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INTERNATIONAL J/22 CLASS ASSOCIATION

Jeff Progelhof

Triumphs at J/22 World Championship



Photo courtesy of Christopher Howell

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Jeff Progelhof

Triumphs at J/22 World Championship

Jeff Progelhof's *Schitzen Giggles* went wire to wire to secure the title of 2021 J/22 World Championship, racing J/22 hull #24. With crew Paul Foerster (former J/22 World Champion) and Rod Favela, the Rush Creek Yacht Club-based team tallied just 21 points in nine races, including one discard (1-1-1-6-2-4-[9]-2-4). Travis Odenbach's

Honeybadger put together a solid four days on Corpus Christi Bay to earn second place with 24 points. Mike Marshall's *Pressure Drop* won both of Friday's races in winds of 15-18 knots for third place overall at 26 points. Forty-two teams representing 14 states competed from July 20-23 in Corpus Christi, TX.



Photos courtesy of Christopher Howell



DAY ONE RECAP: Unsettled conditions only permitted one race, dominated by Progelhof's *Schitzen Giggles*. In winds between 6-8 knots, Odenbach's *Honeybadger* placed second and Tom Meeh's *Meehem* in third. Corpus Christi Yacht Club facilitated three days of seamless registration and inspection, including a practice race on Monday. Enthusiasm was running high for teams returning to World/Continental Championship racing for the first time since 2019.

Progelhof credited great teamwork and a fast boat, noting that Foerster was actually a recent crew replacement due to an injury among an original team member. "We were really moving fast upwind and keeping the boat as flat as possible through the waves," he summarized. "We come down to Corpus a lot. It's a fabulous place to sail, great wind and good waves."





Photos courtesy of Christopher Howell

DAY TWO RECAP: Progelhof's *Schitzen Giggles* rocked Corpus Christi Bay. He started the Championship with three bullets and then a 6 in the last race of day two for a total score of 9. Odenbach's *Honeybadger* was in second place with 12 points and Mike Marshall's *Pressure Drop* moved to third overall with 17 points. Three races were completed to put the event back on schedule. Progelhof's *Schitzen Giggles* won race two in winds

between 10-12 knots, followed by Odenbach's *Honeybadger* and Chris Wientjes' *22 Caliber*. Then Progelhof's *Schitzen Giggles* won race three in breeze between 12-14 knots, trailed by Meeh's *Meehem* and Marshall's *Pressure Drop*. Race four was won by Glenn Darden on *Baby Doll* in winds between 13-16 knots, ahead of Marshall's *Pressure Drop* and Odenbach's *Honeybadger*.





Photos courtesy of Christopher Howell

DAY THREE RECAP: On the penultimate day, the discard race came into play but didn't knock Progelhof's *Schitzen Giggles* from the top of the leaderboard. They added finishes of 2,4,9 on Thursday, but able to toss the 9, maintained first place at 15 points over seven. Odenbach's *Honeybadger* kept well within reach at 18 points in the runner-up position, and Marshall's *Pressure Drop* held onto third with 24 points. Favorable breeze at

10-12 knots allowed an on-time start for day three. Darden's *Baby Doll* logged their first bullet of the day in the opening contest, with Progelhof and Meeh's *Meehem* in the hunt. Chris Doyle's *The Jug 4 1* earned the next victory, chased by Odenbach and Bill Draheim in winds at 12-13 knots. Following Darden to shore in slightly increased breeze were Marshall and Brant Koepke's *Skank*.





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TOP FIVE:

1. *Schitzen Giggles*, Jeff Progelhof, Rush Creek Yacht Club, 1-1-1-6-2-4-[9]-2-4- ; 21
2. *Honeybadger*, Travis Odenbach, Rochester Yacht Club, 2-2-4-3-[13]-2-5-4-2- ; 24
3. *Pressure Drop*, Mike Marshall, New York Yacht Club, 6-6-3-2-[12]-5-2-1-1- ; 26
4. *Baby Doll*, Glenn Darden, Fort Worth Boat Club, 9-9-[43/DSQ]-1-1-10-1-3-3- ; 37
5. *The Jug 4 I*, Christopher Doyle, Youngstown Yacht Club, 10-4-8-5-[27]-1-6-8-6- ; 48

Videos and photos are available on Facebook and at <https://www.dropbox.com/sh/dcdhkzbd25ibb4p/AADPpPPmpvdOBRwySB0Qql9La?dl=0>, and complete event details may be found at <https://www.regattanetwork.com/event/21100>.



Photos courtesy of Christopher Howell

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Your 2021 J/22 World Champion: Jeff Progelhof

The 2021 J/22 World Championship, hosted by the Corpus Christi Yacht Club, concluded July 23, but even after a couple of weeks, the journey and result continue to amaze me.

Last year, my wife Erin and I looked forward to having more available time to get back on the regatta circuit. We noticed that the J/22 Southwest Circuit was reinvigorating with younger folks, including several we had met through the Texas Sailing Association Youth Circuit. We decided to buy a boat, and Doug Weekly sold us hull #24 in January. The boat was in great shape, but several repairs and upgrades were needed, including replacing the V-Berth and handrails. We purchased a new North main and jib and a Draheim Performance Sailing spinnaker and made the first Southwest Circuit regatta at Shreveport.

With Eric Hemker and my daughter Hanna, we won the first regatta of the year.

Encouraged by the result, we started to put a Worlds team together. Kenny Wolfe, who sailed with me on my former J/22, and Rod Favela agreed to team up for the Worlds. Both are outstanding sailors and have numerous National Championships between them. Rod and his wife Gisella run Vela Sailing Supply. They helped us modify the traveler cleating, add a Speed Puck, replace the original spinnaker pole and replace the standing rigging lower turnbuckles. We raced in two more regattas and practiced at Rush Creek Yacht Club (RCYC) with our tuning partners - Bill Draheim's team of Mike Brown, Mary Anne Hopper and Stewart Draheim.

Two weeks before the Worlds, Kenny injured himself riding an electric-powered foiling board and thought he had broken his ribs. He called me on July 8 stating there is no way he could sail. We were fortunate that three-time Olympic Medalist and J/22 World Champion Paul Foerster was available to help out in a pinch and join the team. Rod moved from the bow to the middle, and Paul took on the foredeck responsibilities.

During the two days of pre-regatta practice, Paul worked with us to sail the boat very flat and not let the bow drop, even as we were going through the waves. In the flat spots, we were trimmed hard, sometimes backing the scallops of the jib luff like a Sunfish, but then only dropping the bow to where the inside telltale was slightly up. If the traveler went down, the jib was eased (or burped) a bit also. Rod sat with his feet inside the boat to better work the jib, but we all hiked as hard as possible. Downwind, we worked on sailing with a lot of windward heel, which allowed us to sail deeper but maintain our speed.

We tried to start toward the middle of the line, leveraging the sag, with maybe a lean toward one side or the other if it was favored or we liked that side of the racecourse. We realized a couple of boats might come off one side or the other at the start, but knew that clear air would be critical for our upwind speed.

Paul grew up in Corpus, but had not sailed there much in the past 20 years. One thing he recalled was that the wind always wanted to come back to the seabreeze heading. Because of a front that moved in from the north early in the week, winds were lighter than expected Monday, Tuesday and Wednesday. We looked for the better breeze and measured how far “left or right” of the seabreeze heading it was. There were numerous times during the week where the wind was right off the seabreeze heading, and we would pass packs of boats working the left side in the gradual left shift back to center.



Photo courtesy of Christopher Howell

We were not flawless. We carried the spinnaker partially upwind for about a minute on the last day. I stumbled numerous times during tacks. We broke the mast bail for the vang at the start of a race. But we did our best to minimize those mistakes. When we were in difficult spots, we would talk through what we needed to do or improve after the racing.

During the week, Paul created a chart of our rig tension setting to note how many turns it would take to get to the proper tension gauge settings for the different wind speeds. He would set the rig where he thought it would be. We would sail before the start of each race and talk about the slack in the leeward upper shroud, sight up the mast for deflection at the

spreaders, and how the waves might cause us to be a bit tighter than normal. By the big winds on Friday, we knew where we needed the rig settings and did not worry about that aspect. Sailing clean and fast, we finished Friday with a 2,4 to wrap up a three-point victory, just ahead of Travis Odenbach and Mike Marshall.

Thanks to Brad Stokes, Mark Foster and the entire Corpus Christi Yacht Club team who hosted an excellent regatta. It is great being back in the Class. Seeing the Class get younger encourages us, and we look forward to seeing everyone at the Midwinters at Lakewood Yacht Club in Houston, March of 2022.

Photo courtesy of Christopher Howell





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WORLDS PERSPECTIVE

from JD Dunne, Wayzata Yacht Club

Four teams from Wayzata Yacht Club in Minnesota made the 1,400-mile journey to Corpus Christi Yacht Club to compete in the 2021 J/22 World Championship. They were Team 486 (Schmid, Miller, Dunne), Team 881 (Zupon, Frost, Connell), Team 1318 (Taken-Holtze, Hames, Ahlquist) and Team 1510 (Thompson, Hansen, Carlson). Eleven veterans of the WYC J/22 fleet and one new guy (me), so guess who gets to write a recap?

While the WYC community and Minnesota may be relatively new to me, the J/22 is not. My family had one in the '90s-'00s. I've been racing this boat with my dad for longer than I can remember. One memory that sticks with me is traveling up to Cleveland to watch my dad compete in the 1999 J/22 Worlds. I had never seen that many boats on a starting line before; had never seen racing that tight before. I remember thinking how cool it would be to compete in a world event someday.



Photos courtesy of Christopher Howell

Fast forward 22 years, and now it's my turn. While the fleet in 2021 may be smaller (something about COVID and that other 22' J/Boat on the block), the competition is nothing short of world-class. The list of entrants in this regatta was a venerable 'who's who' of one-design sailing: multiple World and North American Champions, Olympic medalists, full-time rock-stars and crafty veterans who I remember from the circuit regattas when I was a kid.

The WYC teams were right there with them the entire way. A true testament to the world-class racing we get to experience at WYC. Three of the teams posted top-10 finishes. Team 1318 smoked the start and led the first two legs of race #5 on their way to a WYC-best fourth-place finish. Team 881 threw down some masterful starts and incredible legs in



the lighter conditions early in the week. I had a prime-time view of Team 1510 connecting the shifts and turning a three-boat-length lead over us into a 20+ boat-length lead on the last (and windiest) day. And Team 486 had an incredible downwind battle with past World Champion Mike Marshall and edged him out at the end for a top-five finish. All four teams competed hard in the windy, hot, choppy and salty conditions Corpus Christi Bay is famous for.

The event certainly lived up to my expectations – I had a great time competing against some of the best J/22 sailors in the world. I'm also incredibly grateful to be part of the WYC community that is so committed to racing and keeping a strong, healthy and competitive fleet going. In case you were wondering, WYC was the most represented club outside of Texas at this World event. A lot to be proud of.



Photos courtesy of Christopher Howell

FOR THE LOVE OF REGATTAS

By Quantum Sails' Alan Woodyard

Best of Times or Worst of Times... It's Still a Regatta!

To us racing sailors, regattas are the culmination of our sport. They're the reason we endure over the years all manner of conditions both on and off the boat. And no matter the class of boat, a World Championship is as big as they get. After these events, we all hear the rundowns from the top dogs about what worked for them and how they pulled off their respective podium finish. These are great lessons to learn, and the best way to learn them is by getting out there and mixing it up with the champions, pros and Olympians in ways that aren't even options in most other sports.

This year's J/22 World Championship was my first Worlds, and our team's expectations were slightly lower than the podium. My skipper, Phil Davis, had recently purchased a boat after realizing that his time in the J/22 fleet a couple decades ago held some of his fondest competitive sailing memories. We were aiming for small victories rather than large

ones: a good start, good crew work, sensible tactics and other brief moments of glory in a talent-stacked fleet of J/22 pros, experts and diehards. I have sailed most of the J/22 Southwest Circuit over the past four years and can attest that, even in a regional circuit, the depth of knowledge and skill is immense in the J/22 Class, which has a strong history in Texas and across the Gulf Coast. To round out our crew, we were joined by Travis Grahmann, an avid weeknight racer from Canyon Lake, TX, who is new to the J/22 Class. The three of us spent about a dozen hours sailing together on the boat before we splashed her for Worlds, tuned the rig and headed out for the practice day.

We established our strategy before the start and immediately began making adjustments after a second row stall-out in a crowd. No worries, it was a practice race, right? Well, we were just getting started with our eventful week. While experimenting with a number of adjustments, we could not get our boat dialed into a mode that would allow us to point. Our forestay length was a likely culprit but we did not have a spare nor did we have enough adjustment remaining in the existing stay to allow us to experiment in the way we wanted to. As the real racing began, we stuck to our plan of little victories.

We had our best start in race four, but the day was cut short by a collision with a port-tack boat that was unable to free a jib sheet override fast enough for the helmsperson to



turn down and avoid us. We limped back to the dock with a big two-foot shark bite hole in our gunwale aft of our port chainplates. During the collision, we also tangled rigs with the boat and were concerned about our spreaders. We inspected the damage, shot the hole in the hull full of expanding foam, and installed a fine patch of Gorilla tape that lasted the rest of the regatta. We proceeded to struggle upwind and make our gains downwind until the last race of the regatta in classic Corpus Christi Bay sporty conditions where we had some shifting in the rig that prompted our decision to retire from the race and call it a week.

Overall, our regatta might sound like a disaster, but I can assure you that we had a great time, learned a lot and will be back in the fleet figuring out the marginal adjustments and gains we can make on the long road to Class mastery in the venerable J/22 fleet. Our regatta was one of perseverance, frustration, education and understanding, and sometimes all you can do is laugh it off, rub some dirt on it and “run what ya brung,” as they say in amateur motorsports. We finished the regatta in 36th place, with two races scored in letters rather than numbers, but the regatta was a success when valued in education, dealing with adversity, the strong camaraderie in the fleet and the impeccable sportsmanship that we saw and participated in throughout the week.

We congratulate Jeff Progelhof with crew Rod Favela and Paul Foerster on his convincing win and Travis Odenbach with crew Kris Werner and Justin Damore on his consistency

throughout the week leading up to his second-place finish. We also congratulate and thank every other boat in the fleet for showing up, competing at whatever level they found themselves, and pushing all of us to improve and learn while stringing together a week of collective memories that will keep most of us coming back regatta after regatta and year after year.

Whether you and your crew are on the cusp of immortality or narrowly avoiding the last rung of the ladder in your next regatta, just remember that when all of us – from race committee to volunteers, sponsors and competitors – share our love for the sport in whatever way we can. The score line is just one summary of the regatta. Someone will win the regatta, someone will win the party, someone will win the race to the crane or ramp, and sometimes the win is just showing up, mixing it up and accumulating a few tales that may become exaggerated over the years. So keep your expectations realistic, do what you can with what you have (crew, boat, sails, etc.), strive for YOUR success, and in your end-of-regatta debrief, make your plan for how the next one will be your best regatta yet!

Whether you are just starting out in your one-design Class/handicap fleet or if you’re ready to make that run at the Worlds/NOODs/Race Week that you’ve had your heart set on, Quantum Sails has a sail consultant or Class expert who can help you achieve your goals. So let’s go #ToTheNextChallenge!

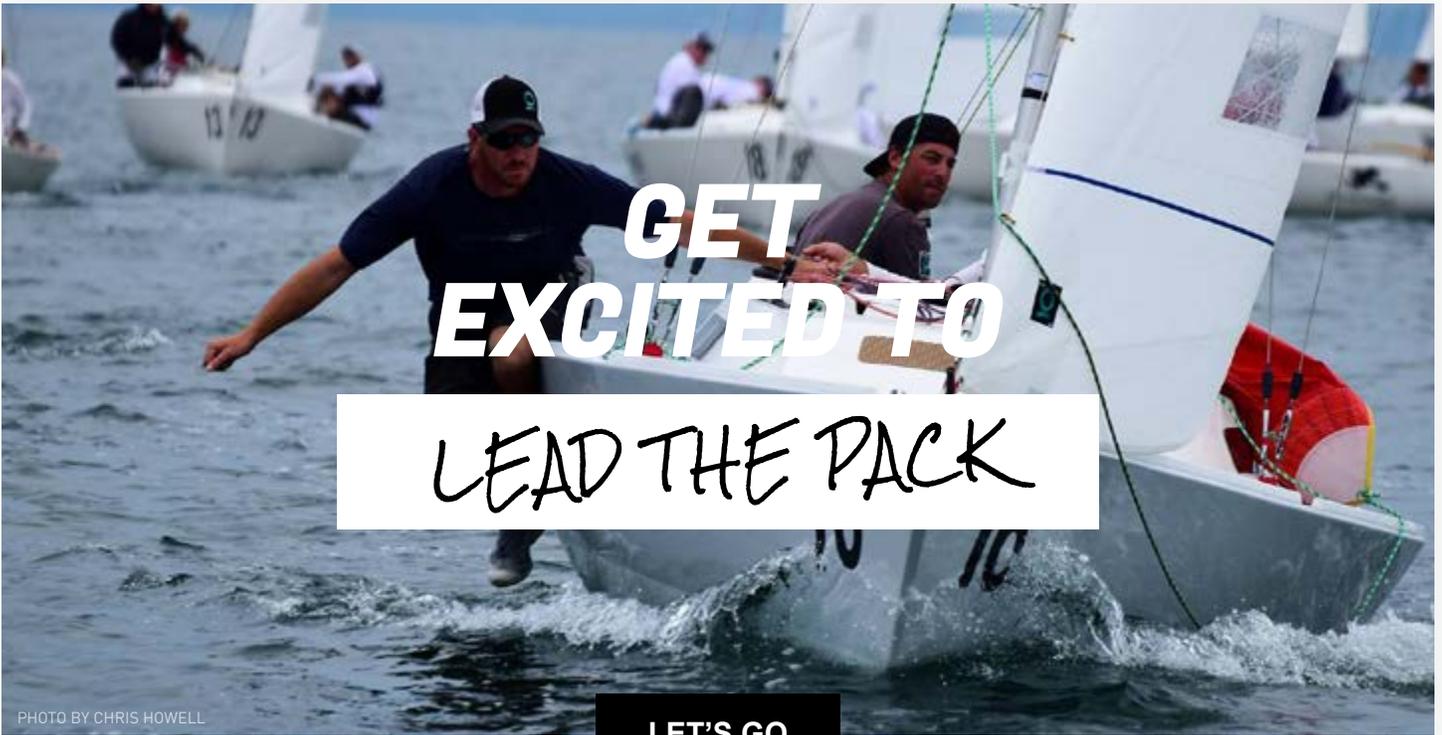


PHOTO BY CHRIS HOWELL

LET'S GO

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SOUTH AFRICA

J/22 Association Update



J/22 sailing activities have continued to be severely affected by COVID-19 with the government restrictions in place dependant on the infection levels. Several scheduled regattas have had to be cancelled or postponed and rescheduled in the hopes that they can happen. Major frustrations for sailors and organizers! A sad consequence was the SA entry in the 2021 Worlds were not able to travel.

But the long weekend of 7-9th August saw the J/22 Northern Region Provincials on the Vaal Dam, Gauteng hosted by Deneysville Aquatic Club (DAC)—one of the biggest J/22 hubs in SA. Despite the winter temperatures (mild for many of you), traditionally winds are good and sailing is definitely competitive in a strong fleet.

Monthly MOD (Middle of the Dam) on the Vaal continues to attract the J/22s as part of multi-fleet racing with a windward/leeward course.

J/22 Nationals (rescheduled due to COVID) will happen in September incorporated in a major calendar event Keelboat week.



WORLDS 2022 – JULY 3-8

Despite COVID still being an international challenge, the planning for 2022 is well underway. Durban, on the Natal coast of SA, is the venue of choice providing the infrastructure and support system we were able to give at the very successful Worlds in 2007. The J/22 website (<https://www.j22.co.za/home/>) has been revamped and going forward will have posts as to what plans have

been put in place and all information for international competitors to make their plans. With the SA exchange rate, what we can offer is an amazing sailing venue with competitive, well-organized racing, SA hospitality and the added extras of seeing the “African Charm” of wildlife and countryside. It’s a tremendous package deal doing what you love—sailing!

Looking forward to welcoming our international entries.



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Report from J/22 GERMAN OPEN in Travemuender 2021

The 132nd Travemuender Week started with the first races on a Saturday. A moderate breeze from the east pushed a wave into the Bay of Lübeck, which just built up steeply on the near-shore course. In the end, there were three races on the list, which made the Race Committee around Anderl Denecke look very happy in the evening.

“Those were great conditions today. If there was breakage, it was due to the material and not the wind conditions. We can be very satisfied with this first day. We managed the full planned programme,” said Denecke. Together with DSV President Mona Küppers, Anderl Denecke got a first-hand impression of the course. For the further course on Sunday, a close observation of the weather was necessary, because the weather situation became unstable.

Only a small field of J/22s came to the German Open in Travemuender this year. “This year is going differently than planned, but that is true for many other Classes as well,” reports Thomas Lösch, the Treasurer of the J/22 Class and TW leader after the first day. In the coming years, he hopes for an upswing again, “This time it was probably difficult for many teams with the holiday planning. But in two years we would like to come to TW with at least 25 boats, with participants from France, the Netherlands, the USA, Canada and the Cayman Islands.” The reason is the World Championship, which has just been awarded to Travemuender for 2023.

Despite the changeable conditions on Sunday 25.07.2021, the crews were satisfied that Race

Officer Uwe Wenzel allowed one more race to be sailed. “On Saturday, it was world class conditions. Sunday with less wind, it was also good.”

The heavy rain had just cleared, the sun broke through the clouds, but the next rumble of thunder was already rolling in as the J/22s strode to their award ceremony at the 132nd Travemuender Week. It was the typical day scenario of the third regatta day, which was characterized by weather extremes that did not allow any races.

Without another race of the day, the team around Thomas Lösch was allowed to pick up the victory trophy of the J/22. “It’s nice to be first, of course. But it would have been even nicer to go out on the water. After all, that is why we are here.”



“But the first day compensates for a lot. There we had great races with a Travemuender typical Baltic wave,” said Lösch before heading home to Duisburg. After the season highlight of the Class at the Travemuender Week, he hopes that regattas can still be held in Hamburg and Duisburg.



WORLD CHAMPIONSHIPS

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July 2022

Technical Committee Report



By Ron Harris, International Technical Committee Chair

Since the new J/22 Class Rules were introduced in March of this year, we have received a number of comments and suggestions. With those in mind, we have submitted the following minor proposed Rule changes to World Sailing (the changes are highlighted in **bold** and are really just clarifications):

1.1.1 A **HULL, RIGGING AND SAILS** SHALL ONLY BE MEASURED BY A **MEASURER** RECOGNIZED BY THE **ICA**.

1.1.2 A **MEASURER** SHALL NOT MEASURE A **HULL, RIGGING OR SAILS**, BUILT BY HIMSELF OR IN WHICH HE IS AN INTERESTED PARTY OR HAS A FINANCIAL INVOLVEMENT.

1.1.3 A YACHT SHALL NOT BE RECOGNIZED AS A J/22 UNTIL ITS OFFICIAL MEASUREMENT CERTIFICATE IS REGISTERED WITH THE **ICA**.

1.1.4 WEIGHT

(a) **Boat weight** shall be a minimum of 857kg. Boats shall be weighed dry, including only the following items (all dry):

- (i) one set of jib **sheets** and jib cars with blocks
- (ii) one set of spinnaker **sheets** with permanently affixed blocks
- (iii) one mainsheet and associated blocks and attachments
- (iv) rudder and tiller assembly
- (v) **mast** and standard **mast** fittings
- (vi) **boom**
- (vii) **spinnaker pole**
- (viii) all running and **standing rigging**
- (ix) cabin floorboard
- (x) cabin step
- (xi) all required hatch and inspection port covers
- (xii) compass
- (xiii) and may include the following permanently installed optional equipment:

- a. **corrector weights**, if required to meet minimum weight
- b. bow and stern pulpits
- c. stanchions and lifelines
- d. running lights (without battery)
- e. permanently-installed items such as:
 - i. foot blocks
 - ii. spinnaker launch bags
 - iii. diagonal tube above spinnaker launch bag
 - iv. outboard motor brackets or bracket flanges.
 - v. instruments allowed in C.5.2 (a) (i) to (v)

1.1.5 FITTINGS – MANDATORY

- (a) FOR USE WHILE RACING.
 - (i) Two **jib sheet** tracks, each not less than 305mm or more than 610mm in length and located as indicated on the deck plan shown in Section H.1 Plan E. Additional location holes may be drilled into these tracks for positioning the **jib** cars.
 - (ii) Two **jib** cars with turning blocks may be used at any time to trim the **jib**. Turning block size is optional and blocks may ratchet.

- (iii) One **mainsail** traveller track, positioned as indicated on the deck plan shown in Section H.1 Plan E.
- (iv) Two winches positioned on the aft end of the cabin house on either side of the main hatch positioned as indicated on the deck plan shown in Section H.1 Plan E, and with a drum diameter not exceeding 70mm. The winches may be placed on flat or wedged risers not exceeding 30mm in height.
- (v) The vertical companionway hatch board shall originally be supplied by a licensed builder but may be replaced by one of the same design and material from any source.
- (vi) A sea hood forward of the main hatch as indicated on the deck plan shown in Section H.1 Plan E. The sea hood may include cleats and/or blocks for the **spinnaker pole** topping lift, **spinnaker pole** downhaul, boom vang, and main, jib and spinnaker **halyards**. The cleats may be horn cleats or standard cam cleats.
- (b) NOT FOR USE WHILE RACING.
 - (i) One bow and two stern docking horn cleats as indicated on the deck plan shown in Section H.1 Plan E.

- (ii) Two bow chocks as indicated on the deck plan shown in Section H.1 Plan E.
- (iii) A cabin floorboard which may be made from plywood, extruded plastic or any non-exotic laminate, and which must be at least 12mm in thickness
- (iv) Two forward v-berth bin covers of plywood or plastic construction and which must be at least 6mm in thickness.
- (v) At least two water-tight cabin inspection ports, one aft on the vertical forward face of the bulkhead at the forward end of the cockpit air tank, and the other horizontal in the top of the v-berth air tank, with removable covers.
- (vi) At least one water-tight inspection port on the aft part of the cockpit air tank, near the transom, with removable cover.
- (vii) One hatch or other covering to enclose the forepeak.
- (viii) Two cabin seats, of either wood or moulded fibreglass construction.
- (ix) One step to enter cabin between the two cabin seats.
- (x) One main hatch covering of plexiglass or similar product.

1.1.6 RUNNING RIGGING

- (a) FOR USE WHILE RACING - MANDATORY
 - (i) The **mainsail sheet** shall be led between blocks attached to the boom and blocks and a cleat attached to the traveller car and/or a stationary block/cleat attached to a pedestal attached to the center of the traveller bar, with purchase of not more than 4:1. Configuration is optional.
 - (ii) The **mainsail sheet** traveller control shall have no more than 2:1 purchase. Locations of turning blocks and cleats are optional.
 - (iii) The **mainsail outhaul** shall be internal in the **boom spar**.
 - (iv) The kicking strap (vang), which may include blocks, line, shackles, and cleats in any configuration, shall be led from a fitting on the **mast spar** to a fitting on the **boom spar**, and shall not exceed purchase of 8:1. It may also lead to a cleat, or cleats, on the deck or the sea hood.
 - (v) The **mainsail** Cunningham control shall be led from a cringle on the **luff** of the **mainsail** to a fitting below it on the **mast spar**, and shall not exceed purchase of 6:1. It may also lead to a cleat, or cleats, on the **mast**, deck or sea hood.

1.1 Weights

1.1.1 BUILDER WEIGHT (ASSEMBLED HULL)

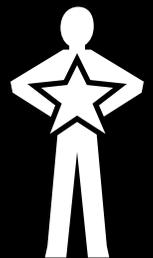
(a) The weight of the **hull** including **keel**, rudder and tiller with all of the hull's specified mouldings, structures and fixed components shall not be less than 770 kg, nor more than 815 kg.

(b) The Licensed Builder shall weigh the **keel** and **hull** as described in (a) above and record the weight in the appropriate place on **Measurement Form Part B**.

(c) **Corrector weights**, if required, shall be lead or iron ingots installed in the same way as described in C.6.2, and permanently attached with bolts, permanent adhesive, or fibreglass and resin. **Corrector weights** shall not be removed or altered.



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2022

**2022 J/22 World Championship
at Point Yacht Club**

Jul 3 – Jul 8

**2022 J/22 North American
Championship at Tawas Bay
Yacht Club**

Sep 13 – Sep 17

2023

**2023 J/22 World Championship
at Travemünder Week**

Jul 21 – Jul 30

**2023 J/22 North American
Championship at CORK**

EXACT DATES TO BE ANNOUNCED



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

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Richard “Boo” Heausler • New Orleans, LA

Dennis Prancing • Saginaw, MI

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

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Christopher Doyle
Kenmore, NY

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New York, NY

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Gaines, MI

**Frank & Nancy
McGowan**
Philadelphia, PA

Mark Sexton
West Yarmouth, MA

Drew Devitt
Media, PA

Robert Molter
Charlevoix, MI

Vic Snyder
Niagara Fall, NY