

Brian Keane's *Savasana* Claims J/70 Corinthian US National Championship



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PRESIDENT'S LETTER

Summer is racing by at a record pace! We have had a lot of great sailing in J/70 fleets at growing levels of participation, fueled by many to participate at the regional regattas to secure a qualifying berth for the 2018 World Championship. You can visit the Class website for an update of who has earned a spot to compete (see <http://www.j70class.com/index.php/event-calendar2/>).

We saw another great turnout for the second year for the Corinthian US National Championship at the Buzzards Bay Regatta in South Dartmouth, MA. This was a fantastic event for the all-amateur teams to compete.

Congratulations for a record-breaking fleet set to participate in 2017 World Championship at Porto Cervo, Italy, consisting of 173 teams from 25 different nations for the upcoming event scheduled for September 12-16 that will be hosted by the Yacht Club Costa Smeralda.

Out west, we enjoyed a great start to summer sailing at Long Beach Race Week with the largest fleet of J/70s competing. Congratulations to Chris Snow and team for the win. Each day after racing was followed with a dock talk debriefing and get-together hosted by Fleet 4 at Alamitos Bay Yacht Club. Willem Van Way, Bruce Gollison and Chris Snow shared their experience and knowledge.

On a technical note, the IJ70CA is going through Class Rule proposals for 2018. The changes mostly reflect the language used. This will help in clarifying any discrepancy in interpretation, which can be found on <http://j70ica.org/class-office-rules>.

As always, I hope everyone is enjoying their summer sailing in your 70s with family and friends. Please feel free to reach out to me or any of the other Board members at any time. Good luck to all, and I look forward to seeing you on the race course.

Craig Tallman
US Class President





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Brian Keane, owner-driver of *Savasana* and winner of the 2017 Corinthian Nationals.

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Brian Keane's *Savasana* Claims J/70 Corinthian US National Championship

Brian Keane's *Savasana* began the final day (Sunday, August 6) in third place at the second annual J/70 Corinthian US National Championship, hosted by New Bedford Yacht Club as part of the Buzzards Bay Regatta. *Savasana*, with crew Adam Burns, John Goller and Mark Liebel, proceeded to take two bullets and a fourth in the day's three races to earn the Championship title with 37 points in the 11-race series. Day two leader Heather Gregg's *Muse* settled for second place with 39 points, after posting a 2,6(RDG),7 on Sunday. Glenn Darden on *Hoss* earned the bronze position with 49 points.

DAY 1 REPORT: Ideal conditions on Buzzards Bay allowed four races to be accomplished. Texan Darden on *Hoss* recorded finishes of 5,5,1,3 for

14 points and the early advantage in the 28-boat fleet. 2014 Corinthian World Champion Gregg's *Muse* held second place after notching a 2,10,5,1 for 18 points. Keane's *Savasana* and Jenn & Ray Wulff's *Joint Custody* were tied at 20 points for third and fourth, respectively. The all-amateur teams enjoyed beautiful breeze of 8-12 knots. Dave Kerr & Lee Sackett took the top position in the opening race, tailed by Gregg's *Muse* and Andrew & Mallory Loe's *Dime*. Keane's *Savasana* won the next contest with Hannah Swett's *Sparkle* and the Loes rounding out the top trio. The standings were again shuffled in race three when Darden's *Hoss* gained the victory, ahead of the Wulff's *Joint Custody* and John Wilsey's *Goofyfoot*. Gregg ended the day with a bullet, as Keane and Darden followed.



Photos courtesy of Christopher Howell

DAY 2 REPORT: Another day, another four races. Gregg's *Muse* moved to the front of the pack with scores of 2,1,9,4. Able to discard a 10 from Friday, Gregg held a four-point advantage over second-place Darden's *Hoss*. Due to an equipment malfunction in the day's last race, *Hoss* was unable to start, leaving the team with a scoreline of 5,5,1,3,5,2,7. Keane's *Savasana* remained in third place, with 31 points. The fleet again relished 8-12 knots of breeze. Wilsey's *Goofyfoot* gained the day's first win, tracked by Gregg and the Loe's *Dime*. It was Gregg at the top in the next battle with day one leader Darden and the Kerr/Sackett team on her heels. Kerr/Sackett moved up to first in race seven, with Ted Johnson's *VitaminJ* and Max Lopez's *Pinch & Roll* in the next two positions. Keane's *Savasana* closed the day on a positive note, looking back at Swett's *Sparkle* and Frank McNamara's *Chinook*.



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Photos courtesy of Christopher Howell

DAY 3 REPORT: The fleet reveled in spectacular conditions for the third straight day with more sunshine and breeze between 10-16 knots plus higher gusts. Keane took line honors in the first two contests, followed by Gregg and the Wulffs in race nine, and by Lopez's *Pinch & Roll* and Peter Vessella's *Running Wild* in race 10. Darden's *Hoss* won the 11th and final meeting, ahead of the Wulffs and Swett's *Sparkle*.

THE TOP FIVE:

1. *Savasana*, Brian Keane - 8 -1 -9 -2 -[29] -4 -6 -1 -1 -1 -4; 37
2. *Muse*, Heather Gregg - 2 -[10] -5 -1 -2 -1 -9 -4 -2 -6 -7; 39
3. *Hoss*, Glenn Darden - 5 -5 -1 -3 -5 -2 -7 -[29] -14 -6 -1; 49
4. *Joint Custody*, Jenn & Ray Wulff - 6 -8 -2 -4 -9 -5 -[13] -6 -3 -10 -2; 55
5. *Sparkle*, Hannah Swett - 7 -2 -4 -14 -7 -8 -[20] -2 -9 -12 -3; 68

Local sailmakers and professional sailors were onsite to conduct on-water clinics and briefings for the Corinthian sailors. Photos are available on the J/70 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eID=2805>.





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2017 J/70 Corinthian US Nationals

New Bedford Yacht Club,
Buzzards Bay, MA

Regatta Report by
Brian Keane, *Savasana*

Photos courtesy of Christopher Howell



The J/70 Corinthian US Nationals, hosted by New Bedford Yacht Club on Buzzards Bay, was an exceptional regatta by nearly every standard. Credit goes to race management for running 11 fair races over three days in conditions that ranged from traditional southerlies that built into an afternoon sea breeze, to a puffy westerly on the final day of racing. Twenty-eight boats from around the country participated in this year's Corinthian Nationals, and the competition was tight.

Julie and Chris Howell asked if I would write up some comments on the regatta and note whether there were differences in this being a Corinthian event versus an open event. While there are some differences, I will have to say that the Corinthian Nationals was no different than most other highly competitive regattas. Bottom line, this is sailboat racing, and the components of winning remain the same:

- **TEAMWORK**
- **COMMUNICATION**
- **OVERCOMING ADVERSITY**
- **PREPARATION**

TEAMWORK

One element that was different for several teams in the Corinthian Nationals is that the entire team must be amateurs. For *Savasana*, this meant that we were sailing together as a team for the first time. John Goller and Mark Liebel had both sailed with *Savasana* before, but Adam Burns was new to the boat. We knew in advance that if we were to have any chance to win the event, our boat handling and teamwork had to be flawless.

To help achieve this, we arrived at the venue a day early and had an intensive five-hour practice where we performed every boat maneuver over and over again and talked through who was doing what. During these repeated drills, we got

to know each other's strengths and weaknesses, tendencies, and hot buttons. Everybody also learned each other's roles and, therefore, became well prepared to jump in and cover when the inevitable mishaps occur.

On *Savasana*, we believe "team" is equally important on and off the water. We hang together after sailing, go grocery shopping together, dine together and debrief together. We are almost always talking shop and exchanging ideas on how we can improve. All of these activities strengthen the fabric of our team and help build mutual respect among team members.

Photo courtesy of Christopher Howell



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Photo courtesy of Christopher Howell

COMMUNICATION

One of the things I love about sailboat racing is that we are competing in a dynamic, multi-variable environment. Winning teams typically are the best at understanding when and how variables change, and they make quick adjustments. In preparing for Corinthian Nationals, we discussed what information flow we wanted and who was responsible for communicating that data. While racing, there was constant analytical chatter on the boat as the team shared observations on speed, height, wind patterns, tactics and sail trim. I believe that this real-time communication of data enhanced our team's ability to make necessary adjustments faster than most teams.

Communication is important not just between teammates, but also with other boats. In sailboat racing, oftentimes teams become overly focused on a tactical situation with another boat and lose sight of the bigger picture. The bigger picture is usually to maintain lane flexibility and focus on fleet performance versus boat-on-boat performance. A classic situation is an upwind port/starboard "tack or cross" encounter. In my experience, it almost always pays to proactively wave a port tacker across your bow, even if a bit of a duck is required, to avoid the possibility of a boat tacking into a lee bow position. Once they do, I have lost lane flexibility, and we are no longer sailing our race.

OVERCOMING ADVERSITY

Many of my family and friends have heard me say after a tough day of racing, "Well, that is sailboat racing." The fact is, bad things happen. Equipment breaks, weather unexpectedly changes, mistakes are made, and fleet dynamics create challenges that can result in deep races. The question is not whether these things will happen, but rather how your team will respond when they do occur.

During Nationals, we were called over early in the first race. On day two, we had equipment failure in one race, and we received a Black Flag

in another. Any of these situations could have created negative energy or discourse among the team. I am proud that the opposite happened. There were not words of discouragement mentioned, but words of encouragement and determination.

The point is that adversity absolutely will happen to all teams in sailboat racing. Winning teams accept this without negativity and focus their energies on moving forward.



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Photos courtesy of Christopher Howell



Photo courtesy of Christopher Howell

PREPARATION

One of the great ways to minimize adversity is through proper preparation. In getting ready for the Corinthian Nationals, there were three areas that we focused on: boat preparation, rig tune and trim settings, and venue characteristics.

It is so important that boats are properly maintained because salt water and repeated usage cause problems. Somebody on every team needs to be accountable for inspecting all sheets and pieces of equipment to make sure they are race ready. Ironically, my team identified during the practice day that our jib sheets were worn where they went through the blocks. Unfortunately, on day two, the jib sheet covers on both sides ripped through, leaving nothing but the core...which was a huge challenge for jib trimming. It was a good reminder for me to be proactive on maintenance and don't wait for things to break.

A critical aspect of our preparation for this event was making sure the team was familiar with our rig tune guide and trim settings for different conditions. Most teams have the rig tune guide from their sailmaker. The key for us is to discuss immediately after every race whether we are happy with rig tune, or whether changes need to be made. Even more important are the adjustments affecting sail shape. We have extensive notes from every regatta that capture exactly how we set jib trim, weather sheeting, jib track, jib halyard, backstay, traveler, vang, cunningham, and main sheet for different conditions. If you have seen *Savasana*, you will notice we have markings on everything. The reason for this is so we can replicate settings that we know are fast in certain conditions. During the practice day, we made sure that the team knew our progressions for both tuning and sail trim. This meant we were quick to make adjustments, and we had a high degree of confidence that we were doing the right thing.

The final part of preparation is understanding venue characteristics. Prior to the event, we made sure that we understood the wind and current characteristics of Buzzards Bay. We used the practice day to validate these characteristics and glean more knowledge. And finally, prior to every day of racing, we showed up to the course early so we could do some upwind runs and understand any patterns. At no time was this more important than the last day of racing. Due to some adversity on days 1 and 2, we entered the final day in third place. Importantly, we noticed in our pre-race preparation that all the puffs were coming from the left side. We started the first race toward the pin, even though the boat was somewhat favored, and went left. We won the race by a mile. We did the same thing during the second race and again won with a very large gap which put us into first place going into the last race. If not for that pre-race preparation, I am not

sure we would have been able to overcome the deficit and win the regatta.

All in all, it was a fantastic regatta. Many thanks to New Bedford Yacht Club for putting on a tremendous event, and to my team for their excellence and perseverance.



Photo courtesy of Christopher Howell



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Megan Ploch and Crew Earn Win at International Women’s Keelboat Championship

For the first time in event history, the revitalized International Women’s Keelboat Championship, a US Sailing Championship, was held outside the United States. Club de Vela La Peña A.C. in Valle de Bravo, Mexico hosted the 2017 edition of this historic event and provided the competitors with a unique experience, sailed in J/70s.



In a climactic conclusion Friday afternoon, August 18 on Lake Avándaro, the team representing the American Yacht Club (Rye, NY), led by skipper Megan Ploch (Pelham, NY), edged the competition in a closely contested Championship Round. They began the day in third place. With the win, they earned the right to compete at the 2018 Sailing Championship League World qualifier.

The team featured crew members Alix Hahn (Norwalk, CT), Carolyn Russell (Greenwich, CT) and Erin Sprague (Greenwich, CT).



This trio won the 2016 International Women's Keelboat Championship with helm Clemmie Everett in last year's event, hosted by American Yacht Club.

Placing second was a local team representing Club de Vela La Peña A.C skippered by Camila Flores (Mexico City, Mexico) with teammates Casilda Flores (Mexico City, Mexico), Ana Clare Sole (Houston, Texas) and Manuela Legorreta (Mexico City, Mexico). Flores was in first place entering the Championship Round, and although they sailed well in each of the six races Friday, they were unable to stay atop the leader board.

Emily Maxwell (New York, NY), Elizabeth Dudley (Boston, MA), Avery Field (New York, NY) and Katy

Nastro (Huntington, NY) finished third. The racing was so tight in race six that any of four teams could have finished second through fourth. Flores had 17 points, and Maxwell was tied at 19 with Giselle Camet (San Diego, CA), so it was anyone's race to take. In the end, Maxwell just edged out Camet on the final run to secure the Bronze medal.

Final Standings - Championship Round (Top 6)

- 1. Megan Ploch (USA) - 15 points**
- 2. Camila Flores (MEX) - 19 points**
- 3. Emily Maxwell (USA) - 23 points**
- 4. Giselle Camet (USA) - 24 points**
- 5. Eliane Fierro (MEX) - 28 points**
- 6. Liz Barker (USA) - 38 points**



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Complete Final Standings: <http://www.ussailing.org/wp-content/uploads/DARoot/Championships/IWKC/2017/2017%20IWKC%20Standings%20FINAL%20Results.pdf>

To ensure fast and competitive racing, the round robin format for the championship featured team rotations after every five races. Each team raced an equal number of races against the other teams. Races were approximately 15 minutes in duration. The racing featured quick rotations and on-the-water umpiring, in addition to a quality viewing experience for spectators.

This year's Championship consisted of 10 teams overall, including seven from the United States, two from Mexico and one from Canada. The two Mexican teams excelled in the Qualifying Rounds, placing first and second overall. The top four teams from the Qualifying Rounds automatically advanced to the Championship Round on Friday.

Thursday's racing wrapped up with the Repechage Round featuring the bottom six teams sailing for the last two spots. Advancing teams carried a "virtual" race result that reflected their ranking going into the Championship round. The

Championship Round consisted of six races, each team sailing each J/70 sailboat once. The competitors list is available at http://www.regattanetwork.com/clubmgmt/applet_registrant_list.php?regatta_id=15047&custom_report_id=149.





The top six teams entering the Championship Round:

- 1. Camila Flores (MEX) - 1 points**
- 2. Eliane Fierro (MEX) - 2 points**
- 3. Megan Ploch (USA) - 3 points**
- 4. Giselle Camet (USA) - 4 points**
- 5. Emily Maxwell (USA) - 5 points**
- 6. Liz Barker (USA) - 6 points**

The lake sailing venue framed by mountainous land formations offered new and exciting challenges to the competitors. Conditions during the week were spectacular with a SW breeze and 5 to 14 knots of wind daily. Each day, the threat of afternoon thunderstorms was a reality, as evidenced by Thursday's last race of the Repechage Round being cancelled due to thunder and lightning. The hospitality and friendship shown by the local hosts was truly outstanding, as was expressed by the competitors and race organizers.

For complete information, visit the event website:
<http://www.ussailing.org/racing/championships/adult/iwkc/>.



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2017 Results:

- 1st - Italian National Championship
- 1st - New England Championships
- 1st - Bacardi Miami Sailing Week
- 2nd - Winter Series Overall
- 3rd - European Championships



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Technical Report: Proposed Class Rule Changes for 2018

By Frank McNamara, International Technical Chair, frank_mcnamara@icloud.com

On a regular basis, usually every year, the J/70 International Class considers whether any changes should be made to our Class Rules.

This year, the Executive Committee of the Class has approved a series of Rule proposals that would go into effect in 2018. The proposals can be found at <http://www.j70ica.org/wp-content/uploads/2013/09/IJ70CA-Class-Rules-2017-Master-1.pdf>.

Before they go into effect, the Class membership will have an opportunity to vote on the proposals. A package will be going out shortly to enable each country to consider approval of the Rule changes.

The following is a brief list of the changes that appear in the formal document on the website. This list is numbered in the same order as the changes appear in the formal document:

1. The first set of changes has to do with the Class' Manufacturer's Declaration process. Under our existing Rules, every boat must have a "MD." The proposed changes are designed to clarify that the Class Office will issue the new or amended MDs for each boat, and will maintain the records of MDs. The Class Office has developed systems for issuing and tracking MDs efficiently.
2. The second change clarifies that a charter boat can use a different sail number than the hull number.
3. This set of changes conforms our Class Rules to the new concept of a "Technical Committee" which was created in the new version of the Racing Rules of Sailing for 2017-2020. Essentially, the Technical Committee at any event will be responsible for any rulings or interpretations that may be required in connection with the Class Rules.
4. This change clarifies that crew members cannot lean out over the safety lines or stern rails except when necessary to make repairs or correct problems.



5. Clarification that boats are permitted to have a soft cover to inhibit water intrusion through the companionway, and clips or keepers for running rigging. These are commonly accepted practices that will now be reflected in the Rules.
6. Giving the Class Technical Committee, in concurrence with the licensed manufacturer, the ability to approve repairs and modifications. This means that questions relating to permitted modifications will be resolved by the Class in conjunction with the licensed manufacturers, rather than by the various licensed manufacturers themselves. This will ensure consistency and will also enable a more efficient process for issuing new MDs (consistent with the changes to the MD process described in #1 above).
7. Eliminating references to a gennaker retrieval line and the ability to launch and douse the gennaker through the forward hatch. Launching and dousing the gennaker through the forward hatch has only rarely been followed by Class members. There are also potential safety questions that could be raised in rough conditions if a crew member goes forward of the mast to open the forward hatch, or attempts to untoggle the hatch from below.
8. Allowing an elastic cord to take up slack on the outhaul line. This is a commonly accepted practice that will now be reflected in the Rules.
9. Changes designed to standardize the location of the attachment point on the headsail clew. These changes are designed to prevent the proliferation of unconventional headsail clew attachment locations, which could adversely impact the one-design nature of the Class and create confusion among Class members selecting sails. Some degree of standardization of the location of the attachment of the headsail sheet in the corner of the headsail is consistent with the philosophy of a strict one-design Class. At the same time, the proposal will retain sufficient flexibility for sailmakers to compete with different and evolving sail shapes.
10. Including straps as one of the permitted types of attachments on all three sails. This is another commonly accepted practice that will now be reflected in the Rules.
11. A clarification designed to provide more specificity on the location of the headsail batten pockets.
12. Adding a "Headsail Foot Irregularity" measurement (see ERS G.8.3.). This change is designed to require some degree of symmetry in the shape of the foot of the headsail. This is another way to standardize the clew attachment and inhibit the proliferation of unusual jib clews, and should again help to maintain our strict one-design Rules while allowing flexibility for future sail development.

J/70 TECHNICAL COMMITTEE REPORT

13. Making the optional support boat Rule more consistent with the RRS provisions on outside assistance and support persons, and extending its applicability until a boat's return to the dock or mooring.

14. These changes relate to the Class's optional Rules which can be invoked if event organizers desire to run events with all Corinthian teams or with limits on professionals. Under the existing Class Rules, these options cannot be invoked at National, International or World Championships. Under the proposed Rules, these provisions could be invoked at National Championships, but still not at Continental or World Championships.



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2017 J/70 NORTH AMERICAN CHAMPIONSHIP

American Yacht Club, Rye, NY
October 9-15, 2017



Photo courtesy of Tim Wilkes

It is summertime, and the regatta season is in full swing, but the most exciting event of the 2017 season is yet to come. Make your plans as the 2017 J/70 North American Championship is coming to New York and American Yacht Club!

American Yacht Club in Rye, New York hosts from October 9-15. The American Yacht Club Flag Officers, Board of Trustees and members wish to invite all J/70 teams to compete in this regatta and are pleased to welcome all skippers and crew to enjoy our club's exceptional facilities.

American Yacht Club has a long history of hosting high caliber regattas conducted by an experienced Race Committee, supported by state-of-the-art and well-maintained equipment. The club anticipates having a very large and competitive fleet for this event.

The Notice of Race is available online and can be accessed on Yacht Scoring using the following link: <http://www.yachtscoring.com/emenue.cfm?eID=2992>.

American Yacht Club will be hosting two other regattas leading up to the North American Championship that will provide competitors with six additional days of racing in the same location to prepare for the event. All J/70 sailors are invited to enter the 2017 American Yacht Club Fall Series scheduled for September 23, 24, 30 and October 1, as well as the 2017 High Performance Regatta (HPR) that will be held on October 7-8. Information on the 2017 American Yacht Club Fall Series can be found here: <https://www.yachtscoring.com/emenue.cfm?eID=2994>.



J/70

Photos courtesy of Tim Wilkes

Both the Fall Series and HPR regattas will feature separate, one-design class starts for J/70s, giving competitors the opportunity to practice and race their boats at the same venue as the North American Championship.



a full-service dining room, bars, showers, locker rooms, moorings and launch service, fresh water, fuel, as well as two hoists and a ramp for

launching and haul-out. More information can be found on the club website at www.americanyc.org.

Located on Western Long Island Sound, American Yacht Club is just 40 minutes by train from midtown Manhattan and accessible by car in less than an hour from all three major New York City area airports. The club offers the requisite amenities desired by competitive sailors, including

Also check social media for event updates and live coverage:

Facebook: American Yacht Club Regattas <https://www.facebook.com/americanycregattas/>

Instagram: [americanyachtclub_regattas](#) #AYCregattas #J70NAC



Photo courtesy of Matthew Cohen

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Santa Barbara Yacht Club Wins U.S. J/70 Youth Championship

The inaugural U.S. J/70 Youth Championship had its fair share of drama after two days of sailing: tight racing, teams pushing the envelope tactically all weekend long, close-quarters racing producing dramatic turnarounds at each corner of the course.

As each race unfolded, yet another wind shift and puff pushed another group of boats past leaders in front of them. To say the least, it was about as atypical weather conditions anyone could imagine from a "locals" point of view in Newport. Ultimately, winning and demonstrating good tactical decision-making capability, extraordinary boat-handling and a steady boat-speed advantage throughout the regatta was the Santa Barbara Yacht Club Youth Team skippered by Lucas Pierce with an excellent crew of Ryan Eastwood, Chris Kayda, Payne Donaldson and

Kris Ozolins. It was a remarkable performance, especially considering the wildly fluctuating and variable wind conditions every team had to contend with over the three-day regatta.

On Friday, August 11, it was a cruise ship floating around the bay off Newport that kept winds fluctuating from the SSE to SSW direction. Then, on Saturday, after a long weather delay/postponement, an ornery passage of a weather front ultimately produced mist and a good breeze from the south to finish a second round of nine races by early evening. Sunday's finale was no different—fog, then sun, then good breeze, then a thermal breeze shut down by a front with high-level northwesterly breezes.

All things considered, the regatta format permitted good teams to rise to the top given enough opportunities to get there. In the Sunday morning "repechage" round that consisted of four races, the top three teams were Annapolis Yacht Club, Little Traverse Yacht Club and Coral Reef Yacht Club. They joined the double-round-robin leaders- Santa Barbara Yacht Club, Sail Newport and Severn Sailing.



Photo courtesy of Matthew Cohen

The finale started just after noon time. Winning the first race was Sail Newport's team led by Brendan Read. Then, in the second race, Annapolis Yacht Club won by a large margin. Then, in the third race, Sail Newport Youth Team won again. There was no question the Santa Barbara Yacht Club crew were feeling the heat, especially from the local youth team from Sail Newport.

In the fourth race, the wind went crazy, going light and mixing cats' paws with small streaks and shifting at least 50 degrees. Two boats shot into a leg and half lead. In second was Santa Barbara, having seen the first streak and shooting right to grab it and take off around the windward mark. Sail Newport went left and missed it, bobbing in the powerboat chop. The race was ultimately canceled due to the time limit, much to everyone's delight. As a result, with no visible wind in sight and less than 40 minutes to the regatta time limit, PRO Dooley wisely decided it was time to call it a day and fired off three guns to mark the end of racing.

As a result, winning the regatta by ten points was the Santa Barbara Yacht Club Youth Team. Second was the Sail Newport Youth Team comprised of Brendan Read, Andrew Sherrin, Kate Nota and Ted Bjerregaard. Third was Annapolis Yacht Club Youth Team comprised of Porter Kavle, Will Comerford, Benjamin Podlich and Jake Viskers. Rounding out the top five was Severn Sailing Association Youth Team in fourth and Coral Reef Yacht Club in fifth place.

At the awards ceremony, the Santa Barbara Yacht Club Youth Team was presented not just with their keeper trophies, but also the FREE J/70 their club gets to use for 12 months! The Santa Barbara Yacht Club Vice Commodore Scott Deardorff, himself a J/70 sailor, is looking forward to utilizing their free J/70 (complete with a brand new suit of North Sails and Triad Trailer) for club events, youth keelboat development and perhaps even women's keelboat development.

J[®] 70



Photos courtesy of Matthew Cohen

Regatta Chairman Stuart Johnstone remarked, "It was amazing to see the high-level of competitiveness by all nine teams. Having sailed against some of them in past J/70 events, it was evident most could compete in the top 10 in any major J/70 regatta, that is how much they had improved over the course of the year. I also want to thank all the boat owners who donated their boats for the event: SAIL 22 (Ed & Becky Furry), Tim Healy, Henry Brauer and Juan Reid from Chile. Without them, there would be no regatta. I also want to thank our sponsors that provided amazing support: North Sails, Harken, MJM Yachts' Bob Johnstone (who also donated the free J/70), Sail Newport (Brad Read and Vinnie Pattavina) and Sail 22 (especially the help of Sam House as our regatta bosun). Finally, kudos to PRO Kevin Dooley from the U.S. Coast Guard Academy... amazing job for running 25 races in crazy weather conditions. And thanks to his supporting RC cast of Bill Canfield, Oakley Jones, Paul Hazlett, Bob Spagnolo, Richard Barker, Jack Fisher and Macken Offspring."



J/70 FLEET REPORTS

Fleet 16 Fishers Island Sound By Brad Gibbs

It was an active summer for Fleet 16 with boats competing both locally and at various regional regattas. Locally, an 11-race weekend series was held in June and July, hosted by Fishers Island Yacht Club. At mid-summer, the *Glide* (341) syndicate held onto a narrow lead over Will Lennon's *Freedom* (592), with the *Honey Pie* (314) syndicate a few points behind in third. Away from Eastern Long Island Sound, John Brim's *Rimette* (340) and the Coast Guard Academy's *Polar* (695), skippered by Doug Clark, were active on the regional circuit, competing in the New Englands in Newport (ninth and 12th, respectively) and Marblehead NOOD (sixth and fifth, respectively). *Glide* was lent to the Mystic River Mudheads MudRatz junior sailing team for the New Englands. Although toward the bottom end of a very deep fleet, it was great to see this promising youth team on the water. As the summer season winds down, selected fleet members headed back up to Massachusetts for the Ted Hood Regatta and then will head down to American Yacht Club in Rye for the North Americans. A busy fall and winter season are expected.

Fleet 19 San Francisco Bay By Christy Usher

J/70 registration is in full swing for the Rolex Big Boat Series. When it comes to determining the fastest guns in the west, Rolex Big Boat Series, hosted by the St. Francis Yacht Club (StFYC), has long served as the left coast's pivotal proving ground. Of the 40 regattas StFYC hosts each year, Rolex Big Boat Series is the signature event and enjoys a proud 52-year history of testing competitors' skills in the demanding, rewarding conditions of San Francisco Bay. Registration for J/70s is now in full swing for the 2017 rendition of this regatta September 14-17, and competitors are encouraged to sign up early to ensure their spot on the starting line: <http://www.rolexbigboatseries.com/>.



Photos courtesy of Daniel Forster ROLEX 2016



Fleet 24 Cape May NJ

By Bob Herzog

We have been having a fun season sailing our local races in the Atlantic Ocean. We've had some good size breezes and big waves. We hosted the annual Dead Crab Regatta in June, won by local sailor John Wilsey. Then, it was up the Parkway to Ocean City Yacht Club for their Leukemia Cup, also won by John Wilsey. We have also sailed in the annual Cape to Cape Challenge Cup. This is a regatta between Corinthian Yacht Club of Cape May and Lewes Yacht Club of Lewes Delaware with a race across Delaware Bay. For the J/70s, it was a very tight reach in 20-25 knots. Mike Mandell was the class winner, and a wet and wild time was had by all. Congratulation to our own John Wilsey for his 10th place finish in the J/70 Corinthian US Nationals in Buzzards Bay! We invite any J/70s to come to Cape May to sail with us. You will be welcome. Feel free to contact me if you are interested.

Fleet 26 Detroit

By Jason Geisz

We have three new owners this year in our fleet. Our fleet's participation in our Tuesday series is consistently 10-12 boats every week. We run two practice starts, and then three races, mostly four leg windward/leewards (but sometimes mix in an upwind finish or a douse and complete turn outside gate finish). We have had a great summer with the Bayview One Design Regatta having 16 boats turnout in early June, and more of the fleet than ever travelling to other events like Ugotta Regatta in Harbor Springs in July. We have hosted two Stadium Racing functions at Grosse Pointe Yacht Club, and they are a huge success—for the participants, for the crowds viewing the racing and the general sailing community in Detroit. We have done a great job with sharing crew, training kids and adults, and making it fun for everyone. We currently have three boats being skippered by junior sailors, and many boats have kids on board. We share the top skippers with the up and coming boats, and the top crews with the up and coming skippers to encourage learning and Class camaraderie. September is a great month for J/70 sailing in Detroit, as we have a Grand Championship Series that includes a long distance point to point race, an evening one-day championship and a stadium race. Check out the J/70 Detroit Facebook page!



2017

2017 Storm Trysail Club Ted Hood Regatta

August 25, 2017 to August 27, 2017
Where: Boston Yacht Club, Marblehead, MA

2017 Verve Cup Inshore

August 25, 2017 to August 27, 2017
Where: Chicago Yacht Club, Chicago, IL

2017 King Harbor Race Week

August 26, 2017 to August 27, 2017
Where: Redondo Beach, CA - King Harbor Yacht Club

2017 J/70 World Championship

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

2017 Rolex Big Boat Series

September 14, 2017 to September 17, 2017
Where: St. Francis Yacht Club, San Francisco, CA

2017 American Yacht Club Fall Series

September 23, 2017 to September 24, 2017
Where: American Yacht Club, Rye, NY

2017 Red Flannels Regatta

September 23, 2017 to September 24, 2017
Where: Chicago Corinthian Yacht Club, Chicago, IL

2017 East Coast Championship

September 30, 2017 to October 01, 2017
Where: Fishing Bay Yacht Club, Deltaville, VA

2017 American Yacht Club Fall Series

September 30, 2017 to October 01, 2017
Where: American Yacht Club, Rye, NY

2017 (216) Regatta

September 30, 2017 to October 01, 2017
Where: Edgewater Yacht Club, Cleveland, Ohio

2017 Sportboat Invitational

October 06, 2017 to October 08, 2017
Where: Richmond Yacht Club, Point Richmond, CA

2017 High Performance Regatta

October 07, 2017 to October 08, 2017
Where: American Yacht Club, Rye, NY

2017 J/70 North American Championship

October 09, 2017 to October 15, 2017
Where: American Yacht Club, Rye, NY

2017 J/Fest Southwest

October 21, 2017 to October 22, 2017
Where: Lakewood Yacht Club, Seabrook, TX

2017 US Adult Sailing Championship for the Clifford D. Mallory Trophy

November 09, 2017 to November 12, 2017
Where: St. Petersburg Yacht Club, St. Petersburg, FL

2017 - 2018 Davis Island Winter Series (Event 1 of 3)

December 08, 2017 to December 10, 2017
Where: Davis Island Yacht Club, Tampa, FL

2018

2017 - 2018 Davis Island Winter Series (Event 2 of 3)

January 05, 2018 to January 07, 2018
Where: Davis Island Yacht Club, Tampa, FL

2018 Sail Fest

January 19, 2018 to January 21, 2018
Where: St. Petersburg Yacht Club, St. Petersburg, FL

2017 - 2018 Davis Island Winter Series (Event 3 of 3)

February 09, 2018 to February 11, 2018
Where: Davis Island Yacht Club, Tampa, FL

2018 J/70 Midwinter Championship

February 23, 2018 to February 25, 2018
Where: Coral Reef Yacht Club, Miami, FL

2018 Easter Regatta

March 29, 2018 to April 01, 2018
Where: Columbia Sailing Club, Columbia, SC

J/70 2017 - 2018 CALENDAR

2018 Charleston Race Week

April 12, 2018 to April 15, 2018

Where: Charleston Ocean Racing Association,
North Charleston, SC

2018 J/70 Corinthian National Championship

April 26, 2018 to April 29, 2018

Where: Fort Worth Boat Club, Fort Worth, TX

2018 J/70 North American Championship

May 14, 2018 to May 20, 2018

Where: Club de Vela La Peña A.C., Valle de Bravo,
Mexico

2018 Long Beach Race Week

June 22, 2018 to June 24, 2018

Where: Alamitos Bay Yacht Club & Long Beach
Yacht Club, Long Beach, CA

2018 J/70 World Championship

September 22, 2018 to September 29, 2018

Where: Eastern Yacht Club, Marblehead,
Massachusetts USA

2019 J/70 World Championship

August 30, 2019 to September 06, 2019

Where: Royal Torquay Yacht Club, United Kingdom

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



2018 J/70 Midwinter Championship

February 23-25, 2018
Coral Reef Yacht Club, Miami, Florida

J/70 WORLDS

Eastern Yacht Club



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September 22 – 29, 2018

Marblehead, MA