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1,5,7,8,10
2003 Worlds

1,2,3,4,6,7,8,9,10
2003 Rolex Women's Champs

1,2,3
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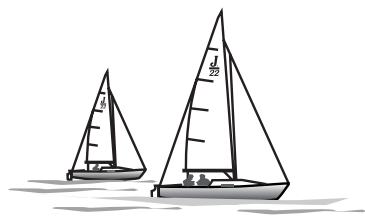
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United States J/22 Class Association

Nixon Controls Competition at Midwinter Championship

Scott Nixon of Annapolis, MD dominated the 2004 Legg Mason J/22 Midwinter Championship with a 27-point victory over his closest competition. Held from February 12-15 at Southern Yacht Club in New Orleans, 69 boats traveled from across North America to participate in this annual event. The regatta became a two-day event when the final day of racing was cancelled due to high winds.

“Getting a clear lane and putting the bow down when you were ahead was the key to our performance,” Nixon revealed. He and his team won the event with 8.8 points, after finishing in second place at the 2003 Midwinters. This year, Nixon didn’t allow any of the other competitors within reach. “We sailed for four days straight before the event started and were ready to go by race 1,” he said. With scores of 3, 1.8 (average), 1, 1 and 2, Nixon and his team won the regatta easily over second place finisher Rob Johnston (35 points) and Kenny Wolfe (third place with 37 points).

The foredeck position on Nixon’s boat saw three different faces over the weekend. Rossi Meliv did the bow for the first race but was injured in a pre-start collision with another boat at the beginning of race 2. He had to be taken to the hospital so Nixon sailed with Steve Cox from New York in the third race. “Steve did bow for Peter Hale and was kind enough to offer his services after the incident,” Nixon explained. “Thanks to Peter for his great sportsmanship and helping out with his crew. Steve did a great job, and we won race 3 with him.” Three-time All American Marcus Eagan worked the foredeck on USA1464 for the rest of the series. “Marcus is a New Orleans local and a College of Charleston grad, and was key to our success,” noted Nixon. Mike Wolfs from Toronto did the middle; he is currently sailing with Ross McDonald in the Star class and looking for the Canadian birth to Athens.

Complete results can be found at www.j22fleet46.org/midwinters. The U.S. J/22 Class Association offers its appreciation to Peter Gambel, Dwight LeBlanc and Southern Yacht Club for again hosting a fabulous regatta!



Scott Nixon (second from right) and crew accept their awards for winning the 2004 Legg Mason J/22 Midwinter Championship.

Twenty Years of One Design Excellence

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Letter from the President

The 2004 Legg Mason Midwinter Championship has ended. Another very successful event hosted by our friends in New Orleans at Southern Yacht Club. The racing season will quickly be in full swing nationwide. If you were not able to get to New Orleans this year, you missed thrilling starts, close finishes and brilliant mark roundings by some of the best sailors in the United States. There was a lot of excitement from the competitors! Some were there to shake off the brutal cold of the northeast; some there to start getting ready for the World Championship in Annapolis this May. Either way, it was still a rocking great event. Thanks and kudos to Lake Pontchartrain Fleet 46.

Now some of you may be wondering, "Who is this guy we voted on for our Class president?" Well, I am simply a sailor/racer that has been a member of this Class since 1989—back when Galen used to produce one big, honkin' J/22 Yearbook. This yearbook was somewhat of a reference book for me when I was trying to find a good basic racing sailboat that wouldn't cost me a fortune to get into and one that I could maintain. Before getting into the J/22, I raced PHRF with some of my friends at Jackson Yacht Club. One weekend, I was racing aboard a Capri 25, Kamikazee, in our local Hospitality Regatta. I sailed with a very colorful crew back then. In this regatta, another boat from Tennessee showed up. It was beautiful; named In Cahoots. By the sail insignia, I could tell it was a J/22. I asked our skipper George to sail near it so I could get a closer look. George said, "That's an *?/# expensive boat, Joseph." "Really?" I said. As we got closer, I looked into the cockpit and saw this noodle swamp of lines. "Looks complicated too," I added. As I recall, I spent the rest of the regatta watching that boat sail with a genoa and hauling tail (not always in the most favorable direction, but very fast). That was the day I knew I wanted a boat like that.

At the time, I had another type of boat—a Capri hull called a Victory 21. I always struggled with trying to figure out the best tune and how to sail it. Essentially there was no data on the boat, no reference material, no one to talk to, and I was getting frustrated. So one weekend I'm in Mobile at the famous Dauphin Island Race, and I look up the local J dealer in Fairhope. I talked to him about J/24s and J/22s, and he gave me a little advice, "The J/22 has been easier to get crew for; the 24 is bigger, heavier and requires a bunch of folks to sail in a breeze." Then he handed me the 1987 J/22 Yearbook. It was like I was eight years old, and I had just received the Sears Christmas catalog! I was circling and highlighting stuff all through it. That book sold me, and I still have it.

Every year, I looked forward to receiving that book. Reading the fleet and regatta reports from all over the United States from cover to cover, sometimes even losing the cover. The things that made that book so great were articles written by some of you—technical tips, regatta reports and fleet news. I hope we can continue the tradition of having an effective newsletter, like we did in years past. Though the Yearbook is long since gone, it still was very useful in attracting at least one person to this Class, and I'm sure there are others too. I would encourage you to pass around your Inside Line to your crew, your friends and your yacht club. Maybe someone else will get the bug, and we'll add another boat to the starting line.

So who am I? I am just a local lake sailor who loves this Class. I've served on the U.S. board for about three years, participated in many of the Worlds events including the unofficial first Worlds in New Orleans. I was at the North Americans in Dallas when an "unsinkable" J/22 sank (now I know why you keep those ports closed). Racing wise, I'm no Fisher or Flynn, though I've asked both enough questions over the years that something should have stuck. I live in Mississippi and race mostly on Barnett Reservoir. No we don't race down the river... too much current. Our fleet, Fleet 63, began back in 1992, and since then, we have grown to 14 hulls. We race every Sunday afternoon around 2:00 or 2:30 except when Christmas falls on a Sunday. So if you're in the neighborhood, stop by and catch a ride with us. I have made a lot of friends in this Class, and I expect to make many more. I look forward to getting around and seeing some of you at regattas.

Fair Winds,
Joe Gibbs
U.S. Class President

Big Fleet Racing from Start

An Interview

At the 2003 Rolex International Women's Keelboat Championship, a couple of regulars on the starting line had to keep their distance from the competitors. Scott Nixon and Greg Fisher were only spectators for this regatta, but both were on powerboats for every race, observing the action and offering their expertise to those who asked. Undoubtedly, watching the races as a spectator provides a unique perspective, so we thought we'd probe these two championship sailors for some insight on how to improve on boat speed, starting strategy, pre-race preparations and even some advice on putting a team together for the next major regatta.



Inside Line:

With 60+ boats on the starting line, what did you observe about the competitors' starting strategies (starting at the boat vs. the pin, etc.)?

Greg Fisher:

At the Rolex, the breeze was usually fairly steady, and the lines were basically square. You could actually look up the course to see the breeze as it moved down one side of the course, so ideally competitors should start closer to that end to try to get into the new breeze quickly. The stronger starters tended to approach the start closer to the favored end, but definitely not right at the pin or boat. It's best to line up where there's much less traffic. There's no need to put yourself in a risky position where it's difficult to get off a clean start. Try to create a nice hole to leeward that will give opportunity to start accelerating well before the gun. Leave a runway to develop speed. Being at top speed is much more important to a successful start than being close to the favored end (as long as the line is not wildly skewed—more than 25 degrees).

Scott Nixon:

With the large fleet at the 2003 Rolex, I noticed a lot of different starting strategies. For the most part, the fleet got off very clean. I was surprised by a lot of the really strong teams being too aggressive, and was shocked that most of the mid-fleet teams were very passive on the starting line. The really good teams that had super boat speed and tremendous boat handling pushed the line way too hard in the big fleet. When you have confidence in your speed, you should try to have clean, safe starts about a third of the way down from the favored end. This way you can round in the top part of the fleet and slowly pass boats and work your way to the top. You don't have to win the regatta on the starting line. A lot of the mid-fleet teams seemed to not be very aggressive at all and were well off the line at the gun. It is important to get really good line sites on the starting line when the lines are as big as they were at this event. This way, even if you are at the unfavored end, you will be in the front row and have clean air. It's important to start near the favored end but watch the laylines to the boat and the pin end. A few teams were boxed out at the weather end of the line when the breeze was up and the boat end was favored. Setting up a bit earlier and getting inside the layline will help make sure you don't get squeezed out. Also, remember to keep your VHF radio on at all times. A few teams were called over on the radio and never came back! Also, leaving the radio on will help if the RC decides to make a change. Race Committees now are very good at keeping competitors aware of what is going on via the radio.

to Finish

with Greg Fisher and Scott Nixon



Inside Line:

Many of the races were sailed in moderate or heavy breeze. How can the skipper and crew best de-power the boat in those conditions?

Greg Fisher:

The J/22 is much less demanding to steer and much faster when the boat is sailed flat. Obviously this is much easier said than done, but close to flat upwind should be a goal. Let's start at the front of the boat and move aft. The jib halyard should be tight enough that the luff of the jib is nearly smooth with no scallops. It's very helpful to play the jib sheet by easing the sheet in the puffs (and then right back in after the boat is re-balanced!). Be conscious of not over-trimming the jib (and closing the slot between the main and jib) as this can be nearly as overpowering as over-trimming the main. The top batten should be angled out from parallel to centerline about 15 degrees at normal trim. Moving the jib leads aft an inch and a half is helpful when overpowered. I usually have my jib trimmer face inboard so he/she can always see the jib and play the sheet efficiently. In choppy, breezy conditions, having the entire crew move aft is helpful as well. Rarely will the foredeck crew be within 10" of the shroud even in flat water. The outhaul should be pulled tight enough that the bottom of the main is flat, and the shelf foot is closed. The cunningham is a control feature that often is undertrimmed in heavier air. When the boat is overpowered, it's better to have the cunningham too tight than too loose (the opposite is true in light air). In big breeze, the

luff, as on the jib, should be smooth. Be very conscious of your rig tension. If it's too loose, all the other controls are essentially irrelevant. Of course, the rig tension is set based on the conditions—wind, waves, etc., but as we have written in the past, the leeward/upper shroud should barely have slack, and for the lower shroud, just allow a slight amount of leeward sag (1/4-1/2") at the spreaders. The vang should be very tight in heavy air, which allows the skipper to play the main sheet much more easily, and maintain a balanced helm. If the main develops a solid luff (like a flag), this is an indicator that something is very wrong with either the rig tension, the cunningham or the backstay (or it's survival time, and the dock looks pretty inviting!). But seriously, a solid main-sail flogging is not fast. This creates drag and throws the boat out of balance. The backstay should be tight enough so that the top of the main is flat. I suggest pulling it on until diagonal wrinkles develop in the upper 1/4 and then easing it back off until they just barely disappear.

Scott Nixon:

A lot of the Rolex saw good breeze in the 15-20 knot range. This is when the J/22 is a blast to sail. De-powering is very important, especially if your team is under max crew weight. Remember to keep everyone on the rail as long as possible and hike hard! Make sure you take your shrouds to the proper setting for the wind velocity. If in doubt, set the rig at the lighter setting, especially in the Annapolis chop. The main halyard should be at full hoist, add some cunningham as well as some outhaul to flatten the mainsail. Add a fair amount of backstay to bend the rig and help flatten the main as well. The key to keeping the boat on its feet is the vang. Have one person play the vang upwind. As the puff hits, tighten the vang to open the upper leech and spill excess breeze. As the boat slows down and needs power, ease the vang to get it back up to speed. With the jib, make sure the luff of the sail is nice and smooth with firm tension (no wrinkles). Start to move the jib leads aft to open the top third of this sail. The key to keeping the boat under control in the really big windblast is to keep easing the jib sheet. As the big puff hits, dump the jib sheet a few inches to gain control. As you get it rolling again, slowly trim the jib back in a few inches with the winch handle. Never cleat the jib upwind. The vang and the jib sheet are the keys to great boat speed as the breeze comes up.

(Continued on page 7)

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Inside Line:

What is your assessment of the race management at the Rolex?

Greg Fisher:

The race committee work at the Rolex was, as expected, superb. Even with such a large fleet, the lines were always very square, even in the very challenging conditions. The length of the weather legs was always appropriate. They also made some very sage decisions when the conditions got rough as to when to send the fleet (and the spectator boats!) in. I am sure we'll witness the same excellent race management from Annapolis Yacht Club at the World Championship in May. Don't miss it!

Scott Nixon:

The race management at the Rolex was as good as it gets. Annapolis Yacht Club has one of the best groups I have ever seen run large events. They have run some really big events in the past few years including the Star Worlds, the Mumm 30 Worlds and the Etchells North Americans. They are proficient at running large starting lines and square courses. They do not play around on the water, so make sure you get to the racecourse an hour early to get your pre-race headings upwind and to check the current. This year's Worlds should see around 100 boats and look for AYC's RC to run awesome races. The lines are really big with these big fleets so it is important to get all your pre-race homework done early. It will take most of the sequence to sail the entire line, so get to your position near the line fairly soon.

Inside Line:

From your conversations with, and observations of, Rolex competitors, what advice would you give crews in regard to pre-race preparations?

Greg Fisher:

I noticed that a lot of people tended to allow themselves to become overwhelmed with the details and trying to make everything perfect on the boat. Sometimes, you put so much effort into continually fussing with your rig or getting every control spot on that you forget the basics of tacking, gybing and steering. Try to get out on the water well before the first race (30 minutes is usually about right) and go through a bunch of tacks; launch your spinnaker and do some gybes. Get the team warmed up and confident. If you have the opportunity to line up alongside another boat and test boat speed, that's a huge help. But never forget to develop a game plan—watch your compass, look up the course for new breeze, discuss the current and try to figure out how you'd like to approach the first weather leg. In the "heat of the battle," it's easy to take these basics for granted.

Scott Nixon:

From talking with a lot of the teams on and off the water, I found the most important thing regarding pre-race preparations was to have a plan before the start of each race. Find the favored end of the line, check the current, look upwind and see what side of the course you like. Once you have a plan, communicate the plan to the entire team so everyone knows what to work on. Sailing around with no specific set goals will not get you to the top third of a strong fleet. If your plan doesn't work out, discuss why it failed so you can learn from the mistakes and move on to the next race. With a plan, you will always have something to strive for. If you get really far behind, pick a few boats right in front of your team and try to pass them. Every small gain will help build your team's confidence so they will improve every race, and most importantly, have fun.

(Continued on page 9)



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Inside Line:

Reflect on the overall regatta—the biggest mistakes that you saw teams make, the best tactical decisions, etc.

Greg Fisher:

It's easy to lose track of your game plan in a big event like the Rolex. Even if you've worked on solid tactical preparation with compass readings, current and wind observations, it is easy to become distracted by the huge number of boats around you. Stay aware of where you'd like to be half way up the first beat. I usually assign one person on the boat the responsibility of reminding the team of our plan. Obviously, plans need to be flexible as things do change, but remembering the plan helps everyone remain focused. I also noticed some problems as boats rounded the weather mark. Here too, having a plan with what you want to accomplish on the downwind leg is key. Determine whether you will need to gybe right away. Taking into account if you were lifted or headed just before you rounded the weather mark will help you make the right tactical decisions after the rounding. And don't forget about your boat handling. Get down on your normal fast, low course as quickly as you can. Many people had trouble bearing off soon after rounding the offset, and valuable distance can be lost in a short period of time (and often a group of boats would slide low and inside within the first 100 yards). Then you're pinned and the option to gybe is eliminated. The weather mark rounding is vital to every race so make sure your team is practiced.

Scott Nixon:

The best teams stayed focused all week and did not get taken in by a lot of the distractions that go with big events. It is a long event and remaining focused all week is tough. You need to get your arousal level high enough during each race so you don't get too relaxed. The teams that ended up in the top 15 always left the dock early, practiced on the way to the course, sailed upwind and checked out the course every time. The teams that ended up in the back seemed to lose focus midweek and just went through the motions. Set a realistic goal for your team and push hard each race. The teams that want it the most will rise to the top of the fleet. The best tactical decisions I noticed were from some of the top 10 teams. They always seemed to work really hard when they got behind. By the end of the race they were back toward the front by sailing fast and smart. They also kept implementing their game plans to take advantage of the changing conditions. If the right side of the course failed them on a beat, they would remember this and make an effort to go to the gate that would get them going toward the left side of the course. Never giving up was what I really enjoyed seeing some of these teams do as they pushed their way through the fleet to the finish line.

Inside Line:

What suggestions can you give to women who are contemplating doing the Rolex in 2005 or any team that is considering competing in a major event?

Greg Fisher:

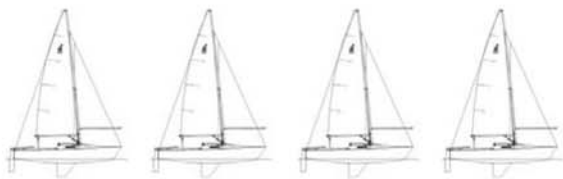
If possible, do all your boat work and details prior to any big regatta. At the regatta, you want to focus on the breeze, current, etc. and learn from the locals. Get on the water and sail the course instead of being on shore working out details with your boat. And most importantly, find a team that is a lot of fun to sail with! Great talent is beneficial, but if you don't have the right chemistry, the results will be disappointing AND it won't be much fun! And that, of course, is what it's all about!

Scott Nixon:

Anyone who is thinking about doing the 2005 Rolex or another big event should stop thinking right now. Do what the Nike ad says and "Just Do It"! Set a realistic goal and plan on learning a lot at these events with an open mind, and you will come away a better sailor. Don't get intimidated by the top sailors; everyone is out to have fun and improve their racing skills. You will learn 10 times more attending one of these big events than you would if you sailed 10 events at your local club. The big events are where you see all the new techniques, new boat set-ups, new gear and top sailors. If you come eager to learn, you can go back to your local club and pick up plenty of silver!



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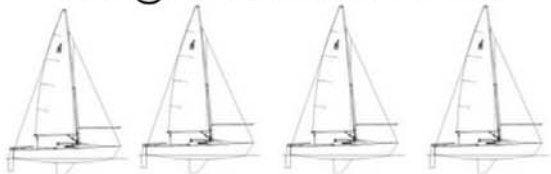
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Registration Is Open

Registration for the 2004 J/22 World Championships is now open. Please go to <http://j22.org/worlds/registration.htm> for instructions. When registering, there is a section for team biographies and/or team websites. Even if you don't have something at the time you register, add it later by re-accessing your entry. Be sure to go back and fill in your crews' names as they come available. The early entry deadline is March 15, and the closing date is May 7.

Jaguar/Land Rover of Annapolis Sign On as Title Sponsor for J/22 World Championship

It is with great enthusiasm that we announce Jaguar/Land Rover of Annapolis as the title sponsor of the J/22 World Championship in May. "To have such a prestigious group aligned with the 2004 J/22 World Championships is more than we could have hoped for," said regatta chair Ray Wulff. "When you think of this (event), you'll think Jaguar/Land Rover of Annapolis." The Worlds will be held from May 18-21 at Annapolis Yacht Club in Maryland. For the latest information, visit

<http://www.race.annapolisyac.com/j22worlds/sponsors.htm#jag>

Jobson Named Honorary Chair

Gary Jobson has been named honorary chairman of the 2004 J/22 World Championship. Jobson, 52, is a world class sailor, television commentator and author based in Annapolis. Gary covered the 2003 America's Cup in Auckland, New Zealand for ESPN and *Sailing World*. In 2004, he will cover the Yachting Olympics for NBC in Athens.

"Gary has won many championships in one design classes including the J/22 Fleet Championship in Annapolis," states on-the-water chairman Todd Hiller. "Having Gary as our honorary chair was a natural."

ISAF Approves R/C and International Jury

The ISAF has approved the submitted International Jury and Principal Race Officer. This is a team with an amazing set of credentials, and we are grateful we can have them serve. They are (in no particular order)

- Jack Cameron, ISAF international judge, Canadian gold judge
- Theodore Everingham, ISAF international judge, ISAF international umpire, U.S. senior judge
- Robert Duffy, ISAF international judge, ISAF international umpire, Bermuda senior judge
- Sandy Grosvenor, ISAF international judge, U.S. senior judge
- Andrew Wardle, chair, ISAF international judge, ISAF international umpire, Canadian gold judge
- Wayne Bretsch, PRO, U.S. Sailing national race officer, race committee chair Storm Trysail Club

Arbitration Panel

While not part of the jury, two international judges will perform this task. They will also be available should there be a requirement for a substitute on the jury. They are

- James Capron, ISAF international judge, ISAF international umpire, U.S. Sailing senior judge
- Ronald Ward, ISAF international judge, U.S. senior judge, chair of two previous J/22 World Championship juries

Members Elect New Officers for 2004



During a banquet at the Midwinter Championship, the J/22 Class held an election to usher in a new slate of officers.

The U.S. Board now consists of the following individuals:

President—Joe Gibbs

First Vice President—Chris Princing

Second Vice President—Chris Doyle

Chief Measurer—Tom Linville

Treasurer/Secretary—Peter U

U.S. Technical Committee Chair—Lars Hansen

Nominating Committee Chair—Kelson Elam

If you would like to offer comments to anyone in this group, please reference their contact information located on page three of each newsletter. Your feedback is encouraged!

The J/22 Class and its members also honored Rob Johnston, past president of the U.S. Class, with a plaque commending him for two years of service. Thank you, Rob!

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Fleet 20-Cleveland,OH

With Lake Erie iced over, many members of Fleet 20 headed south for the annual Midwinter Championship in New Orleans.

Unfortunately, the weather didn't provide the February thaw that these northerners were hoping for, but at least Cleveland was well represented on the starting line. Four local boats made the long drive south—USA1488 (Chris Howell), USA1037 (John Zelli), USA1058 (Sue McDowell) and USA650 (Keven Eiber). These teams, as well as others from Northeast Ohio, are busy performing that wintertime boat work in preparation for a summer of sailing on Lake Erie and throughout the United States. Several members of Fleet 20 are planning to participate in the Annapolis NOODS and Worlds in May, Cleveland Race Week in June, the Leukemia Cup and Youngstown Levels in July, the Tawas Bay Regatta in August and the East Coast Championship in September. Hope to see many of you on the water!

Lake Wylie Autumn Regatta

On November 15-16, the Catawba Yacht Club hosted the final regatta for the Southeastern District traveling series with the Lake Wylie Autumn Regatta. All of the competitors arrived Friday, and most of them had their sticks up before nightfall. The earliest arrivals were the two Js from the Tawas Bay Yacht Club in Michigan—Judd Lather and Jennifer Princing, who wanted to be sure to get the best campsites at the club.

After some tasty chili and hot dogs for all, John Powell from Pamlico Sailing Club graciously provided an informative tuning clinic. John was able to net out all of the details of tuning guides into some simple rules of thumb that he uses regularly to win regattas.

Saturday proved to be a challenge for the race committee. By the time the skippers' meeting ended, the wind had shifted 90 degrees from the course laid out prior to the meeting. The wind had also dropped too low for a race to start. After 45 minutes of guessing what the wind would do, the breeze finally picked up and shifted to take best advantage of the north-south orientation of the lake.

Powell used some of his own tuning tactics to win the first race of the regatta. However, he was unable to repeat that level of performance in the remaining two races for the day. Sean Clare and Treez Deeker were able to bring home the wins in those two races. Racing concluded just as the sun was setting, painting the sky many colors of orange and red. A good ending to a fine day on the lake, and a good start of fine dining on BBQ pork provided by the club.

Racing started promptly at 9:00 a.m. on Sunday, but the wind was not quite ready yet. The light wind proved difficult for many skippers who are not accustomed to lake sailing, as there were dramatic shifts that gave some skippers the edge they needed to excel. Clare won the first race of the day, followed close behind by Powell. Tom

Martin of the Catawba Yacht Club finished with a respectable third place in that trying race.

The second and third races of the day provided more wind and two new winners. Jennifer Princing won the second race with the able assistance of husband Chris. The third race resulted in a general recall after Judd Lather collided with Clare in the final seconds of the countdown; Lather went on to win that race.

As racing concluded for the day, Ron Wright, race PRO, observed that only one skipper had won more than one race—an indication that competition was stiff throughout the regatta. After the tallying was done, Clare was declared the regatta winner. He had won two races and consistently finished in the top three positions. Powell took second and Decker third.



Fleet 3-Dillon, Colorado

The 2004 sailing season for our fleet is looking to be the best and busiest ever. Fleet 3 has decided to make the Dillon Yacht Club (elevation 9,017 ft.) our home base. We will join in the DYC summer racing series as well as attend all the regularly scheduled regattas around Colorado and Wyoming. This area has seen an increase in interest in the J/22 and is now up to 15 active boats in the fleet. This is a big deal since we are not known as a sailing area. But we all hope to change that! We had three boats from Colorado at the Midwinters in New Orleans, had two boats participate in the Annapolis Rolex in 2001 and 2003, and five boats attended the World Championship in Corpus Christi, TX. This spring, we will have some boats travel to Texas for the Southwest District's spring races and hope to have a large group from Colorado at the 2005 North Americans in Oklahoma.

We invite anyone looking to beat the heat to join us this summer from August 7-8 for the Dillon Open in Dillon, CO. For information, e-mail Margot Pendleton at M_Pendleton@msn.com.

April 30-May 2

NOOD Regatta, Annapolis, MD

May 1-2

Absolute Cool Icebreaker Regatta at Wayzata YC,
Lake Minnetonka, MN (<http://www.wyc.org/j22/cool.htm>)

May 15

Spring One Design Regatta at Annapolis YC,
Annapolis, MD

May 18-21

J/22 World Championship at Annapolis YC, Annapolis, MD

May 29-30

J/22 Canadians at Oakville Yacht Squadron, Oakville, ON

June 19-20

Cleveland Race Week One-Design at Edgewater YC,
Cleveland, OH

July 24-25

Levels Regatta at Youngstown YC, Youngstown, NY

July 24-25

American Diabetes Regatta at Wayzata YC,
Lake Minnetonka, MN (<http://www.wyc.org/ada.htm>)

July 31-August 1

J/22 One-Design Regatta at Southport YC, Southport, ME

July 31-August 1

Maine Technical Source J/22 State of Maine Championship
at Harraseeket Yacht Club, South Freeport, ME

August 6-8

Buzzard's Bay Regatta at Beverly YC, Marion MA

August 7-8

Dillon Open at Dillon YC, Dillon, CO

August 21-22

Eastern Great Lakes (District 7)
Championship at Tawas Bay YC, Tawas Bay, MI

September 17-19

J/22 East Coast Championship at Annapolis YC,
Annapolis, MD

September 25-26

J/22 Northeast District Championship at the Lake George
Club, Diamond Point, NY

October 2-3

Western Great Lakes Districts at Wayzata YC,
Lake Minnetonka, MN (<http://www.wyc.org/j22/Districts.htm>)

2005 Calendar

May

North American Championship at Oklahoma City Boat Club,
Oklahoma City, OK

July 1-9

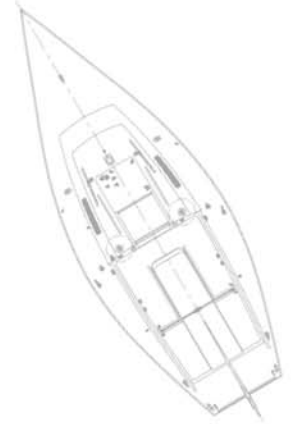
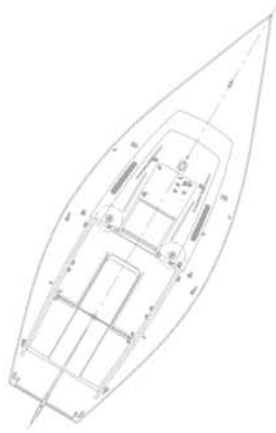
J/22 World Championship at the ISCM in Medemblik
(Netherlands)

Dates and Location Announced for 2005 World Championship

The Dutch J/22 Class Association, in cooperation with WSV Braassemmermeer and the ISCM in Medemblik, is happy to announce that the 2005 J/22 World Championship will be held July 1-9, 2005 at the ISCM in Medemblik.

After successful J/22 Worlds in the Netherlands in 1995 and in 2000, the Dutch Class is eager to continue this tradition. With 60 participating boats in 1995 and 93 boats in 2000, a new record of more than 100 J/22s are expected in 2005. Competitors are anticipated to arrive from the Cayman Islands, South Africa, the United States, Canada, France, Spain, Italy, Denmark, Germany, Belgium, the Netherlands and more.

After approval from the IJ22CA to host the event, the Dutch members voted for the Class to proceed with the preparations. It is never too early, so put this event in your calendar — the largest keelboat one design regatta of the Netherlands in 2005. A special website will be opened shortly; please follow www.j22.nl for details.



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