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INTERNATIONAL J/22 CLASS ASSOCIATION

J[®]
22

**USA's Chris Doyle with crew
Christopher Stressing and
Phillip Wehrheim
Take It All at J/22 World
Championship in Germany**





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Letter from the President

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Newsletter Editor

Julie Howell
Cleveland, OH

It is that time of the year when summer vacations are about to end. In mid-August at the Nantucket Yacht Club, I watched junior sailing instructors say goodbye to parents and kids and wish them a good school year. I remember those years as both a young sailor and as an instructor. Great friendships were made, and they have lasted for many years. This summer, I had the opportunity to sail with my Boston University crew Brad White. We had not seen each other in more than 30 years, and the last time we had sailed together was in 1978. Incredible fun! One of the things I love about sailing is that there is a very good chance you will cross paths again and again with sailing friends no matter how many years go by.

It has been an active sailing season for our local J/22 fleets as many continue to grow especially on the lake and river locations. I also have heard that clubs are encouraging some of their youth sailors to come out and join them. Last month at The Corinthian Yacht Club of Philadelphia, 13-year-old Caelen McMichael skippered her father's J/22 for the first time and won the race! This was one excited young lady! If you have an opportunity, take out some of those junior sailors at your club and expose them to fun keelboat sailing.

Our newsletter is always looking for articles about your fleet and local regattas so if you have a few good photos of the summer fun at your club then write-up an article and send it in. There are many of us who would like to hear about fleet sailing at your club.

This fall, there are plenty of regattas providing opportunities to compete. Check out our website for a full listing. A few to mention in September are the Mid-Atlantic Championship at SSA in Annapolis, J/22 Northeast Championship/Lake George Open at the Lake George Club, and the Houston Open One Design Regatta at Houston Yacht Club which could provide good preparation for the J/22 North Americans hosted by Fleet 6 and the Houston Yacht Club from September 30-October 4.

Congratulations to Chris Doyle and his crew Flip Wehrheim and Chris Stressing for winning the J/22 World Championship in July

Letter from the President

in Germany! The Worlds were held in conjunction with Travemuender Woche where there was live broadcasting of the event. This was a wonderful way to help promote our J/22 Class to the spectators. Also later this summer, Chris took first place in the Canadian Championship. This Youngstown, New York sailor sailed well this summer, but he should be aware of older brother Kevin who is close on his heels. Great sailing by the Doyle brothers this season!

There are a couple of regattas to put on your calendars now. For the first time, the Midwinter Championship will be held at Fort Walton Yacht Club in Fort Walton Beach, FL on March 18-20, 2016. Pack up the family and come south to enjoy warm weather, especially if we have a winter like we had last year. The next J/22 Worlds will be held August 23-27, 2016 at the National Yacht Club in Toronto, Canada.

As this is my last letter as President, I would like to thank everyone who has served on the Board during the past three years. We have a great group of people who race J/22s, which is one of the major reasons I enjoy this fleet so much. I also want to give special recognition to Chris and Julie Howell, our Class Executive Secretaries, who do so much for our Class. They maintain the website, create our newsletter, answer any Class questions, organize our meetings and attend the major J/22 events to photograph and report. For over 15 years, they have been the common denominator for our Class as each new President comes into his/her new role. Thanks for your guidance and friendship.

To warm breezes and fun on the water,
Sandy Adzick, USJ22CA President

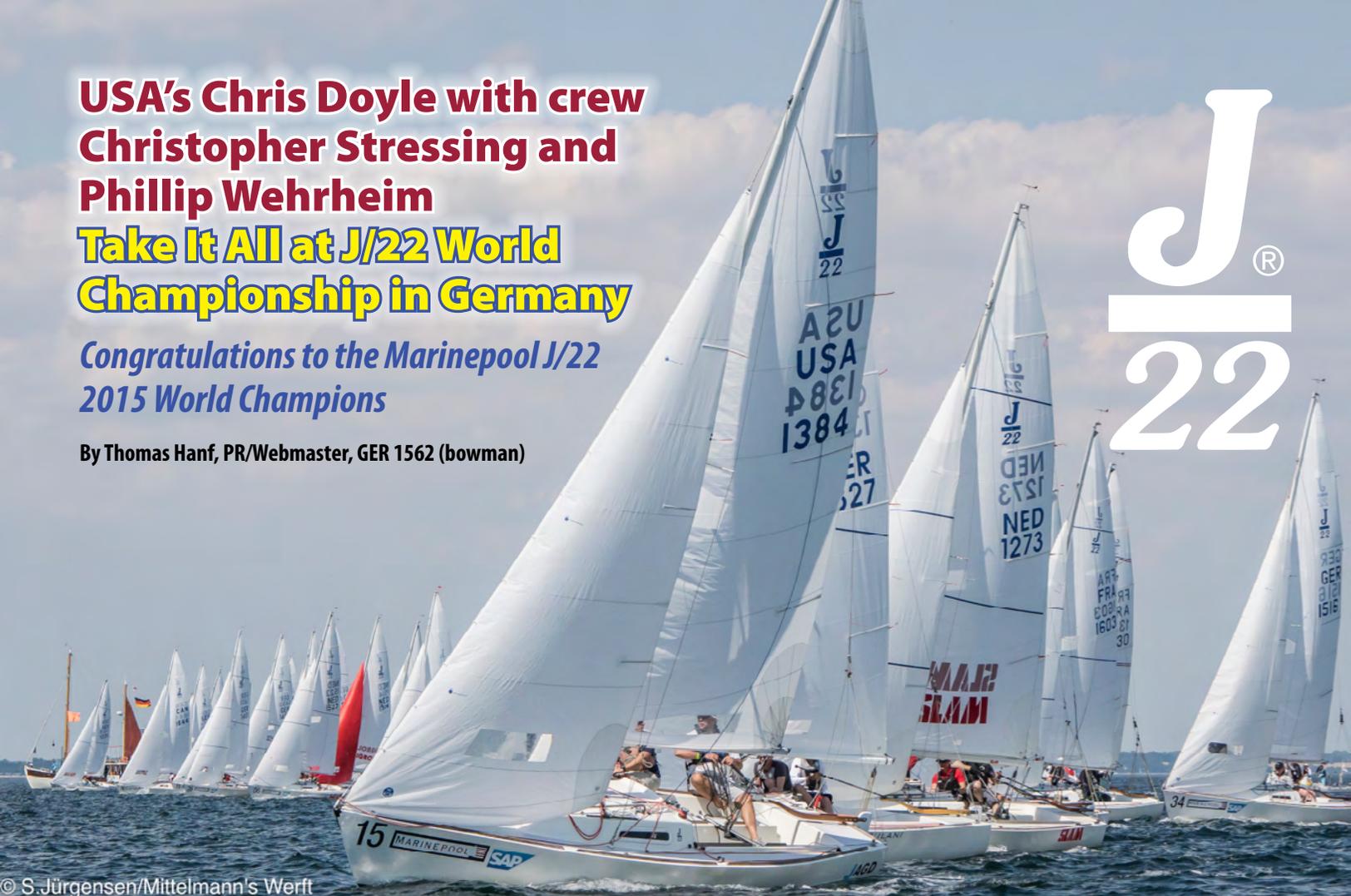


USA's Chris Doyle with crew Christopher Stressing and Phillip Wehrheim Take It All at J/22 World Championship in Germany

*Congratulations to the Marinepool J/22
2015 World Champions*

By Thomas Hanf, PR/Webmaster, GER 1562 (bowman)

J[®] 22



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Forty-four teams from six nations (Cayman Islands, USA, Canada, France, Netherlands and Germany) and wind conditions from light to strong made the “Travemünder-Woche” (Travemünde Racing Week)—one of the largest sailing events in Germany—a perfect sailing event! The 2015 J/22 World Championship was hosted by the German J/22 Class Association in the frame of the “Travemünder Racing Week” from July 19-25.

But the “Travemünde Racing Week” is more. It's a large festival with hundreds of shore events and live music on six main stages all day/night long, the perfect scenery especially in Germany with J/Boats fast growing in popularity. It's a big party attracting hundreds of sailor in a wide range of boat types/classes and around 900,000 visitors ashore!

The US team of Chris Doyle was an odds-on favorite with more than 20 years of experience in the J/22 Class, but the level was very high and it was not an easy task at all. Jean-Michel Lautier (a French sailor sailing for the Netherlands) and the German helmsman Reiner Brockerhoff (with his French crew Christophe Declercq and Charles Michaux) have sailed the J/22 very successfully during the last four years.

And we can't forget the crew around Mike Farrington, the International J/22 Class Chair from the Cayman Islands, who was third at the 2014 J/22 World Championship in South Africa as well as the German J/80 specialist from Kiel, Martin Menzner, who has proven to be a Worlds candidate in previous national races or other J/Boats.

The measurement was finished ahead of time thanks to the measurement team around Werner Thome and the voluntary shore crew allowing almost all boats to participate in the practice race on Monday evening. This was followed by a nice opening ceremony on the famous sailors beach club sponsored by NautiCare. Dancing into the night with high temperatures until midnight was a perfect start for the event.

Day 1:

The first racing day on Tuesday confirmed that the highly motivated top-class sailors were participating, as a black flag was required to cool down the crowd. Increasing wind and waves during the second race with breeze up to 30 knots led to perfect conditions and pure thrill surfing down the waves, but was also an endurance test. Therefore, the third race was cancelled during starting. However, a sailing day with lots of wind and sunshine became a perfect day for spectacular pictures taken by our official photographer Sven Jürgensen. By the way, pictures are available... please contact pr@j22kv.de if you are interested. Martin Menzner with his crew Christian Drews and Frank Lichte confirmed being one of the favorites, leading after the first day with 1,2, ahead of Chris Doyle in second and the team of Jean-Michel Lautier with Peter Jensen and Guiseppe D'Aquino in third. The day ended with a perfect sunset BBQ dinner at the five star Columbia Hotel.



Day 2:

The second racing day was showing a completely different side of the Baltic Sea: no wind, and the first start had to be delayed for two hours. Once again the black flag had to be pulled to get the boats on the course. We managed having four races in “tricky conditions” with heavy wind shifts in breeze between 5-10 knots. More than once, the leading teams have seen the whole spinnaker field from a new angle—from behind. Leading after six races was the US team with helmsman Chris Doyle, ahead of Jean-Michel Lautier (NED). Martin Menzner from Germany slipped to third. Another perfect sailing day with lots of sunshine was finished with a jetty beer sponsored by the Lübecker Yacht Club and the Dutch Class Association.

Day 3:

The third racing day on Thursday morning started once again with a two-hour delay, but at 11:30 10-12 knots of wind appeared and the J/22s left the harbor going immediately to the race course. Almost stable wind from 320 led to very good race conditions for the first race, and the crews of Mike Farrington and Reiner Brockerhoff managed to catch up with the leading boats. However, during the second race, wind shifts and decreasing breeze led once again to “tricky conditions.” Chris Doyle (USA) slipped to second overall, and Jean-Michel Lautier (NED) took over the lead. Martin Menzner (GER) maintained third overall. It was bad luck for Menzner, who was blocked by a day sailor at the pin end side of the starting line; his protest for redress was rejected.





Winds remained stable later on, but due to the special event planned for the evening (the so called “Trave-Race”), we had to return to the harbor. The Trave-Race doesn’t count for the Worlds, but is a perfect event presenting the J/22 to the sponsors and visitors. The location was perfect to promote sailing and the J/22 Class. The Trave-Race takes place on the river Trave directly in front of hundreds of visitors. Twelve boats were nominated—the best from each nation participating at the Worlds and the best of last year’s ranking of each nation participating at the Worlds. The remaining places were filled up with the best of each nation according to the world ranking and a wild card for the oldest and youngest team. Three short distance races of six boats each were sailed, and the best three out of the semi-final make it to the final. The Trave is a narrow channel of approximately 200-300 meters width at the entrance where the race takes place so that the visitors are almost able to grab the boats. Light winds blowing down the channel allowed three races. Reiner Brockerhoff, the German helmsman with his French crew Christophe Declercq and Charles Michaux (FRA 1444) finished first, just before GER 1513 with the crew of Ernst Tschentscher who is with an age of 81 (!), the oldest participant at the Worlds. The day ends with a sunset BBQ at the Lübecker Yacht Club, and of course lots of the crews went to the stages at the Travemünde beach to be part of the big party.

Day 4:

The fourth racing day was a perfect day as well; we were very lucky with the weather. Lautier was still leading the Worlds with a small buffer of three points before Chris Doyle in second. Martin Menzner and Reiner Brockerhoff ended up with the same level of points in the third and fourth positions, taking the fight for bronze into the last racing day. Once again a special evening event was planned. The J/22 sailors were invited by the mayor of the city of Lübeck to a dinner on the four-mast-barque “Passat.”

Day 5:

The fifth and last racing day was linked to a special event as well; we had the opportunity of sailing on the SAP Media Course. The course is close to the beach, allowing live video transmission from a roof of a hotel ashore, on board camera systems and video boats. Live moderation as well as taking into account GPS tracking data of each boat was bringing sailing ashore to hundreds of visitors, having the videos displayed on a huge screen at the beach. Once again, a perfect way of presenting the sailing sport and of course the J/22 Class to visitors and interested sailors. Additionally, the pictures and GPS data allowed a detailed tactical analysis for each crew. All videos and GPS files are still available via the internet thanks to SAP; we really enjoyed this special service!

Coming back to the final two races...the first race started directly using a black flag, but it was a general recall. The Jury decided to disqualify only two boats for a black flag violation, which led to heavy discussions and was possibly the one and only at least doubtful Jury decision during the whole Worlds. However, Doyle and Lautier had been fighting very hard, and Doyle managed a brilliant tactical move to push Lautier to the wrong side of the starting line. Doyle's plan worked well, and Lautier finished 31st, Doyle 11th. Menzner sailed a perfect race and finished first, in front of Broeckerhoff once again. What a thriller!

For the last race, it looked like everything could be safe for the leading crews, but the thriller was going on. Doyle was putting more and more pressure by "match-racing" Lautier in the pre-start phase, leading to a bad starting position for both. Doyle managed to finish 10th but Lautier far behind, so Doyle takes it all! But the thriller was not over, as Broeckerhoff made the right decision changing to the pin end of the starting line and sailed a perfect race benefiting from the wind shift. He won the last race and once again took over bronze from Menzner, who added another 11 points to his account.

The Race Committee requested getting all boats out of the water very quickly after the last race due to the storm front "Zeljko" taking course to Travemünde. For the first 10-15 boats, hoisting was not a problem but then the first rain showers hit the crews and hoisting had to be stopped until the wind decreased. We really were lucky to finish the Worlds!

Prize-giving was postponed to 7pm, allowing all boats to get ready for transport prior to the ceremony. The prize-giving ended with an unintended shower for the winning teams, started by the Broeckerhoff team, using the champagne bottle (part of the prize giving) in a slightly different way...

Many thanks to the whole organization team of the Travemünder-Woche, the German J/22 Class Association and all the sponsors (Marinepool, NautiCare and Tacking Master) for the support and nice prizes. The event was closed with a tombola, so all participants had the chance of taking home some of the very nice products of the main sponsors. Last but not least, there is a rumor that the team of Chris Doyle should have tried getting the trophy for the best Worlds dancers on the last night in Travemünde.

We are looking forward to seeing you in Canada for the World Championship 2016!





March 18-20, 2016
Fort Walton Yacht Club
Fort Walton Beach, FL
www.j22mw.com



Chatting With Your New World Champion: Chris Doyle



© S. Jürgensen/Mittelmann's Wertt

Inside Line: Have you ever participated in a major Championship outside of North America?

Chris Doyle: I did the J/24 Worlds in Ireland in 1990 crewing for my brother Kevin. Other than that, I have competed only in North America.

IL: What are some of those little nuances that differ between events back home versus Europe?

CD: Hmmm. It seemed much harder to find hardware and stuff to work on the boat. We brought a lot of stuff with us, but I am not sure what I would have done if, for instance, I needed a new high-tech jib halyard for the boat. Ditto for things like wet-or-dry sandpaper. Even with the internet, it seemed hard to find stuff. Of course, when most of the country doesn't speak English, that makes it a little more difficult too. Most of the on-the-water stuff is comparable to what we do in North America, except that they don't do anything on the VHF. If you're over early, you'll find out at the end of the race. Most importantly, you don't have your boat. This is not a little nuance; this is huge. We were fortunate to get a good charter boat, but even then I would have been much more comfortable in The Jug 4 1.

IL: Your crew was comprised of Christopher Stessing and Phillip Wehrheim. How did the team come together and what role did each play onboard?

CD: As you know, it has been mostly the Chris, Adam (Burns) and Will (Harris) show for the last bunch of years. But Adam and Lori had their first baby in late June so he was out of the question, and it didn't seem appropriate to ask Will to fly to Europe to race on a boat that was made in Italy (because Will works for US Watercraft). So I needed stand-ins for both of them. Chris is from my club. He finished college last year and works in DC now. He was a really excellent collegiate sailor, but he didn't have any J/22 experience. Still, I thought it would be good to have someone young on the boat. So I gave him a call. Chris did the middle. But I felt I also wanted someone with J/22 experience, experience in racing abroad and strong tactical skills. Phil fits this description perfectly. He has won the J/22 NAs twice, and he has raced abroad on Mumm (now Farr) 30 programs and currently races on some pretty high-powered Melges 32 programs both within and outside of North America. I called him, and he was really excited about doing the Worlds. Phil did bow/tactics. So we had the on-the-water part of the team. As far as shore-support goes, Sue travels to most of my regattas, and is great with procurement. And there was really no way she was going to let me go to Germany without her. My daughter, Katie, bought her own ticket so she could come and get another stamp on her passport. As our program was strapped for time, it was very

helpful to have Sue and Katie take care of food, beverages, planning our time off-of-the-water, etc., so Phil, Chris and I could concentrate on prepping the boat and sailing.

IL: You and your crew live in the Buffalo/Rochester NY area. On the same day that your team won the J/22 Worlds, Jim Barnash, also of that area, won the Lightning Worlds. What is it about that part of the USA that produces successful racers?

CD: I don't know. Maybe something in the water?

IL: You often race with your kids, and your two brothers also race J/22s with their families. What makes the J/22 so special to the Doyle family?

CD: Since I grew up crewing and not driving, I am drawn to boats that keep the crew engaged and that are fun for everyone. I think the three-person, symmetrical-spinnaker keelboat is just about the most-perfect platform for sailing competition. Each member of the crew has to be full-on all of the time if the team expects to do well. As I have said many times before, I would rather do middle or bow on a J/22 than drive most other boats. Early in his sailing career, my dad campaigned Dragons which also are sailed with three persons. So maybe it is a genetic thing.

IL: The World Championship featured 14 races, and your victory wasn't determined until the very end. How did you maintain that level of concentration and boat speed over so many hours on the water?

CD: To clarify: we (mostly me) had lapses. A couple of my starts were absolutely brutal. In the penultimate race, our jib touched another boat during a mark rounding, and we had to do circles (that was fun to watch on the tracker). But we did stay engaged for the most part. Being behind for most of the regatta helped us stay focused. Being behind in most of the races also helped since we were always trying to pass boats. And we were having a lot of fun, so it was pretty easy to stay in the moment. While on shore, we tried to eat right, limit our alcohol consumption and get to bed early.

IL: What advice would you give to others who want to travel Internationally to compete?

CD: You should do at least one of these in your lifetime. Put a team of good friends together and just do it. The Worlds are back in Europe in 2017.

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Technical Committee Report

By Ron Harris,
IJ22CA Technical Committee Chairman

For the J/22 Midwinter Championship this year, there was no crew weight limit. Entrants were asked to provide their weights so we could do an analysis of the impact of crew weight on overall performance, and also to see if this would allow more boats to compete. Following are those results with the weights that were supplied. You will notice that many boats did not supply their total crew weight, and also, we did not get wind speeds for each race, so it is difficult to judge the impact of weight on the race results in general. Overall, I think that it was a good trial to see if there would be a significant impact—and the answer is no, there wasn't a significant impact.

I suggest that we try this again next year, but we will have to require that all crew provide their weights. We should also record the wind strengths for each race, so that we can better determine the impact of crew weight.

| Bow/Sail | Boat | Skipper | Yacht Club | Weight | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Total | Pos |
|--------------|--------------------|-------------------|--------------------------------|--------|----------|----------|----------|----------|------|------|------|----------|----------|-------|-----|
| 25 / USA 707 | Tejas | Terry Flynn | GBCA | 568 | [14] | 3 | 2 | 5 | 1 | 3 | 2 | 3 | 3 | 22 | 1 |
| 30 / USA 539 | Dazzler | Allan Terhune, Jr | Annapolis Yacht Club | | 3 | 1 | 3 | [10] | 3 | 10 | 6 | 4 | 6 | 36 | 2 |
| 37 / 810 | Aquavit | John Dyer | Wayzata Yacht Club | 528 | [38/OCS] | 6 | 4 | 15 | 5 | 1 | 1 | 7 | 10 | 49 | 3 |
| 15 / 954 | Fats | Benz Faget | SYC/NOYC | | 1 | 10 | 1 | 1 | 6 | [14] | 8 | 12 | 13 | 52 | 4 |
| 26 / 1532 | Axe Wound | RJ Moon | RYC | 599 | 6 | 16 | [28] | 2 | 15 | 4 | 4 | 2 | 4 | 53 | 5 |
| 5 / USA 489 | Mo' Money | Kevin Doyle | Youngstown Yacht Club | 604 | 17 | 9 | 6 | 4 | 17 | [25] | 5 | 5 | 11 | 74 | 6 |
| 7 / 1646 | Baby Lips | Keith Zars | Lake Canyon Yacht Club | 610 | 4 | 12 | 13 | 3 | [25] | 6 | 13 | 8 | 18 | 77 | 7 |
| 24 / 1586 | Bad News | Michael Marshall | CYC | | 5 | 7 | 5 | 8 | 12 | 9 | 18 | 15 | [24] | 79 | 8 |
| 40 / 754 | | Chris Wientjes | NOYC | | [38/DSQ] | 4 | 7 | 11 | 16 | 16 | 3 | 11 | 17 | 85 | 9 |
| 3 / Cay 1233 | | Mike Farrington | Cayman Islands Sailing Club | 635 | 27 | 2 | [38/BFD] | 7 | 28 | 5 | 9 | 1 | 9 | 88 | 10 |
| 29 / 1509 | 1509 | Stephen Jones | National YC | 604 | 18 | 18 | 10 | 9 | [24] | 17 | 10 | 6 | 5 | 93 | 11 |
| 34 / 352 | | Steve Willits | Lakewood Yacht Club | 610 | 10 | [38/DNS] | 11 | 22 | 9 | 7 | 33 | 13 | 2 | 107 | 12 |
| 38 / 202 | White Trash | Sean Clare | Harbor Island Yacht Club | 555 | 7 | 13 | [38/BFD] | 16 | 2 | 18 | 26 | 10 | 16 | 108T | 13 |
| 10 / CAN693 | Broomstick | Ron Harris | Hudson Yacht Club | 495 | [31] | 5 | 14 | 26 | 4 | 15 | 14 | 18 | 12 | 108T | 14 |
| 2 / USA 669 | Call The Ball | Robert Muller | Jackson Yacht Club | | 2 | 14 | 9 | 20 | 22 | 12 | 15 | 24 | [26] | 118 | 15 |
| 19 / CAN 675 | Prost | Darcy Fuller | South Port Sailing Club | | 11 | [38/DNF] | 8 | 18 | 10 | 8 | 24 | 22 | 20 | 121 | 16 |
| 1 / USA 638 | Fresh Aire | Joe Gibbs | Jackson Yacht Club | 485 | 8 | 11 | 15 | [30] | 18 | 22 | 11 | 30 | 7 | 122 | 17 |
| 16 / 964 | Two Dollar Pistol | James C Riddle | KLSC | | 21 | 22 | 23 | 12 | 7 | [29] | 17 | 16/ZFP | 8 | 126 | 18 |
| 28 / 320 | BAD DOG | Macho Slavich | NOYC | 535 | 9 | 8 | 24 | 24 | [29] | 2 | 22 | 25 | 22 | 136 | 19 |
| 18 / 717 | JTT Racing | Robert Muller | Southern Yacht Club | | 26 | 26 | [30] | 6 | 14 | 19 | 23 | 28 | 1 | 143 | 20 |
| 9 / 1028 | Dynamo Humm | Willem Lamar | Jackson Yacht Club | 585 | 13 | [25] | 25 | 23 | 19 | 24 | 12 | 17 | 15 | 148 | 21 |
| 31 / 1085 | Supper Club | Dale Currie | Jackson Yacht Club | 560 | 22 | 19 | 17 | [27] | 21 | 23 | 7 | 20 | 23 | 152 | 22 |
| 17 / 1383 | The Ghetto | John McGowan | Jackson Yacht Club | | 16 | 15 | 22 | 14 | 26 | [32] | 19 | 16 | 25 | 153 | 23 |
| 22 / 951 | No Name | Dov Kivlovitz | None | | 12 | [32] | 12 | 13 | 23 | 11 | 32 | 26 | 27 | 156 | 24 |
| 6 / 1043 | Fast Company | Richard Heausler | BWYC | 711 | 28 | 21 | 16 | 21 | 11 | [33] | 20 | 29 | 14 | 160 | 25 |
| 12 / 1467 | | Wayne Peacock | LCYC | | 23 | 20 | 21 | [38/DNF] | 13 | 13 | 25 | 14 | 33 | 162 | 26 |
| 27 / 1261 | Hot Ruddered Bum | Galen Freeman | Percy Priest YC & Ft Walton YC | 692 | 19 | 23 | 18 | 25 | 8 | 34 | 21 | [38/DNC] | 38/DNC | 186 | 27 |
| 23 / 1329 | | Tom VanderMolen | Gull Lake Yacht Club | | 29 | 28 | 20 | 17 | 27 | 26 | 16 | 27 | [38/DNF] | 190 | 28 |
| 8 / 711 | PAINKILLER | HARRISON MCCARTY | JYC | | 15 | 17 | 26 | 28 | [33] | 28 | 29 | 32 | 21 | 196 | 29 |
| 36 / 238 | Eve 'n Keeled | Jennifer Grant | FWYC | 560 | 20 | 24 | 32 | 19 | 20 | 30 | [34] | 21 | 32 | 198 | 30 |
| 32 / 1081 | Cayenne | Debby Grimm | Southern YC | 615 | 25 | 30 | 27 | 29 | [32] | 20 | 31 | 19 | 19 | 200 | 31 |
| 35 / 8 | Whistling Wind III | Billy Marchal | Southern Yacht Club | 558 | [35] | 29 | 19 | 34 | 30 | 21 | 27 | 33 | 30 | 223 | 32 |
| 33 / 1100 | Racine | Matt Jordan | Jackson Yacht Club | 625 | 24 | 33 | 29 | 31 | [35] | 31 | 30 | 23 | 34 | 235 | 33 |
| 20 / 1650 | La Jolie Vie | David Loeb | New Orleans Yacht Club | 510 | 34 | [35] | 33 | 33 | 34 | 27 | 28 | 34 | 28 | 251 | 34 |
| 21 / 522 | Nasty Habit | John Weaver | JYC | | 33 | 31 | [38/BFD] | 32 | 31 | 35 | 37 | 36 | 31 | 266 | 35 |
| 39 / 729 | Escape | John Spurzem | Jackson Yacht Club | | 32 | 27 | [38/BFD] | 36 | 37 | 37 | 36 | 38/ZFP | 29 | 272T | 36 |
| 4 / 1003 | Cool Kids | Doug Davis | Kentucky Lake Sailing Club | 578 | 30 | 34 | 31 | 35 | 36 | 36 | 35 | [38/ZFP] | 35 | 272T | 37 |

Who will be the next J/22 North American Champion?

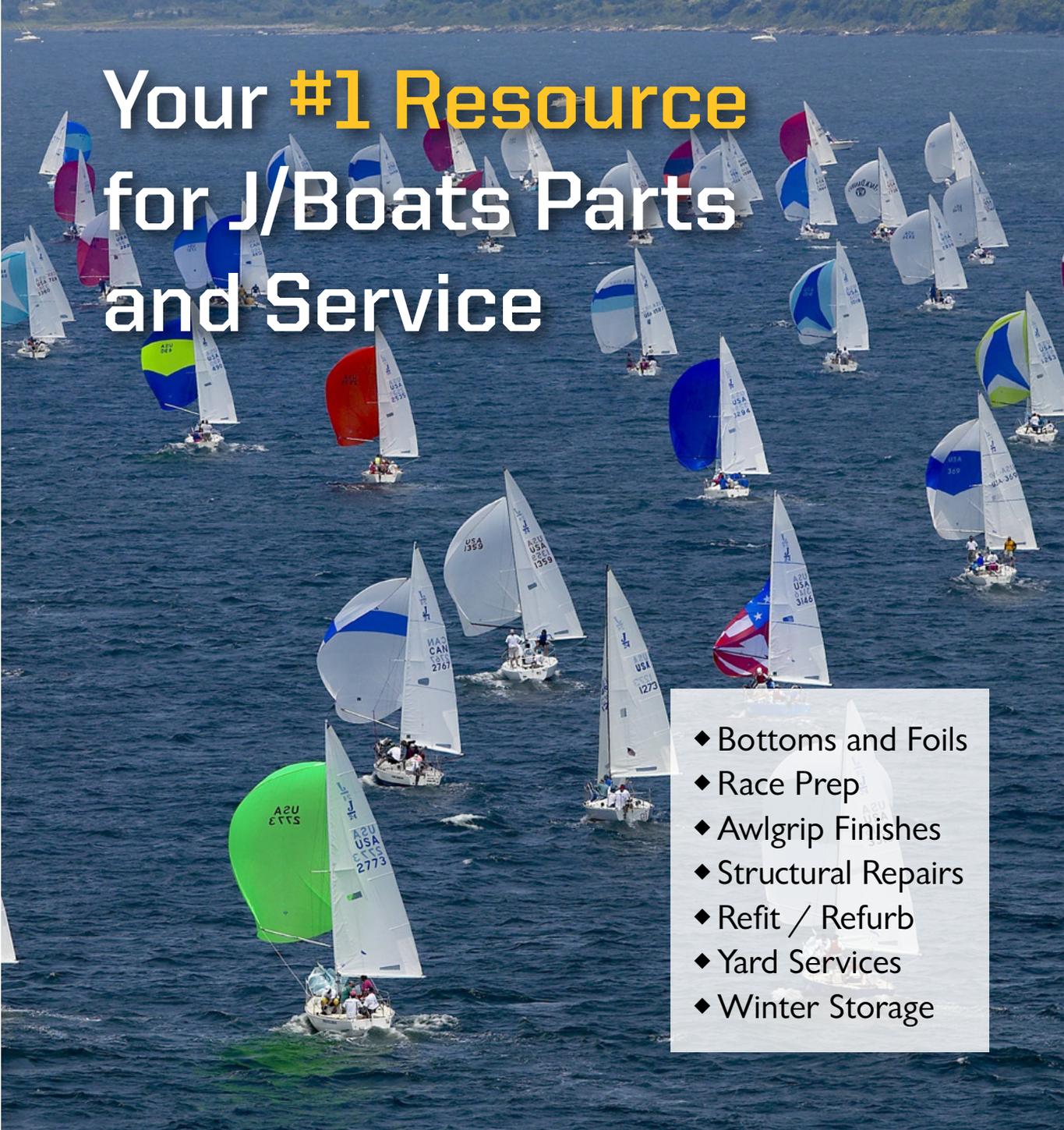
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from Houston Yacht Club in Texas

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2015 Calendar

September 12 - 13, 2015

2015 Mid-Atlantic Championship at Severn Sailing Association, Annapolis, MD
Contact: Jason Ipe, jasonipe@gmail.com

September 19 - 20, 2015

2015 J/24 District 1 Championship at Malletts Bay Boat Club, Colchester, VT

September 19 - 20, 2015

2015 Houston Open One Design Regatta at Houston Yacht Club, Shoreacres, TX
Contact: Scott Tuma, texastuma@comcast.net

September 19 - 20, 2015

2015 J-Jamboree at Winnepesaukee Yacht Club, Gilford, NH
Contact: Edward Philpot, ed@philpotlaw.com

September 26 - 27, 2015

J/22 Northeast Championship/Lake George Open at The Lake George Club, Diamond Point, NY
Contact: Joe Favero, joefavero@comcast.net

September 30 - October 4, 2015

2015 J/22 North American Championship at Houston Yacht Club, Houston, TX
Contact: Julie Goetschius, 713-582-3021, jbgails@verizon.net

October 10 - 11, 2015

2015 J/Fest Southwest at Lakewood Yacht Club, Seabrook, TX
Contact: Al Goethe, ankgoethe@gmail.com or Scott Spurlin, scott@jboatsouthwest.com

October 31 - November 1, 2015

2015 East Coast Championship at Severn Sailing Association, Annapolis, MD
Contact: Jason Ipe, jasonipe@gmail.com

2016 Calendar

March 18 - 20, 2016

2016 J/22 Midwinter Championship at Fort Walton Yacht Club, Fort Walton Beach, FL
Contact: Samuel Grant, samuelgrant327@gmail.com

August 23-27, 2016

2016 J/22 World Championship, Canada

2017 Calendar

June 2 - 5, 2017

2017 J/22 World Championship at the North Sea Regatta at Scheveningen, The Netherlands
Contact: Rosemarijn Verdoorn, chairman@j22.nl , +31 (0) 6 30372709



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