

J
70

MOMENTUM



**SEASONS
GREETINGS**



**Jud Smith
Takes the Title
at the 2015
J/70 North American
Championship**

VOLUME 3, ISSUE 4, FALL 2015

2015:

Worlds* *Julian Fernandez*

North Americans* - Corinthian *Chris Raab*

East Coasts *Peter McChesney*

JFest Southwest *Bruno Pasquinelli*

SSA Mid-Summer Regatta *Geoff Becker*

Albert T. Simpson Regatta *Peter Vessella*

Fiesta Cup *Ken Kieding*

So. Chesapeake Leukemia Regatta *Letane Montague*

Long Beach Sailing Week* *Bruce Gollison*

Annapolis NOOD - Corinthian *Peter McChesney*

Bacardi Sailing Week Newport *Tim Healy*

Chicago NOOD *Martin Johnsson*

Annapolis YC Annual Regatta *Bill Vickers*

Cedar Point OD Regatta* *Joel Ronning*

Cinco de Mayo *Ken Kieding*

Yachting Cup *Fuller/Brun*

Italian Trophy Act 2 *Alessio Marinelli*

Charleston Race Week* *Julian Fernandez*

Italian Trophy Act 1 *Bjorn Osterberg*

San Diego NOOD *Fuller/Brun*

Bacardi SW Miami *Mauricio Santa Cruz*

Copa Izar *Diego Berho*

SCYA Midwinters *Vince Brun*

Key West RW Corinthian *Jim Cunningham*

Key West Race Week* *Carlo Alberini*

Davis Island #2 Corinthian *Henry Brauer*

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PRESIDENT'S LETTER

On behalf of the Class, I want to thank the San Diego Yacht Club, members of Fleet 4 and the able leadership of Dave Vieregg for hosting a fantastic North American Championship this past September. The hospitality was top notch, with all competitors feeling at home and welcome by SDYC. The racing was challenging and close with the podium finishers decided in the last couple of races. Take time to read the regatta reports in this newsletter. Congratulations to Jud Smith and team *Africa* for being crowned the 2015 J/70 North American Champions.

As I write my Fall 2015 report, it is a real November day here in the Northeast with the temperature in the low 40s and winds blowing out of the north at about 35 knots. The "sheep are in the pasture" with white caps across Salem Sound. Winter isn't too far away. For all of us in the northern latitudes, our J/70s have been packed up for the winter with covers installed. Maybe we have taken advantage of the sailmakers' fall discounts to keep hope alive. It's a long six months before the sailing season in the North gets going again. For the lucky owners who are heading south for the winter, plans are being finalized to move boats and teams to a myriad of regattas taking place in both Florida and Southern California. For those of you who call the southern latitudes home, there is not the same passing of seasons but you are getting set to host your northern cousins for what looks like a great winter circuit.

The third edition of the Quantum Davis Island Winter Series is already fully subscribed with 50 boats registered for the first of three events. The newly minted Key West Race Week, now under the able management of the Storm Trysail Club, has more than 35 J/70s registered with a good mix of US and foreign competitors choosing to enjoy a week in the sun at Key West. Our first standalone Midwinter Championship, being hosted by St. Petersburg Yacht Club in late February, already has 20+ entries, and we expect this to grow as those racing at Davis Island migrate across the Bay.

PRESIDENT'S LETTER

And after the fleet moves north in early spring to Charleston and the Annapolis NOOD, we know that many teams are gearing up for the North American Championship being hosted by Fleet 20 and the Lakewood Yacht Club in Seabrook, Texas.

The St. Francis Yacht Club and Fleet 19 are deep into the planning of the World Championship in September with the hope that we will see over 100 boats in attendance. This is an open event so no need to qualify. Just make your plans, pack up your boat and head out to San Francisco Bay for some excellent sailing, competition and hospitality. The Italian Fleet is already working on hosting a party in San Francisco to introduce us to the 2017 World Champion in Costa Smeralda.

The Regatta Committee is planning ahead for the 2017 North Americans (which will move back east) as well as a host for the 2018 World Championship and others.

Fleet Captains were tasked with submitting a vote on behalf of each fleet on a number of proposed changes to the Class Rules. The International Class Association along with the Technical Committee have worked to listen to your ideas and crafted these proposals to meet our growing and evolving Class. The World Council will vote on these proposals in late December, so look for an update on the outcome later this month.

Fair Sailing,
Henry Brauer
President, US J/70 Class Association



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Jud Smith Takes the Title at the 2015

J/70 North American Championship

Cynthia Sinclair Photography

After three days of a scoreboard order that wouldn't budge, Jud Smith finally broke out of second place to win the 2015 Green Flash J/70 North American Championship in San Diego, CA. With light winds and a 2:00pm deadline for the final race start, Smith only had two races to shorten Doug Strebel's 15-point lead. Winds blew at an average of 6-8 knots over the racing venue, set up just offshore from Coronado beach. The first race of the day was a four-leg course, with two upwind and two downwind sprints. Smith (*Africa*) finished in ninth place, while Strebel (*Zounds powered by Black River Racing*) fell to the second half of the fleet, finishing in 25th. In addition to a major change on the scoreboard, Race 9 also had significant changes of its own. John Brigden (*Cool Story, Bro*) was poised for a top finish after an early lead in the upwind leg, but ultimately fell behind and finished in 14th place. Shannon Bush (*Hooligan*) and Thomas Bowen (*Reach Around*) both conceded two places during the second two legs, finishing in sixth and fourth, respectively. Joel Ronning (*Catapult*)

won Race 9, followed by Jeff Brown in second place and Julian Fernandez Neckelmann (*Flojito y Cooperando*) in third. Going into the final race of the regatta, a two-point spread separated Smith in first from Strebel in second. Since competitors were not eligible for any throw-out scores, every race counted towards the final showdown. The final race of the regatta was a five-leg course with an upwind finish, whose original start was temporarily postponed to allow for consistent breezes to fill in. By the time the fleet made it to the first upwind mark, Brad Rodi (*Bliss*) was leading the race with regatta leader Smith just four boats behind. Strebel was well behind the top third of the fleet during the second leg. He finished the race in 18th place, guaranteeing that Smith would take home the title. Smith celebrated with the rest of his crew: William Felder, Marc Gauthier and Victor Diaz.

Day one of Championship took place on Thursday, September 24 with three races completed. Coronado Roads gave a fickle start to the day,



forcing Race Committee to postpone the starting sequence and reset the course to adjust for significant changes in wind direction. With only 5.5 knots of wind blowing, finding the perfect pocket on the starting line was more crucial than ever. The most prime real estate on the line was on the starboard side, which wind direction and the occasional puffs both seemed to favor. A bit eager to get the regatta going, the first attempt ended in a general recall. After a second try, the fleet was finally off. At the upwind weather mark, it was Smith who led the fleet, followed closely by Strebel, Tim Healy (*Helly Hansen*), Bruce Golison (*Midlife Crisis*) and Jack Franco (*3 Ball JT*). For the first day of racing, this weather mark proved to be a strong indicator of the fleet's top competition. By the second leg of Race 2, Healy and his crew took over as fleet leader and led Strebel, Smith and Golison around the remainder of the course and across the finish line. Winds began to fill in for the second race of the day, with speeds ranging from 7-9 knots across the course. The stronger winds were just the push that Strebel and his team needed to secure the

bullet. They were followed closely by Brian Keane (*Savasana*) in second, Joel Ronning (*Catapult*) in third, Chris Raab (*Sugo!*) in fourth and Smith in fifth. Previous race winner Healy finished in 13th, proving that with this competitive fleet, consecutive race wins would be no easy feat. Ultimately, it was Strebel who would finish the day as the regatta leader, with a fourth place finish in race three securing his spot as the top overall boat. Strebel held a 10-point lead over second-place overall finisher Smith, who finished race three in ninth place. The winner of race three was Will Welles (*Sea Bags Sailing Team*).

Although Friday's shifty San Diego winds certainly made the day's three races very interesting, they weren't strong enough to shake the fleet leaders from their top spots. When the second day concluded, the top three positions remained unchanged: Strebel in first, Smith in second and Healy in third. The first race of the day began with winds blowing between 8-9 knots at a direction of 270. A temporary left shift at the beginning of the first beat seemingly



gave left-side starters a significant advantage over the rest of the fleet. However, their puff disappeared before the fleet was halfway to the weather mark, leaving them in slower winds than the steady pressure on the right side of the course. Renato Faria, skipper of *To Nessa*, kept a tight tail on Smith as he led the rest of the fleet around the upwind mark. Faria was quick to close that gap on the downwind mark and took over as fleet leader, finishing the race with his first win of the regatta. As crews regrouped for the next race, winds picked up to a steady 13 knots. By the end of the upwind leg, a 17-degree shift in wind direction mixed up the beat's current leaders, and Allan Terhune's *Ocho Cinco* was quick to seize the opportunity in front of them. Terhune was able to hold his position throughout as he led Fernandez Neckelmann and Brigden to finish in the top three spots of the race. It was the first top three finish for both Terhune and Neckelmann. By the time the rest of the fleet finished the race, the winds had slowed down to a light 7.5 knots. The third race of the day was the longest and the last, with Race Committee opting to set up a five-leg

course with an upwind finish. Franco secured his first bullet of the regatta early in the race, after taking the lead on the very first upwind leg. Smith gained two boats after the first leg to finish in second place. Strebel was overtaken by Kostanecki to finish race six in third place. With 26 points, Smith was five points behind leader Strebel and 21 points ahead of the third place Healy.

On day three, Strebel and the *Zounds* crew successfully completed their third consecutive day atop the scoreboard. With a total of 40 points, Strebel headed into the final day of racing with a 15-point lead over Smith's *Africa* and a 30-point lead over Healy's *Helly Hansen*. Over three days of racing, wind changes and tough competition, Strebel, Smith and Healy not only consistently stayed in the top three spots, they also stayed in the same order. Winds were light for the third day of the event, prompting Race Committee to call it an early day after completing two races. Race seven began with light winds that averaged between 5-7 knots at a direction



of 275. Bruno Pasquineri (*Stampede*) led at the first upwind mark, but a slow patch on the downwind leg put him several places back into the fleet. Smith gained two positions in the last legs to steal the bullet, while Bush conceded one spot after the gate rounding to end the race in third. Faria and Welles rounded out the top five teams for race seven. Strebel's 17th-place finish was his worst of the regatta at that point and first finish outside of the top ten. Those 17 points combined with Smith's bullet gave *Africa* a temporary stint as the overall regatta leader. Unfortunately for Smith, a bad start and upwind leg in race eight trapped him in the middle of the fleet, and the *Africa* crew watched as Strebel skillfully maneuvered *Zounds* through light winds as the race leader. Strebel's early lead paid off at the finish line, where he took second and Smith took 28th. Gannon Troutman, who at 14 years old was by far the youngest skipper at the regatta, led the *Pied Piper* crew to their first bullet of the regatta. If that isn't impressive enough, he also competed the entire regatta with a cast and sling due to an arm injury. Brigden held his position

of fourth place overall, while Rodi moved past both Keane and Terhune to claim fifth place overall. Competitors gathered back at the San Diego Yacht Club for the post-racing social event sponsored by Green Flash Brewery.

J/70 North American Championship - Open Class

- 1st Place: Jud Smith, *Africa*
- 2nd Place: Doug Strebel, *Zounds* powered by *Black River Racing*
- 3rd Place: Tim Healy, *Helly Hansen*
- 4th Place: Brad Rodi, *Bliss*
- 5th Place: John Brigden, *Cool Story, Bro*

J/70 North American Championship - Corinthian Class

- 1st Place: Chris Raab, *Sugoi*
- 2nd Place: Pat Toole, *3 Big Dogs*
- 3rd Place: Steve Shaw, *Smoking J*

For complete information, visit the 2015 J/70 North American Championship website at www.j70nac.com.

J/70 WORLDS

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JUD SMITH'S NORTH AMERICAN CHAMPIONSHIP RECAP

Team *Africa* was a longshot going into the San Diego NAs. In fact, I doubt we were on anyone's radar since we hadn't done any of the west coast warm-up events, nor did we do the tune-up regatta the weekend before. It was a very talented fleet, and any number of teams had a shot at the podium, and we just wanted to be one of them. So like most big fleet regattas, it just becomes a game of attrition.

We had spent our summer racing weekends whenever we could in our competitive Marblehead Fleet # 9 in conditions similar to San Diego. Our fleet races in Massachusetts Bay (north of Boston), and we have a very competitive group of sailors on the line every weekend, getting in a lot of racing over the summer. In late July, several more top boats traveled to race the Marblehead NOOD (Northeast Championship), which featured close quarter racing in all sorts of wind, current and sea conditions over three days. We followed that up with the ONE Regatta at the end of August and Labor Day weekend racing as well. We must have raced J/70s more than any other team in the months leading up to the NAs and mostly in light air isolated in the NE corner of the country.

Although we were one of the heavier teams at 730 lbs (332 kilos), we have always raced at that weight and been competitive. Maybe we would have been faster at under 700 lbs (318 kilos), but I do know that racing too light (under 650 lbs) is slow upwind in over eight knots. We were fortunate to have Victor Diaz join our team to do tactics, who had finished second at the Newport Worlds on team *Catapult*. Victor had raced Etchells in San Diego during the summer and had done a J/70 tuning session in June on Coronado roads. Trimming, we had Will Felder, who has raced with team *Africa* for over two seasons. Tuning, calling wind and bow guy was Marc Gauthier, who raced



Cynthia Sinclair Photography

Key West the last two years and was part of our NE Championship team. Having such a young, focused, enthusiastic, talented team to keep the boat going, moving crew weight constantly, cutting kelp, clearing the rudder, positioning us on the race course and changing gears allowed me to focus on starting and driving, which made all the difference between a podium result or not.

Our strategy was simply to try to finish in the single digits each race to have a chance at the podium going into the last day. To achieve that, we had to start consistently in the front row and sail in clean air to take advantage of our speed edge upwind. That often meant moving down toward the center of the line to get away from the congestion, even if the right side of the beat was generally favored. We often had to sail on starboard for several minutes before a lane opened up to get right. A couple of times we won the right, but more often than not we came out the middle or left side as soon as we could get a lane to the right. As long as we were one of the top boats on the left, we generally rounded the top mark in the top ten with our midline starts.

JUD SMITH'S NORTH AMERICAN CHAMPIONSHIP RECAP



Since the regatta was sailed in four to nine knots and generally five to six knots, we sailed at our light air rig setting every race. That rig tension was two settings below our base setting of 21.5 upper and 11 lowers. We back off two turns on uppers for every one turn on the lower for each setting. So we raced at -4 full turns uppers and -2 full lowers every race, which is about 16 on the uppers and lowers slack. We always start the day at base setting and would return to base setting at the end of the day, checking the upper turnbuckles with calipers to make sure we didn't miscount turns. We always disconnect our backstay bridle when checking the rig tension with the PT-2 loos gauge. We make sure the white plastic delrin bearings are not dented or have formed grooves on the loos gauge. We spin the delrin to a clean section on the bearings without grooves to get consistent readings. We also have an additional gauge with stainless machined bearings that don't wear out or deform like the delrin. We never have changed the headstay since day one, and sail with the factory turnbuckle eased most the way. The headstay turnbuckle is then pinned on both sides as well as both lock nuts secured so the headstay will not spin off when operating the furler. Our headstay is set at 56 -5/8" from the top of the lower band reference mark to the lower pin on the furler. We sailed at two settings below base even with two crew legs out until the fourth is on the rail, then we'll prefer a setting tighter on the shrouds.

If the wind did increase to over eight knots (as it did in the practice race), we would have tensioned the rig one setting at a time. We sail at base rig setting once everyone is on the rail

with two crew legs out. It is better to err on the side of loose on the rig than too tight since if you get caught too loose, you can depower with the backstay. If you get caught too tight on the shrouds in the lighter conditions, the headstay gets bound up making the jib too flat. The main also can get too flat since base setting increases pre-bend compared with the lower rig settings when the mast becomes straighter and as a result powers up the mainsail. We don't tension the rig above base until the leeward shroud starts to go too slack from backstay load. Once that happens, we tension the rig one setting at a time until the leeward upper is no longer slack. In settings above base, we tension the rig three turns on the uppers for every one turn on the lower to help increase mast bend to flatten the main as the wind speed builds and at the same time this helps support the headstay.

We never did use the backstay even once in the conditions we raced in San Diego except the breezier practice race. I call the backstay the "hand brake" and feel it is used too soon to depower by most teams. We have a 3/32" shock cord fitted like many boats do to keep the backstay bridle blocks fully raised in light air which helps retract the backstay when eased. In light air, like all the teams, we have the traveler fully raised to windward. As the wind speed builds, we lower the traveler to reduce excessive helm load as we trim the main harder. We will lower the traveler all the way to center if needed to reduce the helm load as the wind speed builds. Weather helm is good but much more than three degrees of rudder angle, or just too much load on the helm, becomes a fight to keep the boat

JUD SMITH'S NORTH AMERICAN CHAMPIONSHIP RECAP

tracking. We don't tension the backstay (depower) until the traveler is closer to centerline and the outhaul is tensioned. Tensioning the backstay to depower is effective in over eight knots but sheds power too quickly in under nine knots. We think many teams often sail too flat and appear underpowered in lighter air and are forced to head off to maintain speed and load up the sail plan and blades.

In max power conditions, we would rather make sure all the crew is to windward with the traveler down and the main sheeted hard, outhaul tensioned and vang firm before starting to use the backstay while sailing in that eight to 10 max power condition. The vang is a good tool to flatten the main in the puffs and should always be at least firm in max power and above, and just slack but always cleated once all crew are not to windward and the wind drops below eight knots. We adjusted the outhaul a lot upwind to reduce or add power and had the outhaul tail calibrated with marks on the boom to repeat good settings. Once at top speed, we can trim the main hard enough to stall all but the top leech telltale above the insignia.

We did do some wing on wing sailing downwind, but with the exception of a leg or two, it was too light at NAs to effectively wing on wing. Seems to us that it needs to be at least seven knots, and better, at least eight knots to sail wing on wing. The two times we tried it, we may have gained some distance but did not pass any boats. It can be a great tool to move down several boat lengths to gain or reposition with the fleet. If it is not too lumpy, wing on wing can be quite effective in the 10-14 knot conditions (before planing conditions). We found it was best for the helmsman to remain seated in the same place bear away to downwind and the crew gybe the main and full battens. The helmsman can then watch the windex to sail DDW or slightly by the lee with the boat heeled slightly to windward. Spinnaker trimmers are not permitted to lean out over the life lines with their torso, but they can

extend their arm to windward and forward to effectively twing down the spinnaker sheet as if the boom was there to control the sheeting angle. In general, I try to not move the tiller any more than I have to and lock it in when sailing close hauled. The rudder is a lifting foil, and ideal rudder angle is probably around three degrees so once I get the correct helm load, I try to maintain it in a very narrow range. The crew will move to maintain optimum heel angle and help steer downwind with their weight. When tacking, we ease the mainsheet right out of the tack some (an inch or two) until we get back to our target speed. In fresher conditions, we'll ease the main more out of a tack (as much as nine to 12 inches if it's thrashy) to make sure we don't heel too much out of the tack and can return to target speed quicker while the crew weight shifts as quickly as possible back on the rail. We use the Tactic T075 unit with paddle wheel to monitor our speed through the water and repeat fast settings.

We transported our boat in the raised position (keel down) and installed fiberglass bunkers on our stock Triad J/70 trailer with raised support kit. We purchased our rugged fiberglass bunkers from www.triton-products.com in Bristol, RI. The bunkers really do a good job of securing the hull, and the boat traveled 6,000 miles without any keel damage. That way, we knew our keel was free of damage, and it was easier to clean and polish the hull on the raised trailer. We just ratchet-strapped diagonally the supports and boat side to side and fore and aft. We also emptied out the boat entirely and stored any loose gear in trailer boxes or the vehicle to keep the CG as low as possible. The boat rode fine in the raised position.

It was a great privilege to be a part of that regatta and sail with such a talented and confident team. San Diego Yacht Club, regatta organizers, sponsors, race committee, J/70 Class Officers and all the volunteers collectively put on the best event we have been to in years.

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



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Photo Credit: Cynthia Sinclair

J/70 TECHNICAL COMMITTEE REPORT

By Ned Jones, IJ70CA Technical Chair

The J/70 Class Executive Committee has forwarded seven Class Rules change proposals for the World Council to vote on later this year. This article will focus on two of the proposals: Hull Repair and Appendage Repair. These two Rules have been the most controversial, misunderstood and commonly violated. It is the hope of the Class leadership that new wording better reflects the intent of the Rule, and therefore becomes more user-friendly. As the Class is evolving, in both techniques and culture, the proposals are worded to represent the members and foster growth in this still very young Class.

INTERNATIONAL J/70 CLASS ASSOCIATION

CLASS RULE PROPOSAL for 2016

(CRC-6) Hull Repairs

Proposed Rule Change

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint. ~~for boats that are to be primarily wet-sailed in their home waters.~~ The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint. ~~and shall not involve fairing of any sort~~ If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
- (b) Routine maintenance of the **hull** such as polishing is permitted. ~~provided the intent and effect is to polish only.~~
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.
- (e) Gelcoat scratches, minimally damaged areas and **minor molding imperfections such as print-through** may be **sanded and** repaired, **provided the as-molded shape is not altered.**

Current Rule

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application

J/70 TECHNICAL COMMITTEE REPORT

By Ned Jones, IJ70CA Technical Chair

of anti-foul paint, for boats that are to be primarily wet-sailed in their home waters. The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort. If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.

- (b) Routine maintenance of the **hull**, such as polishing is permitted, provided the intent and effect is to polish only.
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.
- (e) Gelcoat scratches and minimal damaged areas may be repaired.

Reason for Change

All J/70 hulls are built from master molds derived from a milled/faired master tool. The molding process produces very consistent production parts though minor surface imperfections such as print through and shrinkage can occur during the curing process. This proposal would allow these imperfections to be repaired, provided the designed shape (as controlled by the molds) is not altered. This also addresses the concern that a well-applied anti-fouling finish, by way of the normal application process, can already accomplish the same objective, but under current wording is only eligible for boats intended to be wet-sailed. While the wet-sail requirement may have been a reasonable starting point for the Class, it's onerous to administer as boats begin to change hands; and becomes moot with this proposal.

(CRC-7) Appendages Repairs

Proposed Rule Change

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM.

- (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.
- (b) Routine maintenance of the **hull appendages**, such as polishing, is permitted, provided the intent and effect is to polish only.
- (c) Gelcoat scratches, minimally damaged areas and **minor molding imperfections such as print-through** may be **sanded and** repaired, **provided the as-molded shape is not altered**.
- (d) Modification of the keel wedges is prohibited.

By Ned Jones, IJ70CA Technical Chair

- (e) The tiller extension may be replaced with a similar functioning item provided the length does not exceed 1120mm.
- (f) The trailing edges of the **hull appendages** may be lightly block-sanded to “square” off.

Current Rules

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM.

- (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.
- (b) Routine maintenance of the **hull appendages**, such as polishing, is permitted provided the intent and effect is to polish only.
- (c) Gelcoat scratches and minimal damaged areas may be repaired.
- (d) Modification of the keel wedges is prohibited.
- (e) The tiller extension may be replaced with a similar functioning item provided the length does not exceed 1120mm.
- (f) The trailing edges of the **hull appendages** may be lightly block-sanded to “square” off.

Reason for Change

All J/70 keels and rudders are built from female molds derived from precision faired master tooling. The molding process produces a high quality appendage, but one that can still yield some minor molding imperfections such as print-through and shrinkage. This proposal would allow these imperfections to be repaired.

These two proposals do not permit fairing (changing the as-molded shape). The intent of these proposals is to allow molding imperfections to be repaired. The Class is not supplying templates or offsets for as-molded shapes, and boats will be subject to measurement of the shapes.





2016 J/70 Midwinter Championship
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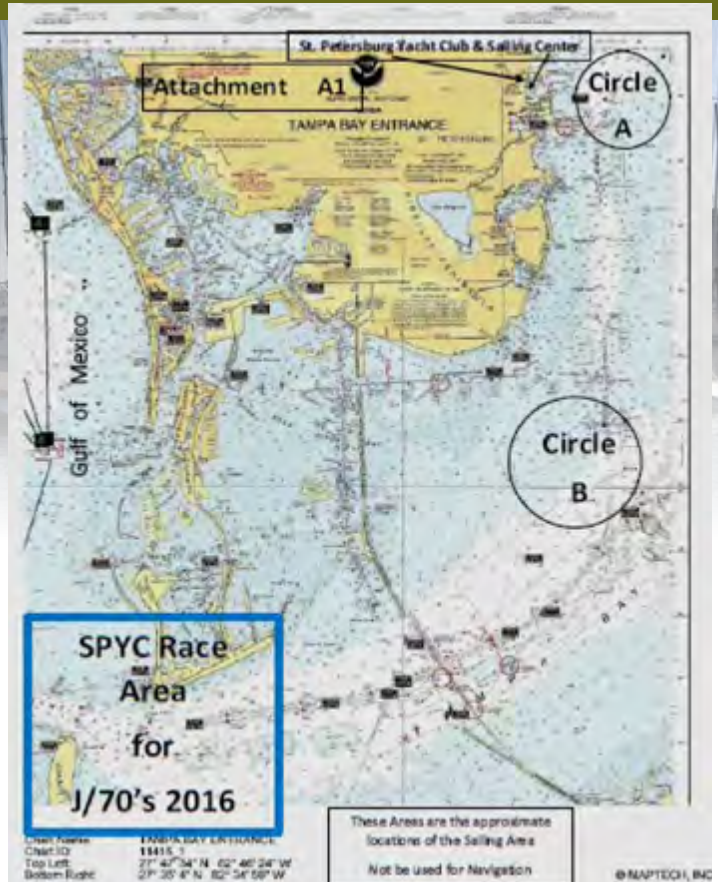
St. Petersburg Yacht Club Welcomes the Quantum J/70 Midwinter Championship 2016

By George Pennington & Kathy Ahern

We hope you already marked your calendars for your Midwinter Championship scheduled for February 25-28, 2016.

The St. Petersburg Yacht Club (located at 11 Central Avenue, St. Petersburg, Florida) has planned an outstanding weekend for you. This year's standalone event has many advantages over one that included other Classes. Some of the advantages are the closeness to the downtown area of St. Petersburg, hotel accommodations within walking distance (see below), storage areas being arranged close by (see below), fast access to the sailing area and flexibility of the sailing area to obtain the best wind possible. This type of venue also allows the Race Officers to make decisions based only on the one Class, giving the Race Committee more latitude (see chart).

This reasonably priced event begins with registration on Thursday, February 25, followed by three days of sailing on Tampa Bay—either directly in front of the old pier site or anywhere on the bay from the pier to the Skyway Bridge (about five miles away) to take advantage of southwesterly or westerly sea breezes. The St. Petersburg Yacht Club has planned three after-race and/or evening events, leaving one night to explore the many restaurants and entertainment facilities in the downtown area that are within



walking distance or a short taxi ride (depending on your choice). We are sure that you will be using the club facilities as well, so to accommodate everyone quickly, you will be able to obtain a guest card online and pick it up at the front desk upon arrival.

Special Attractions: For those who may not be sailing, St. Petersburg is home to many fine museums and the Gulf beaches are approximately 8.5 miles away. Some of the attractions are: Salvador Dali Museum, Fine Arts, Chihuly, the Holocaust, History and Moran Crafts Museums, Great Exploration for Children.

For your convenience, the Sailing Center will be open early each morning and remain open until

late evening. Our sponsor, Quantum Sails Design, will be providing the competitors with clinics and after-race debriefings. Joule Yacht Transport has signed on as sponsor and will be available for transporting vessels to and from our event and others around the country. Storage needs are being addressed.

Accommodations: To assist you with your stay here, the St. Petersburg Yacht Club has compiled a list of accommodations that are close to the club, and that list can be found on the website at www.spyc.org. Click on "Sailing," then "Regattas," and scroll down to the bottom of the page. St. Pete Yacht Club has blocked rooms and special rates at the Hampton Inn and Ponce de Leon. You need to make your reservations early.

HAMPTON INN & SUITES ST. PETERSBURG

Twenty rooms are blocked out at a special rate if booked by 2/3/16. Must say you are with the J/70s.

80 Beach Dr., St. Petersburg, FL 33701
727-892-9900

<http://www.stpetehamptonsuites.com/>

HOTEL PONCE DE LEON

Ten rooms are blocked out at a special rate if booked by 2/3/16. Must say you are with the J/70s.

95 Central Ave., St. Petersburg, FL
727-550-9300

<http://poncedeleonhotel.com/>

COURTYARD MARRIOTT

Check prices with the Marriott individually. Click direct link for special discounted rates for SPYC and Regatta Attendees.

300 4th St. N, St. Petersburg, FL 33701
727-450-6200

[LINK](#)

HILTON BAYFRONT ST. PETERSBURG

Check prices with the Hilton individually. For SPYC's special rate, use code #3063605 or call 727-865-7005.

333 First St. S, St. Petersburg, FL 33701

[LINK](#)

HOTEL INDIGO

Takes pets but no break on prices.
234 3rd Ave. N, St. Petersburg, FL 33701
727-822-4814, 866-246-3446

[LINK](#)

Parking for trailers: You can store your boats at nearby locations. Come early and be ready for other events.

1. Ten spaces at the St. Petersburg Sailing Center. First come first serve, during event only.
2. Contact directly Bill Maker at 727-896-3338 Secured fenced-in lot.
3. Contact directly Robert Hopkins at 727-409-6426.
4. Parkland. During the event in the Spa Beach area.
5. Regular vehicle parking can be done at the parking lot across the street from the Sailing Center and in spots marked A on Demons Landing where the Sailing Center is located.

Entertainment: Dates and times to be announced. Tiki Hut cook-out with steel drummer Thursday night with food, beer and cash bar. Pusser's Rum party night to be announced, and more information to follow as things develop.

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

Sponsors: Quantum Sails, Coral Reef Apparel, Pusser's Rum and Joule Yacht Transport are on board as sponsors. For information on transportation, click on the link under the Joule logo on the announcement page on the SPYC website. (Able to transport three J/70s at one time.)

As more information arrives, we will update you. We hope that everyone will have a wonderful and pleasant experience at this event.

Make Plans for the 2016 Torqeedo J/70 North American Championship in Texas



Lakewood Yacht Club, located on Galveston Bay in Seabrook (close to Houston) Texas, will host the 2016 J/70 North American Championship. Preparations are in full swing for the regatta, with four race days on May 19-22. May is the best time for sailing on Galveston Bay: the breeze is generally reliable, and the temperatures are warm but not stifling.

Make plans now to attend this great event! Go to www.j70nac.com for more information about the regatta, and to www.lakewoodyachtclub.com to get introduced to the club.

Torqeedo, which makes electric outboards for J/70s and many other boats, has signed up as the title sponsor for the 2016 NAC. Together with a number of other sponsors, they will support us in providing great southern hospitality for competitors, friends and families!

LYC hosts their annual Shoe Regatta on the weekend immediately preceding the NAC.

This regatta will include a J/70 one-design start and is run in the same venue as the Championship. As such, it's a great opportunity for competitors to become familiar with the race area and conditions. Use this regatta as a warm-up!

Registration for the 2016 NAC is now open on Regatta Network.

Visit the event website www.j70nac.com to learn about the event schedule, registration, charter boat opportunities, entertainment and sightseeing in the area.

Lakewood Yacht Club is looking forward to seeing you in May!



J/70 FLEET REPORTS

Fleet 5 Southern Chesapeake Bay

By Blake Kimbrough

Thanks to a highly enthusiastic group of owners and crew, the Southern Chesapeake's Fleet #5 has enjoyed a tremendously active and quality year of sailing. Our fleet numbers have increased by 20% year-over-year with participation rates in local and regional events reflecting similar growth. Without a doubt, our fleet's biggest draw has been a balanced set of events which



encouraged competition, social engagement and a welcoming 'open fleet' culture to locals who haven't yet had the pleasure of sailing the J/70. Looking ahead to 2016, we're committed to building on 2015's success by: 1) continuing our lower key 'Friday night series' at Fishing Bay



Yacht Club, 2) pushing for growth in numbers at Southern Bay Race Week hosted by Hampton Yacht Club, 3) cross pollinating to build numbers in partnership with Fleet #1 on key events, and



4) hopefully warding off tropical weather systems for our pinnacle event on the first weekend of October, the J/70 Chesapeake Championship.

Fleet 22 Cedar Point

By Bill Walker

We finished off our busy season of weekend races on October 11 with five races on a beautiful fall day with 12-15 knots and planing conditions. What could be better? We had a great summer of racing beginning with the Cedar Point One Design

J/70	2015	2014	2013
Fleet Size	10	8	2
Boats Participated	6	6	0
Season Qualifiers	5	6	0
Fleet Qualified %	50	75	0
Scores Recorded	219	184	0
Races Completed	54	46	0
Average Starters	4	4	0
Vice Comm Cup	4	3	0
Commodore's Cup	5	5	0
Rear Comm Cup	4	4	0
No-Race Days	1	2	0

Regatta in May, which was also the Long Island Sound Championship. 22 J/70s participated and Joel Ronning's *Catapult* was victorious with team *Helly Hanson* (Tim Healy) and *Any Colour* (Furnary bros) wrapping up the top three. The Fleet at Cedar Point has had consistent growth over the

J/70 FLEET REPORTS

years, and with a brand new paved parking lot and two-ton crane, we hope to be a prominent J/70 sailing fleet on Long Island Sound. Our races and fleet stats can be seen in the graph above. 54 races were sailed over the summer—not bad! For more information on Fleet 22 please go to cedarpointyc.org or e-mail trevor.roach@att.net.

Fleet 23 Tampa Bay

By Steve Liebel

The Tampa Bay region is gearing up for an exciting winter of racing. As you know, we have a very busy schedule including the following regattas:

- Quantum Davis Island Yacht Club winter series #1, December 12-13
- Quantum DIYC winter series #2, January 9-10
- Quantum Key West Race Week, January 18-22
- Quantum DIYC winter series #3, February 6-7

- Helly Hansen St. Petersburg NOOD, February 12-14
- Quantum Midwinters at St. Petersburg Yacht Club, February 26-28
- Bacardi Miami Sailing Week, March 10-12

If you need any assistance with storing boats or transporting from one venue to the next, please let us know and we can help you make arrangements.

Fleet 24 Cape May NJ

By Bob Herzog

Fleet 24 was formed this past summer with six boats, all being owned by longtime J/24 sailors. We race in the ocean off of Cape May, NJ. We hope to have two to three new boats next year. Our inaugural champion is Chip Rapp. We also, after a brief hiatus, will be bringing back the famous Dead Crab Regatta, sometime in June (check the calendar). Have a great winter season!

GO FASTER

World Champions use Ullman Sails. Do you?
Ullman Sails helped power the 2015 J/70 World Champions* and Corinthian World Champions*
www.ullmansails.com/j70 *partial inventory

PHOTO BY SANDER VAN DER BORCH

J/70 2015 - 2016 CALENDAR

Quantum J/70 Winter Series at Davis Island 1 of 3

December 12, 2015 to December 13, 2015
Where: Davis Island Yacht Club, Tampa, FL

Quantum J/70 Winter Series at Davis Island 2 of 3

January 09, 2016 to January 10, 2016
Where: Davis Island Yacht Club, Tampa, FL

2016 Quantum Key West Race Week

January 18, 2016 to January 22, 2016
Where: Storm Trysail Club, Key West, FL

Quantum J/70 Winter Series at Davis Island 3 of 3

February 06, 2016 to February 07, 2016
Where: Davis Island Yacht Club, Tampa, FL

2016 St. Pete NOOD

February 12, 2016 to February 14, 2016
Where: St. Petersburg Yacht Club, St. Petersburg, FL

2016 J/70 Midwinter Championship

February 26, 2016 to February 28, 2016
Where: St. Petersburg Yacht Club, St. Petersburg, FL

2016 Bacardi Miami Race Week

March 05, 2016 to March 12, 2016
Where: Miami, FL

2016 San Diego NOOD

March 18, 2016 to March 20, 2016
Where: San Diego & Coronado Yacht Clubs,
San Diego, CA

2016 Easter Regatta 50th Anniversary

March 24, 2016 to March 27, 2016
Where: Columbia Sail Club, Columbia, SC

2016 J/70 Midwinter Championship West

April 02, 2016 to April 03, 2016
Where: California Yacht Club, Marina Del Rey, CA

2016 Charleston Race Week

April 14, 2016 to April 17, 2016
Where: Charleston, SC

2016 Annapolis NOOD

April 29, 2016 to May 01, 2016
Where: Annapolis Yacht Club, Annapolis, MD

2016 J/70 North American Championship
May 19, 2016 to May 22, 2016
Where: Lakewood Yacht Club - Seabrook, TX

2016 Chicago NOOD

June 17, 2016 to June 19, 2016
Where: Chicago Yacht Club, Chicago, IL

2016 Cleveland Race Week

June 17, 2016 to June 19, 2016
Where: Edgewater Yacht Club, Cleveland, Ohio

2016 Long Beach Race Week

June 24, 2016 to June 26, 2016
Where: Alamitos Bay Yacht Club, Long Beach, CA

2016 West Coast Championship/Fiesta Cup

July 15, 2016 to July 17, 2016
Where: Santa Barbara Yacht Club, Santa Barbara, CA

2016 Marblehead NOOD

July 28, 2016 to July 31, 2016
Where: Boston Yacht Club, Marblehead, MA

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

2017 J/70 World Championship

September 12, 2017, to September 16, 2017
Where: Yacht Club Costa Smeralda,
Porto Cervo, Italy

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

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



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

SAILS ARE IN STOCK & READY FOR IMMEDIATE DELIVERY

- Quantum J/70 Winter Series: Tampa, FL—Dec. 12-13, Jan. 8-10, Feb. 5-7
- Quantum Key West Race Week: Key West, FL—Jan. 17-22
- Quantum J/70 Midwinter Championship: St. Petersburg, FL—Feb. 25-28

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


QUANTUM SAILS
TO THE NEXT CHALLENGE.

www.quantumsails.com