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INTERNATIONAL J/22 CLASS ASSOCIATION



Chris Doyle Secures 2019 J/22 North American Championship



Photo courtesy of JH Peterson

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Julie Howell
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In August, I participated in the second annual Narragansett Bay J/22 Championship hosted by Bristol Yacht Club (www.bristolyac.com) and event organizer Nick Cromwell. The event was by no means the largest J/22 regatta I have taken part in with seven boats participating (eight were registered), but as a J/22 sailor, especially a Rhode Island J/22 sailor, there was a lot to be encouraged about.

Nick started building a J/22 fleet in Bristol, Rhode Island about five years ago. The cornerstone of Nick's effort was the purchase of six J/22s by the Bristol Yacht Club and their partner non-profit sailing school, the East Bay Sailing Foundation. The club uses the boats for teaching adult and junior sailing lessons and makes them available for charter for weeknight fleet racing and weeknight team racing series run by Bristol Yacht Club. Nick added his own boat to that collection of boats to get the ball rolling with seven boats. Right before the Narragansett Bay Champs, the 14th J/22 launched in Bristol harbor.

The hull numbers of the boats racing ranged from hull 16 to hull 1575. The range in ages of people on the boats was as varied as the ages of the boats, although looking around there were probably quite a few sailors on the course who were born after their boats were built. The mix of team racing and fleet racing in Bristol encourages different people to jump into the program, and that showed.

Finally, the racing was competitive and fun. For Bristol, the conditions were uncharacteristically shifty and puffy. Boats matched up well against each other, and positions were constantly shifting from leg to leg. There were also many finishes with multiple boats overlapped or crossing tacks after four or five legs of racing.

Looking at the event, I first extend my congratulations to Nick for leveraging the affordability and the flexibility of the J/22 to build a fleet that allows many people to participate in racing that is easy to fit into busy schedules, affordable and most of all fun. Additionally, Nick has been a tireless promoter of the J/22 in Bristol, and he has shown what you can do building a fleet one boat and one sailor at a time.

For those of you who might already be looking down the road to next summer's sailing schedule, I encourage you to think about a trip to Rhode Island to see what is happening in that corner of the J/22 world. I think any J/22 fans will be happy with what they will find there.

Matt Dunbar, USJ22CA President
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**NORTH AMERICAN
CHAMPIONSHIP**

Photo courtesy of JH Peterson



Chris Doyle Secures 2019 J/22 North American Championship

Chris Doyle on **The Jug 4 1** dominated the 2019 J/22 North American Championship, crushing the competition with a 21-point lead. The eight-race series was hosted by Wayzata Yacht Club on Lake Minnetonka in Minnesota from June 21-23. The now three-time North American Champion and his crew Peter Doyle

(brother) and Nick Doyle (son) won four of the eight races. Chad Olness and his local crew on **Fish Grease** got the bullet in race seven and a second in race five, but couldn't catch team Doyle. Coming in third was Kurt Taken-Holtze and his crew of Jeff Hames and Erik Alquist on **Turn Down for What**.

Six of the 38 boats were helmed by women. Coming in ninth overall for the Championship, the top female driver trophy went to Judy Woellner helming **Shadowfax**. Several J/22s were also raced by young adult teams. Finishing in 22th place for the regatta, the top youth driver trophy was won by Seamus Hendrickson along with his crew Kytalin Hendrickson, Graham Ness and Teddy Graham on **Meddling Kids**.

DAY 1 RECAP: Thirty-eight teams from throughout the United States battled the wind shifts, and each other. Four races were completed, and the Youngstown Yacht Club team on **The Jug 4 1**, with Chris Doyle at the helm, was leading the Championship. They recorded scores of 2,1,1,7 for 11 points. Local boat **En Fuego**, helmed by Mike Schmidt, had 18 points for second place. Mike Marshall on **Bad News** from New York Yacht Club was in third place with 24 points. Racing got underway in breeze of eight knots, eventually working up to about 13 knots.



Photo courtesy of JH Peterson





Photos courtesy of JH Peterson



DAY 2 RECAP: Chris Doyle's **The Jug 4 1** remained in the lead. While many teams struggled with the wind shifts and fluctuating wind speeds, Doyle strengthened his first-place advantage during Saturday's four races. **The Jug 4 1** tossed out a 12, leaving them with net scores of 2,1,1,7,1,1,2 for 15 points. That was 21 points better than local boats **Fish Grease**, helmed by Chad Olness, and **Turn Down for What**, helmed by Kurt

Taken-Holtze. Both boats moved up to tie for second place with 36 points. Day two of the Championship started out sunny with lighter breeze. As the day continued, the wind increased to 12 knots. Thanks to Principal Race Officer Blake Middleton and the Race Committee, four races were completed under extremely challenging wind conditions.

Complete event details may be found at www.j22na.com.



Photos courtesy of JH Peterson



TOP FIVE:

1. **The Jug 4 1**, Chris Doyle, 2 -1 -1 -7 -1 -1 -2 -[12] ; 15
2. **Fish Grease**, Chad Olness, 4 -8 -9 -5 -2 -[18] -1 - 7 ; 36
3. **Turn Down for What**, Kurt Taken-Holtze, [17] -9 -5 -4 -3 -3 -3 -9; 36
4. **Who's Driving**, Mike Bowers, 14 -[29] -2 -6 -11 -2 -7 -8; 50
5. **Bad News**, Mike Marshall, 1 -2 -7 -14 -8 -[19] -6 -14 ; 52



2019 NAs Report: Fleet 1 is in Great Condition

By Chris Doyle



Photo courtesy of Christopher Howell

“Have you talked to Will recently?”

It was June 8, a little less than two weeks before the North American Championship in Minnesota was supposed to start. I had been dieting constantly since April to accommodate having my son sail on the bow with me and Will Harris. I had another five pounds to lose so the team would weigh-in under the 605-pound weight limit. Nick, Will and I sailed a lot together when Nick was in his teens. I always enjoyed it, but that was 10 years and 20 pounds ago for all of us, and now it is a bit of a struggle for us to sail legally together. Anyway, I was down at the yacht club watching everybody else eat and drink, wishing I could eat and drink, but knowing I could not, and my brother Kevin strolled up to me and inquired, “Have you talked to Will recently?” I indicated that I had not and asked why I should have heard from Will. Kevin replied that he thought Will had a health issue that could prohibit him from attending the North American Championship.

So, on Monday the 10th of June, I contacted Will to ask him about plans for driving out to Minnesota, and to raise the issue of his health. It turns out that Will had something going on that was screwing up his balance and sometimes resulted in a loss of feeling in his feet. But he was not certain that this would prevent him from racing. He had several doctors’ visits scheduled over the next couple of days, and they could have solved the problem. Will’s recovery was slow, so on June 12, Will reported that he felt compelled to pull the plug on the NAs for the good of the team.

This was less than a week before we were scheduled to start our drive from Buffalo, New York to Minnesota. Fortunately, being born a Doyle, I have a rolodex full of sailors to whom I’m related, and their ability to say “no” is thus restricted by familial ties. Plus, the concept of an “all-Doyle” team was inviting. So, after discussing it with wife Sue (who is the team consultant for chemistry and accommo-

dations), we decided that my brother, Peter, would be a great addition to the team. Which was good, since Pete had already called me to offer his assistance. A couple phone calls later, and Pete was officially added to the crew. But Pete doesn't have the same gravity-advantage that Will enjoys. So now the crew was going to be 40 pounds light. Knowing that Mike Marshall had successfully sailed with light crews—he won the first Davis Island Midwinters when his crew was 65 pounds below the limit—I contacted him seeking advice. Mike's opinion was that, after trying a bunch of different settings, he felt that using the standard tuning was the best approach, and that the lighter teams just need to de-power earlier by pulling the backstay and easing the main-sheet. That was okay with me. In my experience, the biggest advantage to having an at-weight crew is upwind in windy and wavy venues where the additional weight allows you to put your bow down to power through the waves. Since the NAs were going to be on Lake Minnetonka, an inland lake with little waves where we could also de-power by feathering the boat into the wind, I felt our weight deficiency would not be too detrimental.



So, we had an all-Doyle crew. Pete, Nick and I had sailed together as crew on a Beneteau 36.7 a couple of times, but we had never sailed together on a J/22 before. I hoped it would go well on the racecourse, but I knew that, no matter what, I was going to have a good time.

I had the team make their travel arrangements so everyone would arrive in Wayzata on Wednesday the 19th and we could use some of Thursday for practicing on the water. And that's exactly how it worked out. Sue and I arrived with the boat mid-afternoon on Wednesday, and Nick arrived early evening. We got the mast up and started to work on the small list of maintenance items that remained from the last regatta. We also put our sails in the queue for measurement and removed and had checked-in all of our

safety equipment. The Wayzata Yacht Club volunteers processed us through very quickly. The boats were not weighed for this regatta which was a huge time-saver, since weighing requires that everything be removed from the boat.

The measurement and launching function went smoothly, due in no small part to the huge number of volunteers at the Wayzata Yacht Club. Indeed, all of the organizational aspects

of the regatta came off extremely well, and the WYC and its army of volunteers deserve credit.

One of the very few decisions we had to make was which of our two spinnakers to use for the regatta. Prior to last year's World Championship in Annapolis, I had purchased an experimental sail from North Sails that was designed to be maximized for running. Our experience with the experimental spinnaker was that it was advantageous as long as it was windy enough to pull the pole all the way back, since it allowed us to point a degree or two lower, while keeping at-speed. However, in light air, we found that North's standard spinnaker was at least as good as the experimental one, and if there was any tight reaching involved at all, the experimental chute was a detriment. Looking at the weather forecast, it seemed that Friday's races would be sailed in moderate wind, but that Saturday and Sunday's races might be sailed in light and shifty wind (Saturday) or no wind whatsoever (Sunday). Given the possibility of two out of three days being light and shifty and that we might end up with pole-forward reaches instead of square runs, we decided to go with the standard spinnaker. Anyway, our boat preparation was 85% complete by the end of Wednesday.

When Thursday dawned, we were pleased to see that Pete arrived sometime in the night. We headed to the yacht club and sprinted through

the remaining "to-do" list: rough spots on the bottom were sanded smooth, the top sides were polished, the bow numbers were applied, registration was completed and then we launched the boat. After that, we spent a good three hours on the water doing roll tacks and roll gybes, pretend mark roundings, etc., so everyone could get their footwork down, etc. We also learned a bit about our racing venue. I had raced in Wayzata before at the last North American Championship held there in 2006. Pete had raced there in dinghies back in the 20th century. And Nick had never been there.



I am not one who insists on going out and practicing the day before a major regatta. However, given the untested composition of our team as well as our unfamiliarity with the venue, we all thought it appropriate that we go out and spend some time on the water.

We sailed up and down where we thought the racecourse was going to be located. One of the things we noticed was that the wind at where we imagined the top mark would be located was different than the wind where the bottom mark was going to be. We did four or five circuits, and each time there seemed to be a difference between the wind direction at the top of the course and the wind at the bottom of the course. So we felt that the difference was geographic and not just oscillating wind shifts. We also noticed that the most significant puffs typically moved right to left across the course (looking upwind). Anyway, we sailed around for a couple hours, and then decided to go in

when the skies opened up and drenched us with a 20-minute shower. We did not participate in the practice start or practice race.

That night, we had a wonderful meal at a local restaurant and went back to our VRBO to start the weekend card championship (euchre) and get an early night's sleep. We also discussed strategy for the regatta. Looking over the competitor list, it seemed likely that minimizing finishes outside of the top five would be critical. It was understood that the favorite going in was Mike Marshall, but we expected we would be competitive. I also indicated my preference that we commit to a side of the first leg before each start, and then try to win that side. But I provided the following caveat: if 2/3rds or more of the fleet was headed to a side other than the side we were on, we would need to have an awfully good reason not to go with the fleet.

The first day of racing dawned with a solid-ish southeasterly, and it looked as if we would be able to get in all four of the races scheduled for that day. The Race Committee did a superb job all weekend. They were patient when deliberation was called for and aggressive when necessary.

Our first start—and really all of our starts for the weekend—used the strategy of setting up on the starting line where we would be lined-up for the first series of puffs coming down the course. Due to wind shifts, the starting lines were rarely perfectly square, but we favored locations that, as stated, got us lined up for the first set of puffs rather than at a location to best take advantage of any bias in the starting line. For the first leg of the first start, I indicated my preference to go left since that was favored in most of the races the last time the

NAs were held in Wayzata, and it seemed like the left half of the course had consistently better pressure, at least for the first part of the leg. Nick and Pete concurred. So we started about a third of the way up from the pin on the starting line in clear air. After the start, it seemed as if we were sheering off all the boats beneath us as we sailed up the leg. That indicated to us that it was possible to get too far left, and that the breeze at the bottom of the course on the far left side might be less than it was in the middle or the right hand of the course. And as we sailed up the leg on the left-hand side, it looked like the upper left portion of the course also lost pressure. Accordingly, in the first race (and in almost every race thereafter), we sailed toward, but not into, the left-hand corner. We stopped and tacked over to port about 200-400 yards shy of the port tack layline.

Wind speeds were generally in the mid-teens. But the wind was shifty in addition to being subject to velocity changes. Generally speaking, the left-hand side boats seemed like they were going to get to the weather mark in front of the right-hand side boats on the first beat. That said, there were significant gains being made late on the right-hand side, again probably due to the relatively lighter air on the port tack layline. A couple of times while we were sailing on a significant knock on port tack about 300 yards from the port-tack layline, I would whine about needing to tack, and Pete (with Nick's support) would talk me out of tacking because of the previously-mentioned lack of wind on the port-tack layline. The pressure late on the right-hand side of the first up-wind leg allowed Mike Marshall to round the first mark first. We rounded second, and then battled it out with Mike Marshall for the rest of the race. Well, "battled" might not be accurate. As I recall, he rounded the first mark with

a comfortable lead and then he beat us quite handily.

We felt comfortable with our second place. We seemed to be seeing the wind well, our boat handling was solid, and we scored in the top five. So we thought we'd follow a similar strategy in all the races on Friday by starting where we'd be in line for the most wind for the first half of the first beat, favor the left side of the beat early and the right side of the beat late by sailing toward, but never into, the left-hand corner. That usually resulted in us missing the relatively lighter air on the port tack layline. In almost every race on Friday, the boats that played the left side early and the right side late got to the weather mark in front of the boats that went to the right side early. For similar reasons, in most of the races, a quick jibe at the offset mark paid dividends. There was simply more pressure late on the right-hand side upwind (and thus early on the left side downwind), and a quick jibe allowed you to extend away from the pack of boats behind, even though it often put you underneath the boats on the starboard tack layline.

In the second race, our left early/right late strategy put us pretty far ahead of the competition at the first mark. After that, we coasted around the course to win the race, with Mike

Marshall in second. At that point in the regatta, it seemed possible that we might be battling back and forth with Mike the whole weekend. But in the third and fourth races, the complexion of the regatta changed considerably.

The third race was, for us, a carbon copy of the second race: we lined up for the best pressure at the start, went left early/right late on the first upwind leg, and stayed in the most

pressure at all times. In race three, Pete Doyle again had us well in front of the competition going around the first mark. Nick Doyle kept us in good pressure going downwind, and we were able to notch our second victory of the regatta. However, the third race was not as kind to Mike Marshall's team which placed seventh. At that time, I said to the crew, "Well, Mike's raced his throw out." I was wrong.

In the last race on Friday, the law of averages finally caught up with us and showed that our strategy was not infallible. We rounded the weather mark in the second pack and never were able to recover to better than seventh place by the end of the race. That was bad for us. But Mike Marshall had an even worse score, putting up a whopping 14th. There was only going to be one throw-out in the regatta, so now Mike was going to have to count his seventh. That bode well for us, although I wasn't particularly happy about our seventh-



place finish in the last race because it was out of the top five, meaning we'd already failed to achieve one of our regatta goals. However, by the end of the first day of racing, we had a 2-1-1-7 scoreline, which was good enough in the 38-boat fleet for a seven-point lead over *En Fuego*, sailed by Michael Schmid, and a 13-point lead over Mike Marshall's team. Once the likely throw-out was taken into account, however, both teams were only six points behind us with five more races to go. Clearly, our lead was not comfortable.

That evening, we had sponsor-beer and light hors d'oeuvres at the WYC, and Mike Marshall hosted a race debrief in which some of the regatta leaders participated. Quite a bit of time was spent discussing how to depower the boat in puffs. Since we were one of the lighter crews, and there were, at times, winds in the high teens, we pretty much had everything bladed-out, and the other competitors wanted to know what we were doing to sail the boat so flat. I disclosed all, particularly talking about the virtues of simultaneous adjustments on the backstay and vang (we had installed a new Harken vang on the boat for the NAs to make adjustments easier for this very reason) and invited folks to check how we had our boat rigged. After the debriefing concluded, we went out to another delicious meal at another local restaurant, and then headed back to the VRBO for more euchre. I am sad to report that Pete and Nick consistently beat Sue and me in cards for the weekend.

Saturday morning, things did not look as good for racing as they did on Friday. Winds were considerably lighter. In addition, based on the forecast, it looked as if there might not be any wind at all on Sunday. Given our lead in the regatta, we were not looking forward to a light

and shifty day since consistency in my scores is often in lock-step with consistency of the wind. Light and shifty usually means I'll have at least one really bad race.

I flossed the bottom of the boat and jumped in to clean off the keel and parts of the hull that our flosser would not reach. As far as I could tell, there was nothing growing on the bottom. But the water was warm and clean, and cleaning the bottom certainly wouldn't hurt. On the way to the race course, we discussed our general strategy for the day, which was pretty much the same as our general strategy for Friday: sail clean, avoid finishes greater than fifth place, have fun.

There was a delay in getting the first race off on Saturday, as the wind was ping-ponging through a 30-degree range at the time appointed for the first start. However, after about an hour, things settled down enough for the race officer to get in a fair start. Although the wind direction was a few degrees different and about half the velocity of the previous day, we thought we would stick with what worked the previous day: put the boat on the starting line in a location that would put us in the best pressure for the first few hundred yards of the first leg, on the first beat go left early/right late, bias in favor of a quick gybe at the offset buoy, etc. To our strategy, we added "gybe aggressively to attack oncoming pressure on the downwind legs." These strategies continued to prove effective. So effective, in fact, that we put up a 1, 1, 2 score line for the first three races.

I am generally a "one-race-at-a-time" guy. And it is easier to focus on the current race if you don't worry about scores and the "big picture." So I very rarely look at the race scores until

the last day. But given: our really great finishes in six of the first seven races, the Race Committee's stated desire to race one more race on Saturday, that we had already raced seven races and the throw-out was already in play and that only nine races were scheduled to be sailed, Pete decided he would go below and do some math. It turned out that we were the only boat to have finished consistently in the top five (OK we missed it once, but we had a bunch of firsts and seconds as offsets). So after Pete's figuring was done, he reported that any finish in the top 10 in the fourth race on Saturday should allow us to win the regatta without needing to sail the race scheduled for Sunday.

The moment the thought of being able to skip the last race was articulated, I knew that the Fates would somehow find a way to punish our optimism. And sure enough, we scored a less-than-impressive 12th place in the fourth race on Saturday. However, given that the two boats within striking distance—Chad Olness' *Fish Grease* and Kurt Taken-Holtze's *Turn Down for What*—finished seventh and ninth, respectively, the math still came out in our favor and, barring a protest or redress request that would significantly influence the results, we had won.

Upon reaching the dock and learning there were no protests or requests for redress for the day, we had a couple of celebratory cocktails, a cigar and participated in the second debrief for the regatta. During that debrief, I appropriately credited Peter and Nick with keeping us in the pressure on the Saturday races. Whereas

Friday it was windy enough for our sailing technique to keep us toward the front of the pack, Saturday's races were lighter and shiftier and it was necessary to put the boat in the right place, and Peter (upwind) and Nick (downwind) did that particularly well for our team. After another delicious dinner out, we retired to our VRBO, hit the hot tub and then finished our euchre tournament for the weekend. As reported above, Pete and Nick trounced Sue and me in cards.

As it turned out, there was so little wind on Sunday that only one or two boats left the



dock, and racing was eventually abandoned. *Fish Grease* beat *Turn Down for What* on the tie-breaker count-back, so they finished second and third, respectively, for the regatta. After we hauled the boat, we attended the awards ceremony where we con-

gratulated the Wayzata Yacht Club on a very well-run event. Then we strapped ourselves behind the wheel of the car for the long drive back to western New York State.

Obviously, I was very pleased with our result. And sailing with family was a bonus. But I was particularly happy to see that the Minnetonka Fleet (i.e. Fleet Number 1) is still going strong. Wayzata Yacht Club boats took seven of the top 10 places, including second through fourth place, which is great. We do so much sailing on the East Coast and the Gulf Coast that we sometimes forget that there are big and talented fleets scattered throughout the States and Canada. And we love going to the less-visited venues.

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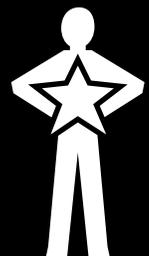
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Photo by Chris Howell

www.awardandsports.com





CORK is excited to host the
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The Venue

- Kingston, Ontario, Canada is located at the eastern end of Lake Ontario and the head of the St Lawrence river, the combination of land mass, islands and thermal effects produce excellent wind and wave conditions with very little current.
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The CORK team is looking forward to making this Championship one to remember!

See you all in 2020,

The CORK team.



Photo courtesy of Pepe Hartmann at <https://pepe-hartmann.fotograf.de/album/2096143/j22-worlds>

2019 J/22 World Champion: Jean-Michel Lautier

By German J/22 Class Association

Tuesday, 09.07.2019: Warm-Up for the J/22 World Championship:

In fantastic conditions, the J/22s sailed a practice race. Of the 31 crews, 25 were on the course. “We had the famous Warnemünde wave. It was just a great race!” said Holger Schmitt, Chairman of the German Class Association and participant of the World Championship. Race Officer Lorenz Buchler would have preferred to be on one of the J/22s instead, saying, “We were really jealous today. 15 to 20 knots of wind, blue sky. In short, it was awesome sailing weather!” Things looked

quite different from the previous Sunday when the second day of the Pre-Worlds had to be canceled due to too much wind. Favorites for the World Championship title were the Duisburg-based Reiner Brockerhoff (FRA 1444), who sails under the French flag, and Jean-Michel Lautier (NED 1273). Lautier already became ‘Vice’ World Champion in 2015 and 2017. In addition, Martin Menzner from Kiel, who is otherwise in the J/80 Class at home, finished fourth at the J/22 World Championship 2015 in Travemünde.

**Wednesday, 10.07.2019:
Favorites live up to their roles:**

On Wednesday, the J/22 World Championship started as part of the 82nd Warnemünde Week. Four races were sailed, which European Champion Jean-Michel Lautier won all. The gap to runner-up Reiner Brockerhoff was already 10 points. Brockerhoff made a solid start with fourth, second, third and fifth-place finishes. In third place, four points behind Brockerhoff, was Johan Koppernaes from Canada, and in fourth place was Dirk Jan Verdoorn from The Netherlands. For the Dutchman, it was his fourth J/22 World Championship, after two in Scheveningen and one in Travemünde. Verdoorn said, “It is the first time sailing in Warnemünde. I especially like the beautiful Baltic

wave, as we have here.” The Kiel-based yacht designer Martin Menzner was in sixth place, making him the best German-flagged participant. He shared, “I think the J/22 is great. I used to sail it a lot, but that was a long time ago. I have not yet grooved fully to the J/22 yet. I fell off the boat almost a couple of times, by the wave. That can only get better.” Race officer Lorenz Buchler was very satisfied with the first day of the Championship, summarizing, “We had a great wind between 14 and 20 knots again. Over the whole day, the wind only changed about 15 degrees.” In the second race, four boats were too early over the starting line, and one of them was Holger Schmitt, who said, “Despite the early start, it was fun. We got four tight races through.”



**Thursday, 11.07.2019: J/22-WM:
Jean-Michel Lautier remains in the lead, Martin Menzner moves up:**

Jean-Michel Lautier continued to lead the overall standings, ahead of Reiner Brockerhoff and Johan Koppernaes. Day two started with bright sunshine and a light breeze that rarely exceeded the required six-knot level. Therefore, Lorenz Buchler and his team decided to postpone the race start. The weather forecast had left open the chance in the morning that a light sea breeze could build up around noon if the country would warm up enough due to the sun. Moreover, indeed, the wind went up at 1 pm, and it became a sailable 8-10 knots. Overall during the day, three races were sailed. The first race was completed quickly, but after that, there were slight delays. The start of the

second race dragged on for almost an hour due to changing wind directions. Repeatedly, the start line had to be reset. “That was a bit exhausting, but otherwise it was a good sailing day again,” recapped Buchler. In the first three places, there was no change, so Lautier was able to maintain his lead. In the first race of the day, he sailed his discard of a shared sixth place, but then continued with two more first-places. The race that Lautier did not win for himself was won by Brockerhoff, who continued to be in second place. Koppernaes remained in third place. Menzner, who scored a second, third and eleventh place, moved up into the top five. Dirk Ja Verdoorn slipped back one place to fifth.

Friday, 11.07.2019 and Saturday

12.07.2019: No races due to low

wind: The new World Champion in the J/22 Class is Jean-Michel Lautier, who started under the Dutch flag. The winning boat is already 22 years old. In many Classes, this would be considered outdated, but the J/22 is different. “We call our boat ‘the old lady.’ Nevertheless, she is still quite competitive,” said Lautier. “That’s what makes the Class so exciting. The boats are very robust and simple. Here it doesn’t matter who has the latest material.” Overall, Lautier and his fellow sailors were very satisfied with the event. “It was wonderful in Warnemünde. We had great weather, not always the best wind, but we still managed seven races.”

Six nations were represented: Austria, Canada, Cayman Islands, France, Germany and The Netherlands.

For complete event details, visit <https://manage2sail.com/en-US/event/WarnemuenderWoche2019#!/results?classId=J22Worlds>.



J/22 WORLD CHAMPIONSHIP FINAL TOP 10 RESULTS:

- 1. Jean-Michel Lautier** (WVB) - **NED 1273**: 1, 1, 1, 1, (6.5), 1, 1
- 2. Reiner Brockerhoff** (DUYC) - **FRA 1444**: 4, 2, 3, (5), 1, 2, 3
- 3. Johan Koppernaes** (NSC) - **CAN 1644**: 2, 4, (9), 3, 4, 4, 4
- 4. Martin Menzner** (KYC) - **GER 1327**: 6, 5, 2, (14), 2, 3, 11
- 5. Dirk Jan Verdoorn** (WVL) - **NED 1295**: 7, 8, 5, 6, 11, 10, (12)
- 6. Mike Farrington** (CISC) - **CAY 390**: 7, 8, 5, 6, 11, 10, (12)
- 7. Mathias Rieck** (NRV) - **GER 1450**: 10.5, 3, 13, 7.5, 3, 11, (21)
- 8. Bram Verwijs** (RSZV) - **NED 1223**: 9, 7, 6, 2, 9, (17.5), 17
- 9. Daniel Lötzbeyer** (SCPS) - **GER 1497**: (19), 11, 12, 12, 6.5, 6, 9
- 10. Rudi Mayr** (UYCWg) - **AUT 1680**: 14, 9, (16), 16, 8, 5, 6

2020 J/22 Midwinter Championship

March 19-22

Southern Yacht Club, New Orleans, LA

Registration will be opening soon for the Morgan Stanley 2020 J/22 Midwinter Championship proudly hosted by Southern Yacht Club and Fleet 46 on March 19-22. Your host committee is diligently working behind the scenes on regatta planning, and we expect this to be another top-notch event hosted by SYC. Additional sponsorship details are in the works right now, and we hope to be announcing more details shortly.

As with past events, the competitors will be treated to an incredible and sometimes unpredictable event on Lake Pontchartrain. OK, we won't sink a boat again... The winter wind pattern cycles from balmy Gulf breezes to strong Northerly fronts and finally to light high pressure systems. This broad spectrum of conditions is sure to challenge everyone! Late in March, however, the cycle is less severe with fewer extremes.

The lake is actually a brackish estuary open to the Gulf of Mexico. There is little tidal effect and no current to speak of in the racing area. At about 24 miles in diameter and averaging 14' deep, the lake's saucer-like shape can make for a short, steep chop.

Ceremonies will open on Thursday, March 19, and the skippers' meeting will be that evening. Racing begins Friday morning and continues through Sunday midday. Up to nine races are planned.

Your event committee is busy planning the social events for your stay in New Orleans. With any visit to New Orleans, you can guarantee you will be well fed by our numerous restaurants. While at the event, our club staff will take care of all of your dining needs with the best southern charm.

Southern Yacht Club is located on the south shore of Lake Pontchartrain on the New Orleans Lakefront. There is a variety of seafood houses and other restaurants nearby, and the French Quarter is only an Uber ride away! There are also many local hotels just minutes from the club to make your stay enjoyable.

For information on sponsorship opportunities, please contact Boo Heausler at rheausler@gmail.com. Or for full event details, check out www.j22mw.com for all the latest information and to register.

www.j22mw.com

J/22 Sparloft Masts for sale



\$2,350 for the complete mast (all castings and spreaders included) for Class members in good standing*

\$2,850 for non-Class members

Contact Matt Dunbar, East Greenwich, RI, at matthew.dunbar.ri@gmail.com

Note: price does not include shipping/transport; masts available on a first come/first serve basis

*A Class member in good standing is someone who has been a Class member in any year in which they have owned a boat.

2020 J/22 WORLD CHAMPIONSHIP

JUNE 28 – JULY 3, 2020



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***Looking for Vendors
for Your J/22?***

WWW.J22.ORG/THE-BOAT/VENDORS/

2019

**2019 Northeast Championship
J/22 Regatta / The Lake George Open
at Lake George Club**

Sep 20 – Sep 22

**2019 Cleveland (216) Regatta
at Edgewater Yacht Club**

Sep 21 – Sep 22

**2019 Mid-Atlantics at AYC One-Design
Regatta at Annapolis Yacht Club**

Sep 28 – Sep 29

**2019 Commonwealth Cup Regatta
at Commonwealth Yacht Club**

Oct 5 – Oct 6

**2019 East Coast Championship
at Severn Sailing Association**

Oct 19 – Oct 20

**2019 J/Fest Southwest at Lakewood
Yacht Club**

Oct 25 – Oct 27

**2019 Jamin (Jamaica Invitational)
J/22 Regatta at Montego Bay Yacht Club**

Dec 5 – Dec 8

2020

**2020 J/22 Midwinter Championship
at Southern Yacht Club**

Mar 19 – Mar 22

2020 Charleston Race Week

Apr 23 – Apr 26 all-day

**2020 Cleveland Race Week
at Edgewater Yacht Club**

Jun 19 – Jun 28

**2020 J/22 World Championship
at Point Yacht Club, Durban**

Jun 28 – Jul 3

**2020 J/22 North American Championship
at CORK, Kingston**

Aug 6 – Aug 9

2021

**2021 J/22 World Championship
at Corpus Christi Yacht Club**

Jul 18 – Jul 24

Submit your regatta dates/information
to howell@j22.com

Platinum Sponsors

Platinum Sponsors have contributed \$200 to the U.S. Class (in addition to full membership)

Matt Dunbar
East Greenwich, RI

Mark Foster
Canyon Lake, TX

Dennis Princing
Saginaw, MI

Lynn Simpson
New Braunfels, TX

Gold Sponsors

Gold Sponsors have contributed \$100 to the U.S. Class (in addition to full membership)

Sandy Adzick
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Christopher Doyle
Kenmore, NY

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Saginaw, MI

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