



# 2016 J/70 Racing Guide

## Upwind Sailing

Upwind sailing in the J/70 is like a lot of sport boats. The J/70 likes to sail at a consistently low heel angle. We'll always make sail adjustments and rig adjustments to keep a heel angle and a consistent amount of power in the boat. We try to keep it simple by using the following rules of thumb.

- Too much power, flatten the sails and/or tighten the rig
- Not enough power, make the sails fuller and/or ease the rig
- Close to base, the leeward Cap shroud should always be just on the verge of slack
- Under base, the leeward cap shroud should be able to swing around quite a bit
- Over base, the leeward cap shroud should be snug
- When there are overbend wrinkles in the mainsail, tighten the lowers
- Visually 1" mid-mast sag under base
- Visually ¾" mid-mast sag at base
- Visually ¼" mid-mast sag 1 setting above base
- The mast is visually straight side to side 2 settings above base or higher
- Visually 2"-3" +/- pre-bend at base at the dock
- Backwind in the main? Ease the in-hauler
- The top telltale on the jib leech should fly at all times
- Weight forward so the 'knuckle' is just in the water. This means that weight comes a little aft in breeze as the boat heels a little more.

## Tips from the Top

Use an eye and 'dogbone' on your jib sheets to dead the sheet. Pass the eye through the car and insert the 'dogbone'. This ensures that your jib sheet marks are always in the same spot tack to tack. Pass your jib sheet through the jib car from inside to outside to get an inboard sheeting angle in flat water or light air. Do the reverse to get an outboard sheeting angle in heavy air.

## Downwind Sailing

Downwind sailing on the J/70 can be quite fun if you set up quickly. While displacement sailing, the J/70 is similar to most boats. Use body weight to turn the boat, keep the weight forward and make sure water is flowing cleanly off the transom. Keep a little vang on to keep power in the leech of the main. When max soaking in flat water, ease the tack line up 4-5" to help the luff of the spinnaker rotate to weather.

Planing on the other hand takes a little more finesse and set up. This is why it is always good to know before the weather mark if you'll be planing or not. We have found that when planing, the traveler should be all the way down (we leave it completely uncleated so it goes to leeward after a gybe), the vang should be nearly all the way off and the outhaul should be adjusted so the middle of the mainsail foot is around 12" from the middle of the boom. While this seems a little extreme, you will see that the mainsail shape and profile match the leech of the spinnaker nicely. With the traveler down and trimming the main from the block attached to the boom, you will find that as you pump the main, the leech of the main pumps open and closed rather than the boom moving violently in and out. This has proven very fast in many sport boats and is proving fast in the J/70 as well. We'll adjust the vang so that when in a

big puff and max ease, the vang goes snug. We will all move aft in the boat to get the 'knuckle' out of the water and promote planing.

When fully planing and sailing with four crew, the fourth person should go behind the driver and trim the mainsail from there. In addition, we've found that when full planing, keep the backstay on 90% to help tighten the luff of the spinnaker, which helps twist the main and keeps mast compression down. We will keep the jib furled when displacing and unfurled when planing. This means that there can be a big adjustment to the backstay when going from displacement to planing, don't forget! We've found that gybing the spinnaker inside all the time is the best and that setting and dousing the spinnaker between the mast and the lower shrouds is easiest. For setting the spinnaker, we've found that pre-setting the tack line so that when the spinnaker is going up, the pole goes out and sucks the tack line out automatically.