

**J**  
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NEWSLETTER

# MOMENTUM

## **Peter Duncan and *Relative Obscurity* Return to the Podium as J/70 World Champion at California Yacht Club**

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# Peter Duncan and *Relative Obscurity* Return to the Podium as J/70 World Champion at California Yacht Club



Photos courtesy of Christopher Howell

Peter Duncan's *Relative Obscurity* prevailed over 60 other teams and challenging wind conditions to capture the 2021 J/70 World Championship title at California Yacht Club. In a five-day series from August 11-15 that tested the skill and patience of top-notch competitors from 11 nations, Duncan – sailing with Willem van Waay, Morgan Trubovich and Victor Diaz de Leon – secured a top five position in the beginning of the regatta and never let go.

"I'm elated!" said Duncan as he returned to the dock, bustling with activity. "That was a tough day out there. We didn't start very well but had a bit of a break with a header on the first run of the second race that let us get close to everybody and sail through some folks we needed to sail through," he explained. "We have a lot of fun onboard – joke and laugh and keep it light – and that



worked in our favor when we had to grind through. Everybody knows what their job is, and these guys do them exceptionally well."

The leaderboard changed with every rounding during Races Seven and Eight, as the top contenders scrapped for honors. "It was very cool that there were four boats who could have won this thing in the last race," Duncan added. "To me, that's really fun, exciting sailing."

Duncan is no stranger to the podium. Recently, he won the J/70 North Americans



Photos courtesy of Christopher Howell



in Annapolis and triumphed in the 2017 J/70 Worlds in Porto Cervo, Italy. "This competition was really great, and the Race Committee did a terrific job getting the races in with the breeze we had. I'm really pleased. Cal Yacht Club did an awesome job."

At day's end, the top tier was separated by just eight points with Bruce Golison taking second place. His team *Midlife Crisis* was

primed with a solid win in the Pre-Worlds last month. One of only two teams to get bullets in the tightly matched Worlds this week (along with *Magatron*), Golison sailed with Steve Hunt, Erik Champain and Jeff Reynolds.

Laura Grondin and the team of *Dark Energy*, just one point astern, took third overall and earned the honor of Top Female Skipper. Grondin only recently began competing in the J/70. A competitive Melges 24 sailor, she switched to the J/70 when the boat's popularity exploded. "If you really want that fleet racing experience, this is the boat," she said. "I decided to go for it, and when Taylor Canfield came along, my husband Rick suggested we take this opportunity and just do as much as we can and see where we go." In contrast to her life as a business owner and CEO, Grondin noted, "On the racecourse, I am really just another member of the crew." Unlike her corporate life, she laughed, "Here,

I don't have the final say. But these people are far more experienced than I am, so why wouldn't I listen to them? And if I can do my job in a way that allows the rest of my team to do their jobs to the best of their ability, that's a win for me. And that is the same in business and in sailing. It's very exciting and rewarding."

The *Ducasse Sailing Team* of Santiago, Chile, triumphed in the Corinthian division. "We are having a really nice time, and this is so good for us, because the level of competition is so good," said Francisco Ducasse, who is sailing with his father and three brothers: Andres Ducasse Soruco, Ignacio Ducasse Soruco, Rodrigo Ducasse Soruco, and Andres Ducasse. Hoping for better wind – because they are sailing with a team of five instead of four – he said they were pleased with their result.

Ducasse noted the effort it took to bring the campaign from Chile, and their good fortune in chartering a sound boat. "We had really good training in the Pre-Worlds," and added the team is in it for the long-haul. "The level is so good, we are practicing and adapting a lot

with very good teams. We were hoping for a top ten finish, and then to do better the next Worlds. We are shortening the average." In the One-Pro division, *Threatening Minors*, sailed by Jordan Janov, Grant Janov, Ryan Janov, Reddin Kherli and Willie McBride, took honors.

The roster included one-half dozen entries from Mexico, in addition to the 42 from the US, plus three from Chile, two from Brazil, two from Great Britain, and one each from Cayman Islands, Germany, Spain, Turkey and Uruguay.



Photos courtesy of Christopher Howell



Photo courtesy of Christopher Howell

Plans for the championship regatta had been on the books since 2018, according to Chair Marylyn Hoenemeyer, and slated for July 26 to August 1, 2020. By early that year, the entry list was brimming at 96: nearing the 100-boat limit, with half the fleet hailing from around the globe. Then the pandemic turned everything upside down, and the event was rescheduled. "This has been a tremendous effort and success," added Hoenemeyer. "The racers, Race Committee and entire organization have been so patient and tenacious, and I would like to thank everyone involved. This was a full club effort. I think we're aware of the volunteers on the water, but less aware of the volunteers onshore, and the impact on the members. We're thankful for the support of the Cal Yacht Club membership and our terrific staff. We're no different than other organizations that are working short-staffed these days ... they've pulled together a really tremendous effort, and we are proud of the experience we've provided these racers, both on the water and off."

The last World Championship regatta had been held in Tor Bay, England, with GBR's Paul Ward and *Eat Sleep J Repeat* besting that 77-boat fleet in a grueling 14-race series. Ward finished seventh in the 2021 event.

**Day 1 Recap:** An overenthusiastic fleet of J/70s bolted off the line on day one. "You all jumped the gun by three seconds," Principal Race Office (PRO) Mark Foster boomed over the VHF, prompting a General Recall and a U Flag at the next start. It's no wonder. The overzealous racers had been champing at the bit for two years, awaiting the next World Championship event.

Atypical cloudy skies fanned over the course, but the breeze held at 6-8 knots from the southwest. The overcast skies offered blessed relief from blistering temperatures inland, but the race action was hot!

When the fleet got off the line shortly before 1:00, it was Maggie McKillen and the crew aboard *Magatron* who led the fleet, pole to pole, to capture Race One. "We're really



Photo courtesy of Christopher Howell

stoked! There's a lot of pressure being new to the fleet," said McKillen, who started sailing the J/70 just one year ago, "but the guys I sail with know to keep the mood light and airy. I don't pay attention to any other boats around me, so I don't get anxious. My crew knows that; we focus on having fun and make a really good team." McKillen said her husband, Ryan McKillen campaigning *Surge* in the Worlds, began J/70 sailing three years ago. "I was always on the sidelines watching, and finally said, 'I want to do this too.'" Since then, she said they have been sparring partners – although with a child due in December, she conceded, "We have a great chemistry on and off the water!"

Second across the line was *Dark Energy* with another woman, Laura Grondin, at the helm. *Dark Energy* ended the day in fifth overall. "Laura and our team are really good friends, and it's always fun to see your friends next to you and doing well," said McKillen. "Although this has been a male-dominated sport, the fleet has been super supportive, really open and encouraging," she added. "This is a fleet for everybody. You shouldn't be intimidated, just go out there and have fun."

Race Two was won by Brian Keane and the crew of *Savasana*, placing them to the top of the leaderboard at the end of Day One, in a tie with Bruce Golison's *Midlife Crisis*.

The Championship began Tuesday with a practice race and opening ceremony on the lawn of Cal Yacht Club. Hoenemeyer welcomed the fleet, saying, "When I agreed in 2018 to chair this, I had a vision of the J/70 fleet docked in front of the club, like the ULDB 70 sled used to be. I'm delighted to see this vision has been realized. It's a different kind of 70," she joked, "but now instead of being called Sled Row, I hope it'll be called J Row."

Gustavo Coll, skipper of *Farrista* and Commodore of Yacht Club Uruguayo in Montevideo, brought his entire family to the US to campaign their J/70 – and take a bit of a vacation. "It was a unanimous decision to come here with all the family," he said. "I race with my kids, so when we qualified for this event in the 2019 South Americans, we decided to merge our common passion and come here." He described son Sebastian as a "tough crew member" while stating daughter Cecilia campaigned for the Rio Olympics and son Juan is an Opti champion. "We are a great team, here to test against the best in the world. We've seen some extremely well-prepared boats, and a lot of professionals who sail most of the year. We, as Corinthians, sail only on the weekends, but we are here to fight."

An entourage of six boats from Mexico made it to the regatta, with Marco Sparvieri of *Buena Junta* saying, "It was a bit difficult because the border was closed. Crossing the border was a bit complex, but we made it. It's the most important J/70 competition of the year, so we all wanted to be here and do our best, compete, have fun. The nice thing about this Class is people of all ages can compete together and be competitive, so it's a really nice Class." Mexico has a large J/70 fleet which races in Valle de Bravo, near Mexico City, and Puerto Vallarta.

Wednesday's courses were roughly 1.3nm long windward/leeward laps, twice around.

**Day 2 Recap:** Who wouldn't want a day off in Southern California with the warm sunshine glinting off the blue Pacific? The hundreds of racers competing in the 2021 J/70 World Championship, that's who!

Teams scurried onto the racecourse, but Mother Nature had other plans. Following an hour-long postponement due to lack of wind, racing commenced at 1:45PM, only to trigger a General Recall. Then a shift in course and start line; followed by another General Recall. And then another postponement. Racing was abandoned mid-afternoon.

That was no relief for Brian Keane on *Savasana* and Bruce Golison on *Midlife Crisis* who finished the day where they started: in a tie for first, eager to shake up the leaderboard. It's a battle they're all too familiar with. *Midlife Crisis* won the J/70 Pre-World Championship less than two weeks ago, besting *Savasana* by three points.

"We were third in Cal Cup and second in the Pre-Worlds, so we're looking at three-two-one!" Keane said, hopeful for a build-up to a win in the Worlds. "We want it this year! We've got a good team and just have to avoid the big mistakes with the light conditions we're having. Everybody's going to have some diggers, so we've got to be patient and avoid the big mistakes."

"The Pre-Worlds was just another regatta and part of the plan to get us where we are trying to go," noted Golison, laser-focused on the Worlds. "It was fun to win, but that is now in the past. Those conditions were very different," he conceded, "but every opportunity to be sailing our boat makes us better, both speed-wise and understanding the Marina Del Rey conditions."



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Photo courtesy of Christopher Howell



Photo courtesy of Christopher Howell

“It’s Marina del Rey, anything can happen,” added Allie Blecher, tactician on Rich Festa’s *Groundhog Day*. “It’s a little light, but nothing out of the ordinary. Here we spend quite a bit of time sitting and waiting, and that’s what catches people off guard. You lose that focus, and we’ve spent a lot of time working on that.” *Groundhog Day* finished Wednesday in the top 10 with a third-place finish in Race Two. “We’re the only fully Cal Yacht Club boat in this regatta,” Blecher announced. “We’re so happy and proud to be hosting the Worlds here. It’s fantastic, after an extra year of waiting, and we feel very lucky and love the vibe. All the teams from different places and countries show up, and it’s no longer sleepy California Yacht Club – it’s an exciting whirlwind of an event.”

**Day 3 Recap:** It wasn’t a gale; it wasn’t even Force 3 ... but it was just enough breeze to pull off one race on Day Three. Brian Keane and the crew of *Savasana* clung to the top of the leaderboard. Much like the pandemic which forced competitors to wait out the year 2020, fickle conditions again tested the patience of the international field of sailors, forcing them to endure postponement in the California sun. It was, as *Huckleberry’s* Jim Murrell said, “Hurry up and bake.”

Eager to resume racing, Principal Race Officer Mark Foster prompted the fleet to dock out on time. After an hour postponement on the course as the breeze wafted between 5 and 6 knots, the Race Committee tightened the legs to 1.1nm and commenced Race Three. Conditions remained light and challenging; sailors struggled to patchwork together the puffs. Peter Duncan’s *Relative Obscurity* took an early lead; boosted in clean air, they began extending and never let up. They took first in Race Three, catapulting *Relative Obscurity* to second place overall. Brian Keane and *Savasana’s* sixth place finish left him atop the leaderboard by four points, while Laura Grondin’s *Dark Energy* climbed to third place.

Despite high hopes, further racing was abandoned at 3:25PM as wind conditions continued to diminish.

**Day 4 Recap:** The leaderboard shuffled as wind returned to Santa Monica Bay. Peter Duncan and *Relative Obscurity* took the overall lead, while Laura Grondin’s *Dark Energy* moved into second place, with Brian Keane and *Savasana* just one point astern.

A welcome wind materialized, and by noon everyone knew...it was the day! Chatter on the radio declared westerly breezes of 6 to 8 knots as the stage was set for moving day. A light haze hung over the Bay as the Race Committee set the course at 1.1nm at 245 degrees. Starting under the U Flag, with the threat of a Black Flag looming over the 61-boat fleet, the race commenced cleanly with an All-Clear.

The fleet fanned out as far as the eye could see, evenly choosing the left side of the course, the right and the space in between. Magic Maggie McKillen pulled another one out of her hat as *Magatron* horizoned the fleet in Race Four, finishing ahead of second place *To Nessa* from Brazil by nearly one minute. *Dark Energy* (who'd rounded the first weather mark in fifth) continued her climb through the ranks to finish third.

Race Five was set at 250 degrees, and PRO Mark Foster shortened the course to 1.0nm and spread the start line to facilitate a clean start and swift race. Even so, there was a series of General Recalls leading Foster to hoist the Black Flag; his threat echoed over the Bay on the many VHF radios tuned in. The Coll family from Uruguay on *Farrista* were ousted, along with team *Morenita* from Chile.

*Catapult*, helmed by Joel Ronning, 2016 World Champion and 2017 North American Champion, took that race, followed by *To Nessa*, continuing a scramble up the leaderboard. Peter Duncan and *Relative Obscurity* returned to form, after a middle-of-the pack finish in Race Four, to finish third.

The completion of five races meant each team could axe their worst score (as stipulated in the Sailing Instructions), and the leaderboard again shifted like the wind.

The weather changed too, as the skies turned grey, the wind increased and seas churned. By Race Six, the breeze had built to 12 to 14 knots, which resulted in another General Recall and Black Flag start. Bruce Golison and *Midlife Crisis* won that race. Jose Maria Torcida's *Noticia* (the event's only entry from Spain) took second, as Joel Ronning and *Catapult* continued their ascent. A fourth-place finish by Peter Duncan and *Relative Obscurity*, plus a fifth for *Savasana* and Brian Keane, solidified these two rivals in the top tier overall. At the end of the day, Duncan sat with 24 points to Keane's 31, with Grondin and *Dark Energy* wedged in between.



Photo courtesy of Christopher Howell



Photo courtesy of Christopher Howell

While many were competing with family members, some were competing against family: like Bruce and Jay Golison on *Midlife Crisis* and *It's all Good*, and Maggie and Ryan McKillen on *Magatron* and *Surge*, respectively, and the Janovs. Jeff Janov is a lifelong sailor from Marina del Rey, with a progression of competitive campaigns on vessels from Moore 24s to Schock 35s, J/105s and Farr 40s. "When my kids were younger, I wanted them to sail with me but the Farr was too big so we got a J/70 so the kids would sail with us," Jeff Janov explained. His kids are Ryan (21), Grant (18) and Jordan (15), and they sailed this event with Reddin Kehrlí (16) and coach Willie McBride (30) on the cleverly named *Threatening Minors* (a play on the name of Dad's boat – *Minor Threat*).

"The J/70 Worlds would be a really good experience, we thought, with more tactical racing," said Jeff Janov. "And it has been. They worked on their boat, got it ready, working until 1AM to get things ready, and got through measurement and to the start line."

"The racing's been really hard," admitted Jordan Janov. "If you can get a good start,

that's what you really need, and that's what we've been working on the most." Their standing has been steadily moving up, with two top-10 finishes, to the top third of the fleet at day's end. "It's very competitive," added Kehrlí. "It's a lot different sailing with adults – a lot more official and more serious than the Junior events we're used to."

"Growing up and meeting people in the sailing community has given them terrific role models," said Jeff Janov. "I couldn't think of anything better."

And as for competition? "I think when racing against Dad: we want him to do better than us, but at the same time we want to beat him!" announced Jordan.

And what does Dad have to say? "I'd love to beat them! Just like I'd love to beat any fantastic competitor. But at the same time, if they beat me, I'd feel really good about that too. It's a win-win."

For complete results in the Open, Corinthian and One Pro Divisions, visit [https://www.yachtscoring.com/event\\_results\\_cumulative.cfm?eID=10698](https://www.yachtscoring.com/event_results_cumulative.cfm?eID=10698).



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# New European Champion Crowned in Copenhagen Denmark

EUROPEANS  
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Photos courtesy of Christopher Howell

It was a European Championship blessed with exceptional weather and four days of world class racing in Copenhagen, Denmark. Seventeen nations competed for the title of European Champion, but there could only be one winner – and this time that winner came from Spain. José María Torcida Seghers sailed a stable Final Series with top-10 placements in all six races, claiming gold with 21 points, four points ahead of British Paul Ward who took second place. American Michael Goldfarb took third place with 43 points, just ahead of Denmark’s Jens Christensen who looked to take home the third spot to his local club and host of the European Championship (Royal Danish Yachtclub). But the final race of the day ended badly for the Dane with a 34<sup>th</sup> place, missing the podium by just three points.



### **Top 5, Gold Fleet:**

1. ESP 961, José María Torcida Seghers (21)
2. GBR 1451, Paul Ward (25)
3. USA 202, Michael Goldfarb (43)
4. DEN 1318, Jens Christensen (46)
5. SUI 1043, Victor Casas (56)

### **Top 5, Corinthians:**

1. ESP 1283, Luis Bugallo Arriola (63)
2. GER 880, Ole Nietiedt (66)
3. GBR 1572, Charles Thompson (72)
4. ESP 1122, Juan Calvo Boronat (79)
5. RUS 1484, Inna Balashova (81)

Spain also claimed first place among the Corinthians where Luis Bugallo Arriola on ESP 1283 took the title, with Germany's Ole Nietiedt in second and Great Britain's Charles Thompson in third.

The best female skipper was three-times European Champion Claudia Rossi from Italy who finished 10<sup>th</sup> place overall. The best female team was Rikst Dijkstra from the Netherlands.



Photo courtesy of Christopher Howell

In the Silver fleet, Russia's Andrey Bratan took first place, with Germany's Jacob Ahlers and Sweden's Kasper Nordenram in second and third.

In the one-pro division, where one professional sailor is allowed onboard, Swiss Victor Casa claimed the first spot with 54 points, followed by Brazilian Renato Faria at 76 points, and in third place was Patrik Forsgren from Sweden with 86 points.

**Day One recap:** Clear skies, sun and Northwesterly breeze of 5-8 knots delivered near perfect conditions. Three qualifier races were fully relished by all sailors after what seemed like an eternal Corona break from international sailing. The boats sailed a round robin split in two fleets, competing on a Southern and Northerly course outside Skovshoved Harbour, north of the Danish capital of Copenhagen. Each grouping completed three races, resulting in a tie at the top of the leaderboard (6 points) between Claudia Rossi of Italy and Denis Cherevatenko of Russia. Jose Maria Torcida Seghers of Spain and James Peters/Jonathan Calascione of Great Britain were also tied on points at 10 for the next two places.

**Day Two recap:** Day two offered just as amazing sailing conditions as the previous day: smooth waters and a stable Northerly breeze of 6-8 knots. The final three qualifying races were conducted on both the Northerly and Southern courses in full view from the harbor. As six races in the Qualifying Series were completed, the discard race came into play. Maintaining hold of the leaderboard was Claudia Rossi with 12 net points. Jose Maria Torcida Seghers moved into second place overall with 17 net points. Tied on points at 18 for the next two positions were James Peters/Jonathan Calascione and Magnus Simon of Germany.

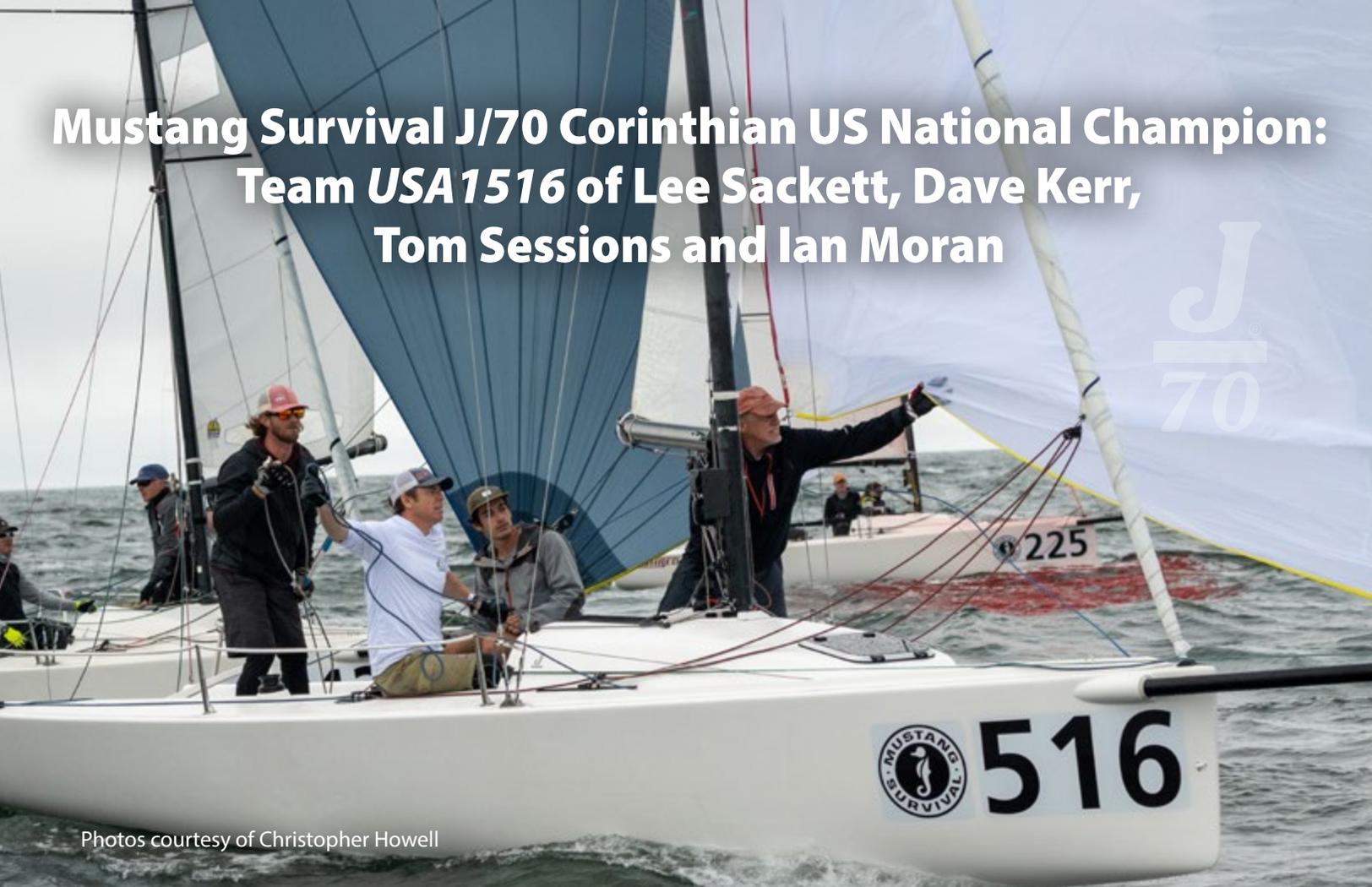
**Day Three recap:** No racing due to lack of breeze.

**Day Four recap:** Friday saw three races completed in both the Silver and Gold fleets. Competitors enjoyed yet another day of sunshine, racing with winds of 5-6 knots. Claudia Rossi dominated the qualifying series but with the scoring starting anew in the Final Series, she dropped to a 12<sup>th</sup> spot overall. Instead Britain's Paul Ward on *Eat, Sleep, J, Repeat* claimed the top spot with 17 points after a stable performance with two 7<sup>th</sup> and a 3<sup>rd</sup> place. Russia's Sergei Sobolev took second place with 23 points, and tied on points at 24 for the next two positions were José María Torcida Seghers and Monaco's Loic Pompée. Leading the Silver fleet was Jacob Ahlers of Germany with 11 points, three in front of Russia's Andrey Bratan. Kasper Nordenram of Sweden rested in third with 17 points.

Ninety-eight teams competed from August 31-September 4. Photos are available via the Royal Danish Yachtclub Facebook page and the J/70 International Facebook page. Complete results may be found at <https://www.manage2sail.com/en-US/event/4370a799-5fa9-4a8e-b853-bb3fe80bdaf3#!/>.



# Mustang Survival J/70 Corinthian US National Champion: Team *USA1516* of Lee Sackett, Dave Kerr, Tom Sessions and Ian Moran



Photos courtesy of Christopher Howell

Team *USA1516* of Lee Sackett, Dave Kerr, Tom Sessions and Ian Moran bested 31 all-amateur teams to emerge victorious at the Mustang Survival J/70 Corinthian US National Championship hosted by Eastern Yacht Club in Marblehead, Massachusetts. Seven races were completed from September 17-19, and *USA1516* kept scores only in the top five to tally 19 net points. Nobuyuki Imai's *Siesta* came all the way from Japan and earned second place with 25 net points. Local Stein Skaane's *Shred* placed third with 28 net points. Congratulations to top female skipper Cate Muller-Terhune's *Murder Hornet*, and youngest skipper (19-year-old) Josh Becker's *Awkward Turtle*.



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Photos courtesy of Christopher Howell

The Class Rules were modified to allow communications by the coaches (Jud Smith and Tomas Hornos of Doyle Sails, Allan Terhune of North Sails, Kris Werner of Quantum Sails and Geoff Becker) before, between and after racing through Saturday. Mornings and evenings also featured debrief sessions at EYC, including drone video and question-and-answer opportunities.

Friday's race winners were Charlie Pendleton's *Bad Hombres*, Brian Keane's *Savasana* and Lee Sackett's *USA1516*.

Sunday's race winners were Massimo Soriano's *TEN*, Cate Muller-Terhune's *Murder Hornet*, Lee Sackett's *USA1516* and Stein Skaane's *Shred*.





### TOP FIVE:

1. *USA1516*, Lee Sackett - 5 -[8] -1 -4 -3 -1 -5 ; 19
2. *Siesta*, Nobuyuki Imai - 4 -5 -2 -2 -6 -6 -[14] ; 25
3. *Shred*, Stein Skaane - 7 -4 -5 -3 -8 -[13] -1 ; 28
4. *Savasana*, Brian Keane - [17] -1 -4 -11 -10 -3 -3 ; 32
5. *Wild Child*, Henry Filter - 2 -2 -8 -7 -2 -14 -[21] ; 35



Photos are available on the USA J/70 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eid=9582>.



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**#MSWS2022**



**By Polk Wagner**

International Technical Chair  
USA 487 *Escape*

*As of this writing, your Technical Committee is digesting the (many!) lessons of the 2021 major championship season and preparing a set of proposed class rules changes for discussion by the class over the next few months.*

Broadly speaking, the measurement, inspection, and compliance processes at the 2021 North Americans, the 2021 World Championship, and the 2021 European Championship went well, especially given the continuing COVID limitations that impacted travel.

I do think, however, that it is time to start a class-wide conversation about compliance with our most basic class rule: unless specifically allowed in the Class Rules, changes to the boat and its equipment are not allowed. We should all understand that this rule does not mean that you can change aspects of the boat—adjusting rudder positions, altering foil shapes, fairing the hull surface, for example—and wait to see whether the Technical Committee “finds out” at some future event. All too often your inspectors and technical committee personnel (almost all of whom are volunteers, and

most of whom are J/70 sailors too) feel like we are playing a frustrating game of “whack-a-mole” with some competitors, wherein teams try to slide by with a new change to the boat to get some perceived performance edge. And then we find and start to inspect for these changes, and the cycle repeats itself. Over the past three years, the number of inspection items has nearly tripled as we discover more compliance issues.

Speaking as someone who measures, inspects, and sails J/70s, this cycle is damaging to the class. If people think others are not complying with the Class Rules, that encourages more noncompliance. The constant effort to stay on top of the cycle of noncompliance means that your Class leadership spends way too much time looking backwards to fix the last regatta’s issues and not enough time looking forward to chart the next five or ten years of growth in the class. The frustration experienced by inspectors (again, almost all volunteers) has made it harder and harder to recruit people to do high-quality inspections at events.

I understand the desire to tinker with boats, and to feel like everything that can be done is being done in preparation for high-level racing. But I do hope that all class members understand that in addition to harming the class, changing the boat in any way other than what is expressly allowed in the Class Rules is ultimately self-defeating. For one thing, speaking as someone with a Naval Architecture degree and more time spent hanging around in

test tanks than I'd care to admit, very few of the noncompliant changes I see attempted are actually likely to make any real-world difference. They may "look" faster or "feel" better, but that's mostly a mirage. Second, the Class' inspections get stronger at every event—and just because some changes escaped notice before is definitely no reason to expect that a boat will pass inspection in the future. We are obtaining more and better templates and articulating more inspection procedures all the time. Third, by forcing the event inspectors to conduct more thorough inspections, this noncompliance cycle means that more and more time and resources for everyone is devoted to inspection and compliance, rather than to actual sailing.

As we close out this very successful year of sailing, and look ahead to the promising 2022 season ahead, I hope that we can all agree to recommit ourselves to the basic idea that racing in the J/70 class is a test of sailing skill, not a test of rule-skirting or how far one can stretch the definition of "repair." Competing fairly and honestly on a level playing field is a lot more fun for everyone.

As a reminder, you can find all our information—the most current Class Rules, the regularly-updated Class Rules FAQ, the J/70 Building Specification, and more—on the J/70 Class Rules page:

<http://j70ica.org/class-office-rules/>

As always, I am proud to serve as your Technical Chair and am honored to work with the talented members of the IJ70CA Technical Committee to make our Class even better. Anyone with questions or comments should feel free to contact me ([polk@polkwagner.com](mailto:polk@polkwagner.com)) and/or the Class Executive, Chris Howell ([howell@j70office.com](mailto:howell@j70office.com)).

I look forward to seeing you soon. In the meantime, stay safe and healthy.

**Polk Wagner**

International Technical Chair  
USA 487 *Escape*



By Jan Bjornso

J  
70

## Swedish Nationals



The Swedish National Championship was sailed on the Swedish west coast in Träslövsläge the last weekend of August.

Thirty-nine teams showed up at the start line. The majority were Swedish teams, but we also had five teams from Finland there.

It became a really windy Championship with winds at 16-24 knots the two first days and some moderate breeze at 10-14 knots the last day. The area around Träslövsläge is known to be a surf paradise with exciting

waves when the wind is from the sea. Now the wind came from the northeast (the land), and probably many teams were glad about that. We saw many broaches these days.

There is a good momentum in the Swedish J/70 Class right now with many new teams and boats. The winner and Swedish Champion was the brand new SWE 1563 *Happy Yachting* with Mikael Lindqvist. It was not the first time for Mikael in a J/70, so he knew the boat well. But they sailed extremely well, especially the second day with four wins. In the end, he defeated the last Champion Jonas Kjellberg with 4 points. Kjellberg did very well the last day, but with just two races that day, it was too little to catch up to Lindqvist.

# Sweden Report



Both Lindqvist and Kjellberg represent the Royal Swedish Yacht Club (KSSS), and they had many other club members at the start line to compete with. KSSS is leading the J/70 sailing in Sweden with six club-owned boats and around 15 private boats in the local fleet. Although KSSS is dominating with both the number of boats and the top boats, they have to watch their backs. There were many competitive teams there with Olympic sailors and former medalists in the both the J/70 and many other Classes. And we shall of course not forget our Finnish friends from Åland, as two times before the Swedish Champions have been a Finn.

Next year, the Swedish Championship will be in Nynäshamn close to Stockholm; the most famous regatta here was the Olympic regatta in 1912. We believe with Swedish, Finnish and Norwegian teams will have around 50 boats at the start!

For results, visit [http://ithost.se/sailwave/j70/SM\\_J70final.htm](http://ithost.se/sailwave/j70/SM_J70final.htm).





*Yacht Club de Monaco*

# 38° PRIMO CUP - TROPHÉE CREDIT SUISSE

3 - 6 MARCH 2022



CREDIT SUISSE 

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Slam 

# Brazil Report

By J/70 Class Brazil

J/70

## J/70 Brazilian Sailors Return to National and Foreign Races



2021 is the year of the resumption of national and international competitions for J/70 Class Brazil. With the advance of the vaccine against COVID-19 and the reopening of North American and European airports for Brazilian citizens, along with local races, sailors returned to competing in foreign waters. They took part at the Pre-World, World and European J/70 Championships,

and they are already packing their suitcases and sails for the next challenges: J/70 Brazilian Championship in Rio de Janeiro in the end of November and the South American Championship which will be held in December in Chile.

Currently, the Brazilian fleet is composed of seven boats in Brazil and five abroad, among the United States and Europe. To maintain competitiveness, the sailors seek to be present in the main international and local competitions. The pandemic has slowed down the rhythm, but this year they have returned to the activities.

# Brazil Report



## **World Championship**

The international competitions for J/70 Brazil started in the end of July with the Pre-World Championship hosted by the Del Rey Yacht Club in California USA. The *Highlanders* – Selmo Nissenbaum (skipper), Maurício Santa Cruz (tactician), Júlio Carvalho (spinnaker trimmer) and Gabriel Penido (staysail trimmer) – were one of the nine international teams who joined US boats to compete in the six races that preceded the J/70 World Championship. The Brazilians finished at 21st overall among 44 boats from six countries.

Also in Santa Monica Bay in August, eight races were held for the World Championship hosted by the California Yacht Club. Beside the *Highlanders*, another Brazilian team

participated: *Tô Nessa* - Renato Cunha (skipper), Henrique Haddad (tactician), Kadja Brandão (staysail trimmer) and Ricardo Ermel (spinnaker trimmer). The *Highlanders* ended the World Championship in 13th place and *Tô Nessa* took 59th. In total, there were 61 boats from 11 countries.

## **European Championship**

Still in foreign waters, the crew of *Tô Nessa* finished 12th overall at the European Championship organized by the Royal Danish Yachtclub in Copenhagen Denmark in September. With Renato Cunha (skipper), Carlos Robles (tactician), Kadja Brandão and Ricardo Ermel, the Brazilian boat competed against 97 other teams from 17 countries. In total, 12 races were completed.

# Brazil Report



Photo courtesy of Christopher Howell

## Local races

Until the end of 2021, J/70 Brazil should conclude about seven local Championships. One of the most important is the State of Rio de Janeiro Championship which is racing in two stages, with nine races scheduled each. The first took place in Angra dos Reis in July. Six boats participated in the eight races: *Tô Nessa* (1), *Mindset* (2), *Highlanders* (3), *Capim Canela* (4), *Caruru* (5) and *Viking* (6).

The second and last stage of the State Championship took place in Rio in September: *Viking* (1), *Tô Nessa* (2), *Highlanders* (3), *Caruru* (4), *Mindset* (5) and *Three Musketeers* (6). *Tô Nessa* is the State Champion 2021.

During the spring in Brazil, the seventh J/70 Brazilian Championship will be held in Rio de Janeiro at the Guanabara Bay, hosted by late Clube do Rio de Janeiro on November 20th, 21th, 27th and 28th. Everyone is welcome.



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For Sailors**



## **2021 J70 World Champions**

Relative Obscurity wins their second World Championship. Skipper Peter Duncan, Tactician Victor Diaz de Leon, Trimmer Willem van Waay, & Bow Morgan Trubovich.

*The new Doyle Structured Luff J11 has won many events in 2021 thus far: North Americans, Cal Race Week, Cal Cup, Rolex Big Boat Series and Marina del Rey Worlds.*

*"The J11SL is very versatile. We had success in strong winds as well as very light air. It is very powered up, but is able to go uprange. With the 11, we are able to hold a lane with good point without sacrificing power."*

*- Victor Diaz de Leon*



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# THE JOURNEY TO J/70 WORLDS 2021 AND LESSONS LEARNED

By Quantum Sails' Travis Odenbach



Photo courtesy of Christopher Howell

The J/70 World Championship took place in Marina Del Rey, California, August 7-15. California Yacht Club was an excellent host; it's not easy to get 60-plus boats through a full measurement and coordinate trailer storage and dockage. It was truly a pleasure to show up to the venue after a long trip and have all the logistics run smoothly.

Gearing up for a Worlds can be challenging no matter what your expectations. Getting crew, housing, boat transportation, and maintenance organized takes work. It gets a little easier when you have a team that has similar expectations to yours. My team consisted of some of the best in the business: Marty Kullman, Ian Coleman and Geoff Becker have been at this game for a long

time. Everyone on the team did their part to make this event happen. Marty and Ian drove the boat from Rochester, New York to California with the understanding that I would drive back. Geoff and Ian worked on rigging leading up to the event, and I worked on making sure the boat itself was looked after and ready to race. Sailboat racing is not just about going to the event and looking for a good result. It's an important aspect, yes, but it's not everything. Sailing starts out as a lifestyle and becomes an adventure. We find adventure at every event. Sometimes that means sorting out communication with a new team or road-tripping across the country to a championship event in hopes of performing your best. This Worlds was certainly an adventure.

Our team did not have the best showing at the Worlds this year, but we had a great season leading up to it. Thirty-eight hours after a long and strenuous regatta (and the drive home) gives you some time to reflect on the event and what to change moving forward. The best part about our sport is that there's always more to learn, and it's pretty obvious when it's time to go back to the drawing board and try a different approach. Upon arriving at the California Yacht Club, I started talking to teams about their preparation for Worlds and realized it was our time to go back to the drawing board. Two things most frequently mentioned as preparation items were spending more time in the boat and sailing with the same team for an extended period of time, neither of which we'd done enough of. No matter your ability level, practice and teamwork tend to stand out as key ingredients to a great performance. Almost all the top 10 teams had sailed together for at least a year leading up to Worlds. This gave them more time to dial in communication on the boat. By communication I don't mean learning not to yell or handling arguments, but instead thinking about what mode the tactician wants the driver to be in, conveying the start plan to the crew, and talking about keeping the boat fast in changing conditions. These may seem like small tasks, but they take a lot of time to perfect.

I also learned a lesson about control at this event. As our regatta started to slide out of control, everyone on the team was searching for the fix. What will help us dig out of the hole we were heading down? As I look back on this, it's important to remember we can't control everything. As a team, we can control trim, weight placement, the amount of movement on the helm, when to maneuver and how to avoid other boats. We can't control the weather, sea state or the boats around us. It comes back to spending time in the boat to master the things we can control. Practice with your team. Get the kinks worked out, and work together as best you can. Boat preparation is another thing you can control. Make sure the boat is perfect before you show up to an event. The more I compete in championship events, the more I notice fixing things and making big adjustments during the practice days leading up to a Worlds causes unnecessary stress. Make sure you have prepared in advance as best you can.

This Worlds event reminded me why I sail and why I travel around the world to chase the sport. Every time I step in the boat, I learn from others and also notice new things while sailing. The challenge of this sport is what keeps most of us doing it for so long. So keep enjoying our sport and get out on the water!



Photo courtesy of Christopher Howell



## J70 North American Championships



**Port Credit Yacht Club**

Toronto, Ontario, Canada



**September 18-24, 2022**

[www.yachtscore.com](http://www.yachtscore.com)

**Registration coming soon  
to [Yachtscore.com](http://Yachtscore.com)**

# 2021

**2021 J/70 Cup 4 at Yacht Club  
Punta Ala, Tyrrhenian Sea  
Oct 1 - Oct 3**

**Monaco Sportsboat Winter  
Series Act 1 at Yacht Club  
de Monaco  
Nov 5 - Nov 7**

**2021 J/70 South American  
Championship at Cofradía  
Náutica del Pacífico  
Dec 6 - Dec 12**

**Monaco Sportsboat Winter  
Series Act 2 at Yacht Club  
de Monaco  
Dec 9 - Dec 12**

# 2022

**Monaco Sportsboat Winter  
Series Act 3 at Yacht Club  
de Monaco  
Feb 3 - Feb 6**

**Monaco Sportsboat Winter  
Series Act 4 / Primo Cup at  
Yacht Club de Monaco  
Mar 3 - Mar 6**

**2022 Kiel Week  
Jun 18 - Jun 26**

**2022 Cowes Week at Cowes  
Jul 30 - Aug 6**

**2022 J/70 European  
Championship at COYCH  
Sep 10 - Sep 17**

**2022 J/70 North American  
Championship at Port Credit  
Yacht Club  
Sep 18 - Sep 24**

**2022 J/70 World Championship  
at Yacht Club de Monaco  
Oct 14 - Oct 22**

# 2023

2023 J/70 European  
Championship - Exact dates  
To Be Announced at Yacht  
Club Gdansk  
Jul 7 - Jul 14

2023 J/70 North American  
Championship at St.  
Petersburg Yacht Club  
Oct 30 - Nov 5



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