fleets."

Neckelmann didn't have to shake off any rust after the opening day (Thursday, May 19) of the Championship was postponed due to storms. The *Flojito* team totaled 16 points after four races were completed Friday in winds between 6-8 knots. Neckelmann nailed two bullets and added in a 3 and 11 to build an eight-point advantage over Bruce Golison's *Midlife Crisis*.



Photos courtesy of Christopher Howell

Bruno Pasquinelli's *Stampede* was in third place with 27 points. The day's other race winners were Golison and Phil Haegler's *Cloud Nine*.

Two more races went in the books on Saturday, and for Neckelmann, it was feast or famine as a 13 in the opening meeting briefly dropped him out of the regatta lead. But a bullet in the day's only other contest gave the team 17 net points,

four in front of Golison (who recorded a 5,8). Pasquinelli held third place with 28 points, with Darden hot on his heals at 29. In breeze around six knots, Pasquinelli bested the fleet in the day's opening battle. Following a pause to allow the wind to stabilize (which it did at 10 knots), Neckelmann and teenager Gannon Troutman's *Pied Piper* renewed their Charleston Race Week battle, with Neckelmann earning the win.





Photos courtesy of Christopher Howell

Top Six overall:

- 1) Julian Fernandez Neckelmann, *Flojito y Cooperando*, 1-3-1-11-[13]-1-3=20
- 2) Glenn Darden, *Hoss*, [23]-4-3-3-10-9-1=30
- 3) Peter Duncan, *Relative Obscurity*, 14-7-2-[22]-2-5-2=32
- 4) Robert Hughes, *Heartbreaker*, 4-9-[22]-7-3-7-4=34
- 5) Bruce Golison, *Midlife Crisis*, 2-1-5-16-5-8-[17]=37T
- 6) Bruno Pasquinelli, *Stampede*, 10-8-4-5-1-[13]-9=37T



J 70®



Photo courtesy of Christopher Howell



Photo courtesy of J Rogers



Photos are available on the J/70 Class Facebook page, and complete results may be found at www.j70nac.com.



Photo courtesy of Christopher Howell

Winner's Debrief with **Julian Fernandez Neckelmann**

Momentum: At the event, you used the word "complicated" to describe the Galveston Bay conditions. How did your team make sense of it?

Julian Fernandez Neckelmann: We were actually in a reactive mode, expecting wind shifts and velocity changes to have no patterns. A big weather system was coming in so it made everything random for the four days. We sailed very conservatively always looking for pressure and indications of windshifts.

Momentum: You've been sailing with your crew for over a year. How much time on the water would you say you've done together? On a scale of importance for success, where does this rank?

JFN: I think that more important than the time we have spent sailing together, the key factor

has been prioritizing focus and trust in each other's job being done right. The number of days ranks 6/10; the actual level of focus of days training or racing would probably rank 9/10.

Momentum: The J/70 Class continues to attract large fleets around the world at numerous Championships and multi-Class events. How can the Class sustain this high level of participation?

JFN: I think the Class management, board and competitors need to emphasize quality of race management and focusing on maintaining stricter and simpler measurement guidelines. Evolving into having measurement templates that are open and available is of utmost importance. Today it is impossible to self-police and super hard for measurers to do their job well. It is a fact that rudders and especially keels wear and tear



Photos courtesy of Christopher Howell



tremendously and get repaired frequently. How do I know my keel is back to specs after the crane operator at my club totaled it?

Momentum: Do you see the J/70 Class is a "strict" one-design Class as far as measurement and Rules compliance? Why or why not?

JFN: I think we try to be "strict" but in reality, clarity and simplicity should be our mantra. We have an evolving Class that is much more successful than anyone would have imagined. We need to evolve quickly to the challenges that being the most popularly raced keelboat/sportboat in the world brings. The mast issue should be fixed by having identical masts/spreaders produced by Selden and Southern Spars. We should allow boats built up until

2016 to keep the ones they have, but all replacement masts and all masts as of 2017 should be identical.

Momentum: When we talked after the 2015 Worlds, your opinion on the level of professional sailors in the Class was to keep the Class Rule as is. Has your view stayed the same or changed?

JFN: If it is working and we have so much participation all over the world, why mess with it? We are attracting people from dinghies, TP52, Farr 40, J/24, Dragons, Olympic Classes, Americas Cup, Volvo, ORR and PHRF. Let's embrace this success and keep being a Class for everyone. Let's not underscore the importance of industry involvement in our success as a Class. Having sailmakers, professionals and boat captains is probably very important for us having 50 + boats at most championships. The Corinthian awards take care of those who want to sail all amateur.

Momentum: The 2016 World Championship takes place this fall in San Francisco. How will you prepare for the Bay conditions?

JFN: We will try to sail the most we can in San Francisco during July, August and September.

J/70 WORLDS

Sept. 24-Oct. 1, 2016

San Francisco, CA



Registration is open!

Sign up your boat online at
stfyc.com/j70worlds2016

Interested in chartering? Contact Norm
Davant at norman@sailcal.com



Late September is several months on the horizon, but the St. Francis Yacht Club and the J/70 Class have already riveted their attention on the J/70 World Championship, which will unfurl on the waters of San Francisco Bay from September 24 to October 1, 2016. Since it first splashed in March of 2012, the J/70 Class has enjoyed a meteoric rise, with more than 900 boats now sailing in more

than 20 countries, making this speedy sportboat the most successful one-design keelboat since Rod Johnstone built the first J/24 in his garage in 1975. This year marks the third J/70 World Championship and the first on the West Coast. Registration is open and in full swing, and the St. Francis Yacht Club encourages sailors to sign up early to ensure a spot on the starting line.

Many of the Class's fastest names are already entered, including Julian Fernandez Neckelmann (MEX), who won the 2015 J/70 World Championship in La Rochelle, France, and who aims to defend his title in 2016. While there's no question that Neckelmann and his *Flojito Y Cooperando* teammates are world-class competitors, they will be up against some seriously fast guns with extensive local knowledge, including Shawn Bennett, Bruce Golison, Scott Sellers, Tracy Usher and Peter Vessella.

"The competition at the San Francisco Worlds will be fantastic," said Neckelmann, who described San Francisco Bay as one of his favorite international racing venues. "I can think of six or seven European boats that will be in the hunt, seven North American boats that will be right up there, and two or three South American boats that should be contenders."

While weather-driven events are impossible to accurately forecast, San Francisco Bay historically sees a prevailing westerly sea breeze in September and October, placing the J/70 Worlds

J/70 Worlds on Track to Host Top International Talent at St. Francis Yacht Club

solidly in the sweet spot for high-adrenaline racing. Fortunately, with nearly 90 years of experience hosting world-class regattas, the St. Francis Yacht Club can ensure that the race management and the shore-side events will be second to none.

"We can't guarantee breeze, but we can guarantee a world-class race committee that will keep the racing smooth and tight," said Susan Ruhne, who is serving as the Regatta Chairwoman for the 2016 J/70 Worlds. "We encourage top teams from around the world to experience fall sailing on the Bay and to celebrate the culmination of their racing season by lining up against the Class's top competitors. We have parties planned for each evening, and for those who want to explore our vibrant city, San Francisco offers countless great restaurants, bars and evening-entertainment opportunities."

In an effort to make it easier for international teams to compete, the St. Francis Yacht Club partnered with J/World to offer a number of charter boats, all of which have already been reserved, thus enabling teams to compete that otherwise would be shut out due to the logistical and financial headaches of shipping a boat to the States or buying one for this event.

For teams that want to gather more local knowledge before the Worlds, the St. Francis Yacht Club's Big Boat Series (September 15-18) is a perfect opportunity to learn the lay of the Bay.

Registration for the J/70 Worlds is open until August 15, 2016 (additional fees apply to teams that register after this deadline), and while there is no official entry cap, the J/70 Class and the St. Francis Yacht Club are aiming for 80 boats on the starting line. Please visit www.stfyc.com/j70worlds2016 for more information or to register for this exciting World Championship regatta.

2016 International Women's Keelboat Championship Applications Now Open

The American Yacht Club in Rye, NY will host the new International Women's Keelboat Championship in provided J/70s on August 14-20, 2016. Twenty-four teams from around the world will be invited to compete, with the intention of an even ratio of North American and intercontinental teams.

Teams representing eight countries have already submitted applications.

More than ever, this championship will offer women keelboat and offshore sailors high quality racing on the international stage without the need to provide their own boats or sails. To ensure a fast and competitive racing format, additional changes have been made to speed up the action. The format consists of fleet racing with a twist. The championship features two flights of 12 boats each with teams rotating after

every two races. Each team will race an equal number of races against the others. Races will be approximately 15 minutes in duration. Host clubs will ensure quick rotations and on-the-water judging, in addition to an improved viewing experience for spectators.

The Magenta Project will host a clinic led by three-time International Women's Keelboat Champion and Olympian Sally Barkow on Monday, August 15. Barkow will host a presentation on her experience as a competitor in the 2015 Volvo Ocean Race that same evening.

The International Women's Keelboat Championship was inaugurated in 1985 through the efforts of US Sailing's Women's Championship Committee. The event became one of the premier women's sailing event in the U.S. and worldwide.

Learn more and submit your application to race at the 2016 International Women's Keelboat Championship at <http://www.ussailing.org/racing/championships/adult/iwkc/>.



EXCEL UNDER PRESSURE

2015 Results:

- 1st - North American Championship
- 1st - New England Championship
- 1st - ONE Regatta
- 1st - Cleveland Race Week
- 3rd - Charleston Race Week
- 1st - AYC Spring Series
- 4th - Key West Race Week



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

Photo Credit: Allen Clark/PhotBoat



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Newport Sailing Week

By Sara Zanobini

June's most anticipated one-design sailing event in the Northeast, the BACARDI Newport Sailing Week presented by EFG Bank, will return to Newport this summer for the sixth consecutive year for a week filled with good sailing and festivities. The J/70 Class (which shows a great turnout in Miami) is also a great supporter of our New England early summer event, and we're very grateful. If you would like to register, please do so at <http://www.newportsailingweek.com>.

This year's event will hold an exciting agenda including the Pipistrello boatbuilding workshop exhibit at Bowen's Wharf. In collaboration with Wooden Boat Magazine, boat builder George Krewson will build before your eyes a Shellback dinghy in one-week time from June 25-July 4.

And, of course, Bacardi will be sponsoring our bar and the food services!



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The St. Petersburg Yacht Club is proud to announce and welcomes the 2017 Quantum J/70 Midwinter Championship in St. Petersburg, FL February 23-26, 2017.

Preliminary Schedule

- February 23: Arrival, Vessel Check-in, Measurement, Free Keg Party, Skippers Meeting, Cookout
February 24: Racing, Free Keg, Open Night (Enjoy Downtown St. Petersburg's Restaurants/Entertainment)
February 25: Racing, Buffet Dinner at SPYC
February 26: Racing, Awards Presentations

Accommodations:

Click on "Sailing" on the home page at www.spyc.org, then click on "Regattas" and scroll down to the bottom of the page to "Hotels."

Guest Card:

To enhance your experience at the St. Petersburg Yacht Club, you may obtain a guest card online. Click on Sailing at top of home page, then click on SPYC Guest Card. Fill out the information, and your card will be waiting for you at the front desk.

Vessel Storage:

More information to follow.

The Official Notice of Race and Sponsor Information will be available soon.



Easter Regatta, Corinthian Style

Jeff Johnstone at J/Boats has donated a perpetual trophy to be awarded to the top Corinthian boat each year. The trophy will be awarded to the first place Corinthian in the annual Easter Regatta hosted by Columbia Sailing Club (CSC) at Lake Murray in Columbia, South Carolina.

This year, the trophy was won by Elaine Parshall and her crew on *Mutant Blondz*. Elaine is a sailor from Columbia Sailing Club and chartered a J/70 for the spring with her brother David and two other CSC sailors, Craig Milling and Margret Bost. Elaine adds the 2016 J/70 Corinthian trophy to her long list of previous achievements racing sailboats. She won the Y-Flyer Junior National Championship in 1977-1980, the Adams Cup in 1996, and placed second in the Women's Rolex in 1999. More recently, she has also placed second in the 2013 North Americans for JY-15s at Stanford Yacht Club in Connecticut.

The Easter Regatta has a 50-year legacy of providing great competitive sailing. The regatta was originally established as a Championship for E-Scows in 1966. Later, the regatta became a championship venue for J/24s. In the past two years, Columbia Sailing Club has expanded registration for the Easter Regatta to include J/70s with their own starts.

The regatta has been a great environment to foster camaraderie among competitors. Not only does Lake Murray have superb conditions for racing, but also the Columbia Sailing Club outdoes itself each year with their hospitality. There are hotels in the area, but most competitors choose to stay with hosts from the club or bring tents, trailers or RVs and stay on the grounds of the lake. The club also provides dinner each night, entertainment in the evening and breakfast in the morning. David Betts (Instant Karma/USA 909),



Elaine Parshall on *Mutant Blondz* won the 2016 J/70 Corinthian trophy at the Easter Regatta in Colombia, SC.

who raced this last year said, "The Easter Regatta is a fantastic opportunity for J/70 Corinthian teams to race at a well-organized event. This year, the Corinthian-only event format provided a level playing field and very competitive racing."

Registration is now open on Yacht Scoring for the 2017 Easter Regatta, and the next year's annual J/70 Corinthian Championship. There will be practice racing and a dock talk for J/70s on April 13, then racing for three full days on April 14-16. After each day of racing, there will be a chalk talk and discussions held on the veranda at the sailing club. The regatta is well-timed for those who are pre-staging for Charleston Race Week scheduled April 20-23, 2017. As a bonus, Columbia Sailing Club will permit boats to store their boats at no cost during weeks leading up to the regatta. Contact Charles Bumgardner for more information at cgbum@me.com or visit the website www.easterregatta.org.

Frequently Asked Questions

RULES

Is there a difference between the Builders Specs and Class Rules?

The Builders Specs are part of the Class Rules. However, if there was a difference, or a problem of interpretation, the Class Rules would be relied upon. The Rules can only be changed by the process described in the Class Constitution. The Builders Specs can be changed by J/Boats Inc. from time to time as equipment is changed or upgraded.

What are Closed Class Rules?

Unless the Rules specifically say you can (May) make a change, then you cannot (Shall Not) make the change. This includes the addition of equipment or the location of equipment. All components, and their use, are defined by their description.

HULL AND APPENDAGES

May damage be repaired?

Yes. The intent is to allow repair to minor surface imperfections of the hull and appendages, without altering the standard shapes and dimensions as controlled by the master production molds. These minor surface imperfections include gelcoat scratches, minimally damaged areas and minor molding imperfections such as print-through, and can result from various causes such as trailering, ramp launching, docking, etc. The types of modifications, maintenance and repair that meet these "minimal" or "minor" standards are listed in Class Rule C.7.1 and C.8.1. Anything beyond these standards is subject to the requirements of Sections D.2.5 and E.2.2 of the Class Rules, which specify that repairs need to be performed after permission has been received from the Licensed Manufacturer. The Technical Chair of the IJ70CA, whose contact information is on the IJ70CA website, can initially coordinate the approval process. The technical chair of each country's national J/70 class can also assist in this process. The Builders Specs document also references some allowed repairs.

Is fairing of bottoms or blades allowed?

As described above, repairs of minimal damage and minor molding imperfections are permitted. Changing the hull shape is not. Tools have been developed to check on alterations beyond as-built tolerances. Measurers also have the option under Class Rule #B.3 to establish a control group of boats for the purposes of checking a specific measurement not otherwise stated in the Class Rules.

Can I block the trailing edge of my keel and rudder?

Yes. The J/70 Builders Specs do allow for lightly blocking the trailing edge of the keel and rudder. The trailing edge of the rudder may be lightly blocked to "square" off, and the trailing edge of the keel may be lightly blocked to "square" or bevel off no more than 45 degrees.

J/70 TECHNICAL COMMITTEE REPORT

Can I apply anti-foul bottom paint to the hull?

Yes. See Class Rule C.7.1(a). Painting the bottom with anti-foul paint is intended to allow for the J/70 to be sailed in as many places and with as wide a variety of facilities as possible. Below the waterline, the gelcoat may be "lightly abraded to allow for the application of anti-foul paint". However, an epoxy barrier coat cannot be applied unless anti-foul paint is also applied.

Can I remove the keel weed cutter?

Yes. Line 42 of the Builders Specs says that the weed cutter is an option. Note that replacement or removal of any equipment on the boat may void the boat's Weight Form. Please advise the Class office of any changes.

Can I change the depth of my keel?

No. This falls within the changes that are not permitted by the J/70's "Closed Class Rules". Line 43 of the Builders Specs says no modification of keel wedges is permitted.

Can I replace the double rudder pins with a single pin?

Yes. See Line 46 of the Builders Specs. New boats are supplied with two pins in the US and one pin in France.

FITTINGS ON HULL, DECK AND SPARS

Can I move the gennaker sheet block to the same location as the jib turning block?

Yes. Line 35 of the J/70 Builders Specs allows the option of attaching the gennaker blocks to the jib block padeyes. However, they must be attached directly to the padeyes with a shackle or other standard attachment mechanism, and not be allowed to move more than a minimal distance from the padeye.

Can I add turning blocks on the cabin top for the vang?

Yes. Line 13 of the Builders Specs says: Option to add two 29mm deck mounted cheek blocks outboard and forward of hatch lid to deflect the boomvang tails around the hatch. *Equivalent to the Ronstan RF67 or Holt A4867.

Can the winches be removed or bolted under the deck?

No. These are required by Line 16 in the Builders Specs. The J/70 is designed to be used by as broad a range of crews as possible, regardless of strength. While this has been a topic of worthwhile discussion among class members, the J/70 is intended to provide the opportunity for exciting one design racing among identical boats, and allowing changes in the winches might afford an advantage to stronger crews who would be able to move their weight more quickly in marginal planning conditions.

Can I add a pvc roller or similar equipment across the companionway corner to aid in spinnaker launching?

Yes. This would be considered anti chafing gear allowed by class rule II.C.7.2(d)

Can I add an elastic cord or similar system for drawing a spinnaker launching bag across the companionway?

Yes.

Can a spinnaker launching bag system include a cam cleat that is installed on the aft face of the cabin or inside the cabin?

Yes, that can be included within a "spinnaker bag of optional design" under CR II.C.7.2(i).

Can I rotate the pole line cleat so the pole line can be cleated from a different direction?

No. The pole line cleat is one of the items intended to be "builder supplied and located". Line 25 of the Builders Specs is being updated to make this clarification.

Can I replace the main, jib and gennaker halyard sheaves at the top of the mast with sheaves that operate with ball bearings?

Yes, a determination has been made that this can be done, but only if the replacement sheave is dimensionally identical, has similar size, weight and power ratio, and performs the same function. See Class Rule 7.2(j).

Can I add a so-called extreme angle fairlead to my boom vang cleats so that the boom vang line can be adjusted from any angle?

Yes, the modified cleat fairleads may be used ONLY if the optional blocks to lead vang line around hatch are used. A determination has been made that a cleat with that type of fairlead is permitted under class rule 7.2(j) as long as it is dimensionally identical, has similar size, weight and power ratio, and performs the same function.

Can additional holes for the jib cars be drilled into the jib tracks?

Yes. Line 6 of the Builders Specs allows for the "option to increase number of adjustment holes".

Can the factory jib tracks be replaced?

No. Line 6 of the Builders Specs say that the tracks must be "builder supplied and located".

Can I remove the stopper pin from the mainsheet swivel arm, so that the mainsheet swivel can rotate through 360 degrees on the swivel base?

Yes.

PROTESTS IN THE J/70 CLASS

By Willii Gohl, IJ

As in all other Classes, J/70s have the right to protest another boat or to seek redress, if the conditions are fulfilled.

Let's focus on protests boat vs. boat:

If you are involved in an incident with another boat and you think the other may have fouled you, you have to hail "Protest" at the first reasonable opportunity, which means nearly immediately. Do not forget to use this word only. "Protest" is the proper word; something like "do your turns" is not acceptable, as the Rule is very precise on this. After that (again at the first reasonable opportunity), you have to display a red flag. The rule states "conspicuously," which means the flag has to be big enough and it should fly at a place where it can be seen. The shrouds are a good place. Good practice is to fix a protest flag on either side, where you easily can open it. Another good place is the pushpit, but make sure that the flag flies vertically and not horizontally. Some judges will have difficulties to call a flag flying horizontally "conspicuously." One crew member should have the task to fly the flag if the boat protests. Also it is a good idea to agree which person on board is responsible to decide whether to protest or not, e.g., skipper, tactician.

Do not forget that you have to fly the flag until you are no longer racing, which means until you have finished or you have retired.

Hailing "Protest" and flying the flag gives you the right to lodge a written protest while ashore, but if you change your mind, you are not obliged to lodge a protest. If you have not hailed and not displayed the flag, you cannot lodge a protest (only in very limited circumstances os this possible).

While ashore, make sure that lodging the written protest is done very soon within the

protest time limit (before you take a shower or have a second drink). On your paper, either on the form or a blank one, you have to describe the incident, make clear what has happened, where (first beat, second downwind, etc.) and when (second race, fifth race, etc.). Otherwise the protest committee will rule the protest invalid.

One area where the J/70 Class is different from other Classes is that the Class Rules have two provisions that limit the actions of the crew:

- 1.C3.3 (Crew Positioning)
- 2.C9.3(b)(1) (Bowsprit Use)

If judges on the water witness an infringement of one or both of these Class Rules, they may use a whistle, pointing with a flag to that boat which may have infringed the Rule and hail her sail number. Note: This is not a penalty, it is only the indication that judges have witnessed something (a breach of the Class Rule). It's now up to the boat to decide if she wants to take a penalty and exonerate herself or if she sails on. If she does sail on, she may be subject to a protest from the protest committee (note "may"). And do not forget, judges cannot be everywhere. Therefore the individual right of each boat to protest another boat for infringing a Class Rule is still given, and if you are not happy with the action of another boat you should use this right because sailing still is a self-policing sport. It is the responsibility of each competitor to enforce the Rules! See the Basic Principle "Sportsmanship and the Rules" of the Racing Rules of Sailing.

It is mainly the task for the competitors among each other to enforce the Rules. And if a boat thinks that another boat (another sailing friend) does not comply with the Rules, the tool "Protest" should be used and then the protested boat can decide if she takes a penalty or if the judges should decide.

J/70 FLEET REPORTS



SDYC's own Chris Snow

Fleet 4 Southern California

By Dave Vieregg

The Southern California J/70 fleet is reaching for the mark in 2016! The San Diego Yacht Club hosted the NOOD regatta as 23 boats showed up for terrific tight course racing on the South Bay course. Bruce Golison and team *Midlife Crisis* avoided all "crises" and won the fleet and the overall NOOD championship so he is headed to the BVI! Following closely and always a threat, Jeff Janov and sons as well as team *Zumbale* (a San Diego regular up from Mexico) made up the top three. Pictures are on www.SDYC.com, and results at http://yachtscoring.com/event_results_cumulative.cfm?eid=1589.

Next up was the J/70 Midwinters West hosted by California Yacht Club in Marina del Rey. By all accounts, it was a very well run regatta.

Bruce Cooper was followed by Chris Raab in second out of the eight-boat fleet. Complete results are at <http://results.calyachtclub.com/RaceResults/2016/j70-midwinters.html>.

SDYC's Yachting Cup quickly followed on April 29-May 1. Friday's Ton Cup event was used for practice for many teams as a bay race tune-up for the weekend. Friday night parties were held on the deck of SDYC with fresh seafood and rum. Windy conditions during the week caused some big swells out on the Coronado Roads for the 11 registered boats as they hit the course on Saturday. The breeze was out of the south ranging from 150-200 and shifty. Four races were completed with some tight scores at the top. Given a throw-out was in play, it was up in the air for the top five spots. Some new owners with familiar boats joined in the fun and learned

J/70 FLEET REPORTS

the boat and the tough conditions all at the same time. All teams were seen celebrating with a pre-Cinco de Mayo Mexican fiesta party complete with tacos, tequila, rum and churro (all included for the entire crew with your entry). In the end after three more races on Sunday, *Team 32* (Bruce Cooper/Shawn Bennett) won the day and the regatta after two bullets. Team *Minor Threat* (Jeff Janov) won the tie-breaker with *Sugoi* (Chris Raab) after a hard fought day until the last race. And first all-amateur/Corinthian

team on the *Soggy Dollar* (Dave Vieregg) rounded out the top four. Complete results are at http://sdyc.org/results16/yachtingcup_res.htm#J/70.

Next up for Fleet 4 is Cal Race week from June 4-5 and Long Beach Race Week (where there is always a big fleet and great off-the-water fun) from June 24-26. All teams are gearing up and planning for the World Championship in San Francisco this September.



Winners on *Team 32* above, and below SDYC's own Dave Vieregg on *Soggy Dollar*



J/70 FLEET REPORTS

Fleet 9 Marblehead

By Cindy Smith

Marblehead's J/70 Fleet 9 is in its fourth year with 20 boats expected for the 2016 summer. Our racing kicked off on May 29 and goes through September 25 with most racing on Saturday afternoons. Given that the 2018 World Championship will be contested in Marblehead waters, we encourage anyone who wants to become familiar with the conditions to join us for either or both of these regattas: Marblehead NOOD July 29-31 and/or our ONE Regatta August 27-28.

The three primary yacht clubs in Marblehead work together to make the NOOD and ONE regattas fairly easy logically for the racers. The Eastern Yacht Club has showers, a gin-pole, two hoists and a ramp with the most available parking. The Corinthian Yacht Club has a hoist with limited parking, and the Boston Yacht Club located "in town" has two hoists but extremely limited parking (yet is closest to restaurants). BYC is also hosting this year's NOOD. No matter which club you choose to sail from, all trailers can be taken to the beach about 1/2 mile away. All competitors can access the clubs' launches to get to the respective club for social events and awards. All three yacht clubs have exquisite bars and porches!

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

<http://www.visitmarblehead.com/inns-accommodations.html> <http://salem.org>

If you have any questions or concerns, contact one of Fleet 9's officers:
Daan Goedkoop, Fleet Captain,
goedkoopj02@yahoo.com

Sam Altreuter, 1st Officer,
altreuter@comcast.net

Frank McNamara, Measurer,
Frank_mcnamara@icloud.com

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

Fleet 13 Southern Lake Michigan

By Amy Neill

This past winter, we had several boats travelling for the Tampa series, Key West Race Week, Bacardi Miami and Charleston. At Charleston, we had 13 boats from our fleet competing. We have added three boats to our fleet this summer—two have been delivered and sailed in southern regattas and one boat is expected after the NAs. With spring and summer approaching, Chicago Yacht Club runs a Racing Yacht Fleet. The J/70s race many of the Saturdays from May to October, and we expect to have at least eight to 10 boats consistently on the starting line. The NOOD Regatta is in June and Inshore Verve is in August; both are three-day regattas, and I would expect a large turnout for each event. The fleet is having a series which includes NOOD, Ugotta Regatta and Inshore Verve with a trophy for best two out of three regattas. Ed Furry at Sail 22 is running the 2016 Mammoth J/70 Great Lakes Series with the details as follows:

This series consists of one event from each of the Great Lakes, which will kick off with the Bayview One Design Regatta the first weekend in June and end with the Verve Cup in Chicago. The Great Lakes Series includes the following events: Bay View One Design, Detroit, MI, June 3-5 Cleveland Race Week, Cleveland, OH, June 17-19 CanAm Regatta/Great Lakes Championship, Youngstown, NY, July 22-24 Ugotta Regatta, Harbor Springs, MI, July 29-31 Verve Cup Inshore, Chicago, IL, August 26-28 Top Corinthian teams placing first to third will receive awards. Teams participating in at least three events will be eligible for great prizes from the series sponsors, as the idea behind the series is to raise participation and traveling around the Great Lakes and bring other teams into our area. These awards are not results-based but participation-based. The sponsors of the 2016 Mammoth J/70 Great Lakes Series are Alpha Ropes, Harken, Helly Hansen, Line Honors, Mammoth Distilling and Sail22. Make sure you register today for any of the events today. For more information, please email info@sail22.com.

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Fleet 19 San Francisco Bay

By Justin Kromelow

Our 2016 regatta season is underway. The first half of our season is focusing on knowledge sharing and skill building in the fleet. Fleet training clinics are underway, and the feedback has been positive. Summer conditions of our typical 20 knot breeze are starting to return and should be pervasive through the summer. The breeze will then lighten as we enter the window for Worlds. This is a sharp contrast to our season kickoff with St. Francis Yacht Club, J/Fest, in April. While the fleet was geared up for the breeze, we were met with unusually light conditions over the mid-April weekend. This created a great opportunity for locals to focus on light air gears. Through the generosity of North Sails, Chris Snow delivered an outstanding clinic that covered all aspects of the J/70, including rigging, rig setup, crew positioning, technique, boat handling and gear changes.



The clinic provided a great opportunity for real time feedback and improvement. Throughout the regatta, Chris debriefed the boats after each race, offering insights and suggestions that could immediately be put in to action. Congratulations to Peter Cameron on *Prime Number USA 29*, Frank Slootman on *Little Hand USA 229* and Justin Kromelow on *Loose Lucy USA 539* on their outstanding performances. In May, the San Francisco Yacht Club hosted the Elite Keel Regatta. Prior to the regatta, the fleet organized coaching with Mark Ivey. The focus of the clinic was boat handling and maneuver efficiency. The clinic provided participants with an opportunity for coaching and practice at the Berkeley Circle, the venue of the regatta. Congratulations Chris Kostanecki on *Jennifer USA370*, John Brigden on *Cool Story, Bro USA369* and Scott Sellers on *1FA USA534* on their outstanding performances.

Planning for the J/70 Worlds is well underway. In addition to the introduction of the San Francisco Bay, we are hoping to bring racers and their guests some of the best of what Northern California's Napa and Sonoma wine country has to offer. We are excited to bring over a dozen wineries to you during the Worlds. Come for the sailing and stay for the wine! As you are preparing your summer travel calendar, we are hoping to see you for the 2016 J/70 NorCal Summer Series



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that culminates with the 2016 Worlds. The 2016 J/70 NorCal Summer Series includes regattas that typify the range of conditions and sailing that make the San Francisco Bay one of the greatest places to sail in the world! The four regattas in this series include: July 22-24 StFYC J/70 Pacific Coast Championship, August 12-14 SFYC Summer Keel, September 15-18 StFYC Rolex Big Boat Series and September 24-October 2 J/70 2016 World Championship (links to these events are posted at <http://www.j70class.com/index.php?event-calendar2/>). Fleet 19 is here to facilitate everyone's experience in the Bay. We have set up a classifieds board at <http://j70fleet19.yclas.com>. If you need some help or have some questions, place a post! Keep an eye on our Facebook page for more information throughout the season at <https://www.facebook.com/J70.Fleet19.SanFrancisco/>. See you in San Francisco!

Fleet 24 Cape May NJ

By Bob Herzog

After 25+ years as a J/24 regatta, the Dead Crab is back new and improved in J/70s from June 17-18. Come join us out in the ocean for some great racing: <http://www.yachtscoring.com/emenu.cfm?eID=1595>. The Leukemia Cup Regatta/Atlantic City Race Week will be held on July 22-24: <http://www.yachtscoring.com/emenu.cfm?eID=1585>. We also race in the Avalon Cup Regatta July 30: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=11640. The Cape to Cape Challenge Cup is August 6. We also race every Saturday when not doing regattas. We welcome any and all to join us for these events this summer.



**ARE YOU READY FOR
WHAT'S NEXT?**

SAILS ARE IN STOCK & READY FOR IMMEDIATE DELIVERY

- **Chicago NOOD:** Chicago, IL – Jun. 17-19
- **Marblehead NOOD:** Marblehead, MA – Jul. 28-31
- **J/70 World Championship:** San Francisco, CA – Sept. 24-Oct. 1

Contact your local loft or our J/70 guru, Allan Terhune at 732.644.1051 or aterhune@quantumsails.com.

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J/70 2016 - 2017 CALENDAR

2016 BACARDI Newport Sailing Week

June 23, 2016 to June 26, 2016

Where: Newport Yacht Club, Newport, RI

2016 Long Beach Race Week

June 24, 2016 to June 26, 2016

Where: Alamitos Bay Yacht Club, Long Beach, CA

2016 Newport Regatta

July 08, 2016 to July 10, 2016

Where: Sail Newport, Newport, RI

2016 70th Annual Red Grant Regatta

July 09, 2016 to July 10, 2016

Where: Raritan Yacht Club, Perth Amboy, NY

2016 NYYC Race Week

July 13, 2016 to July 16, 2016

Where: New York Yacht Club, Newport, RI

2016 West Coast Championship/Fiesta Cup

July 15, 2016 to July 17, 2016

Where: Santa Barbara Yacht Club, Santa Barbara, CA

2016 High Sierra Regatta

July 16, 2016 to July 17, 2016

Where: Fresno Yacht Club, Huntington Lake Reservoir, Fresno, CA

2016 Atlantic City Race Week/Leukemia Cup

July 22, 2016 to July 24, 2016

Where: Ocean City Yacht Club, Atlantic City, NJ

2016 J/70 Pacific Coast Championship

July 22, 2016 to July 24, 2016

Where: St. Francis Yacht Club, San Francisco, CA

2016 Great Lakes Championship/CanAm Challenge

July 22, 2016 to July 24, 2016

Where: Youngstown Yacht Club, Youngstown, NY

2016 Leukemia Cup Regatta

July 23, 2016 to July 24, 2016

Where: Cleveland Yachting Club, Cleveland, OH

2016 Ugotta Regatta

July 28, 2016 to July 31, 2016

Where: Little Traverse Yacht Club, Harbor Springs, MI

2016 Marblehead NOOD

July 28, 2016 to July 31, 2016

Where: Boston Yacht Club, Marblehead, MA

2016 Summer Keel

August 12, 2016 to August 14, 2016

Where: San Francisco Yacht Club, Tiburon, CA

2016 New England J/Fest

August 13, 2016 to August 14, 2016

Where: Bristol Yacht Club, Bristol, RI

2016 International Women's Keelboat Championship

August 14, 2016 to August 20, 2016

Where: American Yacht Club, Rye, NY

2016 Verve Cup

August 26, 2016 to August 28, 2016

Where: Chicago Yacht Club, Chicago, IL

2016 J/70 UK National Championship

September 02, 2016 to September 04, 2016

Where: Royal Western Yacht Club, Plymouth, UK

2016 Rolex Big Boat Series

September 15, 2016 to September 18, 2016

Where: St. Francis Yacht Club, San Francisco, CA

2016 J/70 World Championship

September 24, 2016 to October 01, 2016

Where: St. Francis Yacht Club

2016 East Coast Championship

October 08, 2016 to October 09, 2016

Where: American Yacht Club, Rye, NY

2016 Great Pumpkin Regatta

October 29, 2016 to October 30, 2016

Where: Richmond Yacht Club, Richmond, CA

J/70 2016 - 2017 CALENDAR

2017 Quantum Key West Race Week

January 15, 2017 to January 20, 2017

Where: Key West, FL

2017 St. Petersburg NOOD

February 17, 2017 to February 19, 2017

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

2017 J/70 Midwinter Championship

February 24, 2017 to February 26, 2017

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

2017 Easter Regatta

April 13, 2017 to April 16, 2017

Where: Columbia Sailing Club, Columbia, SC

2017 Charleston Race Week

April 20, 2017 to April 23, 2017

Where: Charleston Ocean Racing Association, North
Charleston, SC

2017 J/70 World Championship

September 12, 2017 to September 16, 2017

Where: Yacht Club Costa Smeralda,
Porto Cervo, Italy

2017 J/70 North American Championship

October 09, 2017 to October 15, 2017

Where: American Yacht Club, Rye, NY

2018 J/70 World Championship

September 22, 2018 to September 29, 2018

Where: Eastern Yacht Club, Marblehead,
Massachusetts USA

2019 J/70 World Championship

September 23, 2019 to September 28, 2019

Where: Royal Torquay Yacht Club, United Kingdom



A large, light blue, stylized number '70' is positioned in the lower right quadrant of the page, partially overlapping the 'J' logo.

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



A photograph of a sailboat named 'LATIS' sailing on the water. The sail features the 'ULLMAN SAILS' logo, which consists of a blue circle with a white 'U' and a red circle with a white 'S'. The boat has four crew members visible on deck. In the background, there are buildings and other sailboats. A vertical credit 'PHOTO BY JOY SAILING' is on the right.

1st - 2016 J/70 Midwinters West
1st - 2016 Yachting Cup
▪ Ullman Sails' World Title Mainsail
▪ Ullman Sails' 2016 J1+ Jib
▪ Ullman Sails' 2016 STEP Spinnaker

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