<u>A the insideline</u>

USA 1028

Terry Flynn Seizes J/22 Midwinter Championship

Spring 2015 • Volume 14 • Issue 2



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Newsletter Editor Julie Howell Cleveland, OH

Letter from the President

Since I live in Philadelphia, my official kick off to the sailing season is the Annapolis NOOD in May on the Chesapeake Bay. This year, after a cold and icy winter, many of us were happy to have a warm weather weekend. Friday was perfect with four races sailed in northerly breezes. Saturday, the 19 J/22s tried to complete a race, but with dying winds it was abandoned. This left Sunday for the top sailors, all within a couple of points of each other, to compete for the winning spot. With light breezes and motorboat waves that tested the patience of most of us, two races were sailed at the edge of the harbor. When my crew is sent below next to the keel, I know that the wind is extremely light. To my crew, thank you! I know it is not a great view, but it definitely makes the boat sail faster. Some of us thought that the local knowledge of the wind and currents near the shore might benefit the local sailors, but when it came down to the finish of the last race Chris Doyle from Youngtown, NY placed first. Jeffrey Todd and Brad Julian both from Fleet 19 in Annapolis were second and third. Being a NOOD regatta, there was plenty of fun off the water and a wonderful way to begin our season.

One of the high points of the NOOD though was seeing two high school boats racing against us. Two junior sailors, Jessica Bennett and Harrison Reisinger, were sailing out of SSA with their high school teammates. Mike Marshall, from North Sails, spent time along with other J/22 sailors to talk to these young sailors, giving them pointers and suggestions on how to sail keelboats. I thoroughly enjoyed seeing Jessica improve each day, and on Sunday place second and fifth right alongside some of us experienced sailors. Harrison was sailing one of the SSA club boats that was donated by my friend Bonnie Urban this winter. If your club has an extra J/22 sitting in the lot, consider loaning, chartering or selling it to your club. Entice some of your youth to jump on board to challenge some of the senior members. It's a wonderful way to grow your fleet.

For the first time this year, we are offering a J/22 Scholarship Boat Program where one scholarship recipient will have an opportunity to enjoy a fully outfitted J/22for the sailing season. We hope to continue this program again next year so look for details next spring.

This summer, there will be plenty of racing at the local level but if you are looking for a different venue with different competitors, there is a lot to choose from. Check out the full listing of calendar events at <u>http://j22.com/index.php/calendar/major-events</u>.

In July, the 2015 J/22 World Championship will be held in Travemunde, Germany. 41 boats are registered, and one of them is our own Chris Doyle. We are all wishing Chris and his crew good luck, and we will be cheering you on here in the States.

Did you hear about the raffle? All individuals who joined or renewed their US J/22 Class membership have been entered into a raffle for a \$250 Coral Reef Sailing Apparel gift certificate. Joining the J/22 Class supports one of the world's most loved keelboats!

To WARM breezes and fun sailing this summer,

Sandy Adzick, USJ22CA President

Terry Flynn Seizes 25 J/22 Midwinter Championship

Terry Flynn, with crew Mark Foster and Matt Romberg, earned the J/22 Midwinter Championship at Jackson Yacht Club in March. All nine races were completed, and the League City, Texas helmsman on *Tejas* scored a (14),3,2,5,1,3,2,3,3 for 22 points. Flynn is no stranger to J/22 Championship trophies, including the World Championship, North American Championship and Midwinter Championship. Allan Terhune's *Dazzler* came in second with 36 points, and John Dyer's *Aquavit* third with 49 points. The Championship marked the first time for the J/22 Class to hold its Midwinters at the Ridgeland, MS club. Flynn and his fellow competitors praised the first-class treatment provided by Jackson Yacht Club. The inland lake proved very tricky for the 37 teams, as Flynn confirmed, "It's very trying conditions because it's so shifty. There are just not a lot of patterns." After the opening four races on Friday, *Tejas* was in third place overall but jumped to a 10-point advantage on Saturday. "There was a little more breeze on the second day, which we were more comfortable with," Flynn explained.

"It was a little easier to see the puffs and holes, and we got off the line very well. Once we figured it out, we stuck to the same game plan."

Benz Faget tried to defend his 2014 J/22 Midwinter Championship, scoring three victories in four races on the opening day under sunny skies, temperatures around 60 and breeze between 6-8 knots. Terhune was the day's other race winner. Winds had increased by the end of race three to 12-14 knots.

Three more races were completed on day two, when Flynn notched a 1,3,2 and launched to a 10-point advantage. As the throw-out race came into effect, Flynn was able to drop a 14 from the regatta's opening race. Teams were postponed on the water during the morning hours, waiting for the breeze to settle in. When racing got underway in winds around 4 knots, Flynn took the first bullet. Dyer won the next duel as the breeze increased up to 12 knots. By the day's final battle, winds backed off to 7-9 knots, as Dyer again snagged victory.

Mike Farrington got Sunday started with a win in 8-10 knots of breeze, and David Muller's *JTT Racing* took the final race.

The top five: Terry Flynn, *Tejas*, GBCA (22 points), Allan Terhune, Jr., *Dazzler*, Annapolis YC (36), John Dyer, *Aquavit*, Wayzata YC (49), Benz Faget, *Fats*, Southern YC/New Orleans YC (52), RJ Moon, *Axe Wound*, Rochester YC (53). This event marked the highest J/22 Midwinters attendance since 2010. Photos are available on the J/22 Class Facebook page, and complete results are available at <u>www.j22mw.com</u>.



2016 J/22 Midwinter Championship

USA

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

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Inside Line: This was the first time that the J/22 Class held its Midwinter Championship at Jackson Yacht Club in Mississippi. What was your opinion of the venue onshore? And on the water?

Terry Flynn: I had been there a few times over the years, but this was the first time for an extended regatta. I don't think the Jackson Yacht Club people could have done a better job both on and off the water.

IL: Inland lake sailing brings unique challenges. What strategies did your team use to excel in those conditions?

TF: As shifty as the winds were, the biggest part of doing well was staying in the velocity. My guys did a great job of connecting the puffs and keeping us lined up for them.

IL: What roles did each of your crew play throughout the event? What did you all do to prepare?

TF: I sailed with Mark Foster and Matt Romberg. Both were actively involved in the tactics, and I try not to get too involved. They rarely ask what I think...just kidding on that. Having guys like that around you makes it so you can concentrate on driving the boat and speed. Unfortunately with their schedules, we didn't get on the water until the first day of racing.

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IL: This event saw the largest Midwinters attendance in the last five years. What would you attribute that to?

TF: I don't know, but I hope it can stay on the upward trend. Jackson was more centrally located and easy to get to from the north so that may have helped.

IL: The J/22 Board of Directors voted to suspend the crew weight limit for this event. How, if at all, do you think this change affected the regatta? Do you think the Class should do the same for other events?

TF: I don't think it really had any bearing on the finishes, and in talking to a lot of the competitors it may not have helped. I don't know how many areas still weigh in for regattas any more. We dropped this on the Southwest Circuit to help get more boats out, and I think it helped there. I think while the weight is a factor in boatspeed in the windier conditions, keeping participation up is key to growing the fleets.

IL: This year's North American Championship will be in your backyard at Houston Yacht Club. Will you have the same team competing there? Any advice for other entrants who will be sailing there for the first time?

TF: I asked Mark and Matt right after the regatta, and we should have the same team but it's a ways off so we'll see. It should be a great event. HYC has some great facilities, and Julie and Marie and the fleet volunteers are working hard to make it fun. Weather that time of year should be high 70s and the sea-breeze should be in full swing. I hope to see you here!

Catching

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with Terry Flynn

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Amateur Team from Minnesota Takes Third Place in J/22 Midwinter Championship

Held for the first time at the Jackson Yacht Club in Ridgeland, Mississippi, the J/22 Midwinter Championship was a rewarding regatta for the J/22 sailors on *Aquavit* from Minnesota. The top amateur boat at the event earned a third place trophy competing against some of the best professional sailors and seasoned veterans in the J/22 Class. Finishing first was Terry Flynn and his crew on *Tejas*. Allan Terhune's team on *Dazzler* came in second.

Interest in the amateur team started after they earned good results on the first day. The excitement around their performance built as this crew, consisting of a teacher, lawyer and marketing professional, scored a fifth and two first place finishes on the second day of the J/22 Midwinter Championship. What was the secret sauce for the success of this Wayzata Yacht Club (WYC) boat from J/22 Fleet #1?

Forming the Team

When Wayzata Yacht Club sailors were wrapping up the 2014 season and getting the boats out of the water before the lake froze, John Dyer and Holly Jo Anderson discussed going to the J/22 Midwinters. John had competed at national and international Laser regattas. However, he had never gone to a national J/22 event as a skipper and was looking for the regatta experience. When Kevin Kenny heard about the potential plan, he asked if he could join the crew. "In February we discussed the potential of going again," explains Dyer. "Having not sailed since October, we were enthusiastic about sailing. Once we all decided to go, the plans started to come together."

Choosing the Parts: Boat, Tow Vehicle and Sails

Anderson purchased J/22 #1048 in the spring of 2014. Dyer had been leasing J/22 #810 for the past couple of seasons. And, Kenny had just purchased J/22 #1311, which he had crewed on for numerous years.

"Holly's J/22 and my boat were snowed-in at a cold storage barn on a farm," explains Kenny. "Dyer's leased boat was proven to be fast and was being stored in a heated facility where we could do maintenance on it. So we got permission from the boat owner to take J/22 #810."

The team used J/22 # 810, a leased boat, because they were able to work on it when it was -20°F outside. The boat was stored in a heated warehouse during the winter.







The other challenge was the tow vehicle. With limited options, the sailors decided to use Anderson's Flex Fuel Ford Escape with a towing capacity of 3,500 lbs.

"After doing some research, it was clear that my Ford Escape was right on the border of not having enough towing capacity to make the 1,000 plus mile trip," details Anderson. "Ultimately, it worked fine. The only drawback was the need to stop every 1.5 to 2 hours to refuel."

Lars Hansen, Mike Miller, Sue VanGrevenhof and several others from J/22 Fleet #1 shared some of their regatta trials and tribulations along with tips to avoid problems. This information helped the team prepare for the event.

The sailors did quite a bit of maintenance on the boat over many weekends, including checking the trailer lights. Both the car and the trailer had faulty wiring that needed replacement. Additionally, the trailer needed new tires and a new spare.

Armed with a collection of sails, Dyer, Kenny and Anderson had to decide which sails to bring. They took a set of the best sails from two of the boats, including a new North Sails spinnaker and the recently purchased gently used 2014 main from Michael Marshall.

Anderson's Ford Escape, with a towing capacity of 3,500 lbs. Kenny wore an ankle brace during the regatta because of an injury.



The Event

"The Jackson Yacht Club was extremely organized, which made registration and getting the boat in the water very easy," explains Dyer. "Since we hadn't raced in six months and had never sailed together on the same boat, we were looking forward to the practice race. Unfortunately, we missed the practice race. So we agreed to get started extra early to practice before the first race."

"The Ross Barnett Reservoir had many similar shoreline and wind patterns to Lake Minnetonka, where our home yacht club is," explains Kenny. "We gathered compass data, reviewed the weather information, looked for the breeze and discussed the direction we planned to go as a team. We also ran the line to get a good sense of the time and distance of the line as well as the favored end."

Out of the 40 boats registered, 37 were on the line. This made the starts very competitive. Displaying bow number 37, the sailors on J/22 #810 found a hole and went for it in race one. Another boat came in to leeward just before the gun and went up hard. Boat 37 had to head up right at the start. The sailors on 810, bow number 37, didn't get the boat in the water in time for the practice race. Having not sailed together as a team, they got up early to practice before the first race.





J/22 #810 with John Dyer at helm, Kevin Kenny trimming and Holly Jo Anderson on bow. Photograph by: Christopher Howell



While not confident that they weren't over early, 37 had clean air and speed off the line.

"We were right in the mix at the top of the fleet," explains Dyer. "That gave us the confidence that we could be in the front with the pros. Thanks to Kevin's extremely good spinnaker trimming and Holly's ability to spot the breeze and call downwind tactics, we gained the lead. We were delighted when we crossed the line in first. Then we got a sixth, fourth and 15th finish in the next three races. We were pleased with the crew work and boat handling. It wasn't until we got back to the club that we discovered we were OCS in the first race. While disappointing, it helped us focus on having fun during day two. Unfortunately, our marine radio wasn't working properly, and the spare was in the hotel room. We made sure that the back-up radio was charged that night."

The race committee, food and entertainment for the 2015 J/22 Midwinters were exceptional. The facilities are top-notch, and everyone was extremely friendly. It exceeded the expectations of what a regatta experience is like for the sailors from Minnesota.

"Downwind, we steered the boat with our weight to maximize speed," explains Anderson. "Because we hadn't sailed as a team before, the jibe sets weren't as smooth as they should be. The new twing didn't get pulled on during the jibe so the pole skied. In addition, we were using old e-scow jib sheets, and the catch knots didn't hold, blowing both sheets out of their blocks. We had to grab them and put them back through the blocks. But, we recovered very quickly and picked off a few boats in the process."

Based on weather forecasts, compass readings and wind pattern observations, the crew on 37 made a decision to go right middle in the fifth race on day two. After the start, boat 37 discovered that most of the fleet went left. While knowing that it is best to stay with the fleet, the sailors had committed to the right and continued. This tactical decision, Dyer's exceptional helming and boat handling resulted in a fifth place finish for race number five. Kenny continued to document compass readings during and before each race. This data along with the team's ability to spot and stay in the breeze resulted in two bullets in races six and seven. On the last leg of the seventh race, boat 37 was very close to Tejas, helmed by Terry Flynn. The two boats got into a jibing duel. The finish was so close that the race committee had to confirm that bow 37 won the race.

Boat 37 in the lead on the downwind run to the mark. Photograph by: Christopher Howell



"On day three the starts got even more competitive," Kenny recalls. "John's driving and reaction time is extremely good. His skills at the helm combined with our information about the boats around us helped us avoid being hooked to get clean starts in the last two races. Additionally, John's mark roundings were very tight. During one of them, Holly had to pick up her feet so she didn't hit the mark."

Dyer (right) on the North Sails panel with several professional sailors on day two.



After the last race, the crew headed to the line to wait for their turn at the crane. Just after the boat got put on the trailer, the awards ceremony announcement was given. Not knowing where they finished, crew 37 discussed if they should continue to get the boat ready for the long 1,000 plus mile drive home or go to the ceremony. Anderson encouraged them to head in. Dyer and Kenny looked at the results on the board and were extremely surprised to discover they had improved to a third-place result. It was an exceptional regatta experience for this amateur team from WYC in Minnesota.

"I want to thank Lars Hansen, J/22 #865, for mentoring me and many other sailors in J/22 Fleet #1. His willingness to share his knowledge definitely advanced my sailing skills. And, Bruce Martinson's training improved my downwind racing under spinnaker," notes Dyer. "Having exceptional talent on this level and offering tips and guidance has helped J/22 Fleet #1 grow and gain competitive strength." Left to right: Kevin Kenny, Holly Jo Anderson and John Dyer accepting their third place trophies at the awards ceremony. Photograph by: Christopher Howell



"The event photographs by Christopher Howell and Facebook posts were very good. This kept everyone in J/22 Fleet #1 and WYC informed of our progress. They were cheering us on. We were getting comments on Facebook, texts and calls from our fellow Lake Minnetonka sailors. And the ride home got broken up with several congratulatory calls," continues Dyer. "We sincerely thank Jackson Yacht Club, Fleet #63 and all the race officers, judges, members, event organizers, volunteers and participants for making this an event to remember."

Lars Hansen mentoring first-year boat owner Anderson on moxxie, J/22 #1048.



2015 J/22 North American Championship



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2015 J/22 North American Championship



September 30 - October 4, 2015 Houston Yacht Club



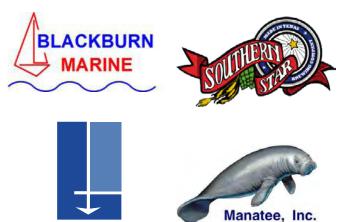


Houston Yacht Club

On upper Galveston Bay in Shoreacres, Texas, Houston Yacht Club's historic clubhouse and warm, friendly atmosphere provide a great place to have fun on and off the water. Our harbor, open to the bay, makes for quick access to the race area and has ample slips, launching, and trailer facilities. Part of an active sailing community, HYC has a proud tradition of excellence in race management and has twice been awarded the prestigious St. Petersburg Trophy. Houston Yacht Club and J/22 Fleet 6 invite you to the 2015 J/22 North American Championship, September 30-October 4.

Big Thanks to our Sponsors

Saturday night's banquet and more is sponsored with thanks to Blackburn Marine. Kick back on shore throughout the event with plenty of refreshment from Southern Star Brewing Company, official beer sponsor of the regatta. Additional generous support comes from Sparcraft America and Mantee, Inc.





Local Knowledge

Warm and breezy throughout the fall, conditions average 10-15 knots with temperatures in the upper 70's to low 80's and short chop of 1-3 feet, unless, of course a northerly front arrives.

Schedule

Registration begins on Wednesday with a practice race on Thursday afternoon. Race days are Friday through Sunday. Always see the NOR for official schedule details.

Wednesday, September 30 Registration

Thursday, October 1

Registration, Practice Race, Competitors Meeting and Opening Ceremony

Get Your Rig Ready happy hour sponsored by Sparcraft America

Friday, October 2 Racing and Competitors' Social

Social brought to you by official beer sponsor for the event, Southern Star Brewing Company

Saturday, October 3 Racing and Banquet

Banquet sponsored by Blackburn Marine

Sunday, October 4 Racing and Awards

Post-race sponsored by Manatee, Inc.

Logistics

Houston Yacht Club, in the small bay area community of Shoreacres, Texas, is about a 35 minute drive from downtown Houston. A wide range of options are available for lodging and provisioning in the greater Clear Lake, Seabrook, and LaPorte areas.

At the club, regatta logistics are made easy. Two 2-ton capable crane hoists and ample parking give plenty of space to get ready for racing. Ice machines, bath houses in the main clubhouse and along the jetties, and plenty of tie-up space along the 400 ft. guest dock and in guest slips make for a hassle-free regatta. The harbor opens directly to Galveston Bay for a quick and easy sail to the race course.

The historic clubhouse offers full service dining, a friendly bar, and ample space to unwind off the water. Guest rooms are available on the third floor by contacting the club office directly.

Contacts

Questions? We'd love to help!

Julie Goetschius jbgsails@verizon.net 281-460-6414

Marie Wise sailmom@gmail.com 713-419-5329 Houston Yacht Club 3620 Miramar Drive Shoreacres, TX 77571 281-471-1255

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Things Happen By Terry Flynn

This year's Midwinters was the first time that I, and a lot of people, sailed a major regatta at Jackson Yacht Club. Having sailed there a few Saturdays and Sundays over the years, I had an idea of what to look for, but it was only a tease.

Ross Barnett Reservoir, or the REZ as the locals call it, is a better-than-average-size lake with a fairly open area for racing. If you think this would help settle down the wind on the course, you would be sorely mistaken. It was one of the most challenging places to race that I have been to in a while. Fun, but challenging.

Before the start of the regatta, I had enough time to do some one-on-one coaching with crews who arrived early. One area that we worked on was tacking and gybing for boat handling.

I found the majority of helmsmen would turn the boat too quickly. Turning too quickly has many drawbacks, including moving the rudder more than necessary, making it hard for the jib trimmer to keep up, and making it tough on the foredeck person. Experiment some with slowing the turn down and keeping the rate of turn smooth. Make sure you are turning the same rate from tack to tack. In lighter wind, the tacks need to be faster to get the boat from one tack to another quickly, but I think as soon as you get everyone on the high side you can slow down your turns. Give it a shot.

Regardless of your sailing location or conditions, there are always a few things you can do to prepare for any race. Here are some tips that will help move you up the ladder:

1. Win your side of the fleet first, and everything should work out. Simply put—no matter how fluky the winds are, by the time you get to the windward mark, even the leader of the bad side will end up in a pretty good position. I am not saying one-tack the first beat, but while playing the shifts, be aware not to lose track of the boats on the same side of the course. You may need to tack on smaller headers to get back in touch with your competition, but in general that is better than sailing across the middle of the course.

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- 2. When in doubt, stay with the group. This applies the most when sailing downwind. This has happened to all of us at one time or another: you have just rounded ahead of a pack of boats and want to work low. You get frustrated with the following group sailing high to keep their air clear. Tired of working up to protect your wind and giving away distance, you gybe away. Do you have a reason for this move? If you see a puff, great, this should work out fine. However, the percentages would favor heading up—keeping your wind clear and waiting for a real reason to gybe. Be prepared to give up distance, not boats.
- 3. Stay out of the middle of the course. This is an easy one. My crew calls the middle the "Cone of Death," so that gives you an idea of how much they like it.
- 4. **Concentrate on your job.** On our boat, we have a good idea of everyone's jobs and responsibilities. My first and most

important job is to steer the boat. Yes, I have to trim the main and play the backstay, and sometimes the traveler, but driving takes priority over everything else. Don't be shy about talking about who is supposed to do what.



Calendar

2015 Calendar

May 30 - 31, 2015

2015 J/22 Quebec Championship at Hudson Yacht Club, Hudson, Quebec Contact: Ron Harris, rdharris@bell.net

June 12 - 14, 2015

2015 Chicago NOOD at Chicago Yacht Club, Chicago, IL Contact: Jennifer Davies, 401-845-4412, jennifer.davies@bonniercorp.com

June 13-14, 2015

2015 Cleveland Race Week at Edgewater Yacht Club, Cleveland, OH

June 26 - 28, 2015

2015 Leukemia Cup Regatta at Houston Yacht Club, Shoreacres, TX Contact: Scott Tuma, texastuma@comcast.com

July 18, 2015

2015 East Greenwich Yacht Club Annual Regatta, East Greenwich, RI Contact: Vincent Mcateer, 401-884-7700, vm354@icloud.com

July 18 - 19, 2015

2015 Buffalo Yacht Club Raw Bar Regatta at Buffalo Yacht Club, Buffalo, NY Contact: Mark Stuhlmiller, 716-725-4664, stuhlmiller@yahoo.com

July 19 - 25, 2015 2015 J/22 World Championship in Travemunde (Baltic Sea), Germany

July 23 - 26, 2015 2015 Marblehead NOOD at Eastern Yacht Club, Marblehead, MA Contact: Jennifer Davies, 401-845-4412, jennifer.davies@bonniercorp.com

July 25 - 26, 2015 2015 CanAm Challenge at Youngstown Yacht Club, Youngstown, NY Contact: Tim Finkle, 860-917-5416, timfinkle@rcryachts.com

August 7 - 9, 2015

Atlantic City Race Week/Leukemia Cup at Ocean City Yacht Club, Ocean City, NJ Contact: Daniel Dagit, Dan.Dagit@cbre.com

September 12 - 13, 2015

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

September 19 - 20, 2015

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

September 19 - 20, 2015

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

September 19 - 20, 2015

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

September 26 - 27, 2015

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

September 30 - October 4, 2015

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

October 10 - 11, 2015

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

October 31 - November 1, 2015

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

Calendar

2016 Calendar

March 18 - 20, 2016 2016 J/22 Midwinter Championship at Fort Walton Yacht Club, Fort Walton Beach, FL Contact: Samuel Grant, samuelgrant327@gmail.com

August 23 - 27, 2016 2016 J/22 World Championship at National Yacht Club, Toronto, ON, Canada

> Submit your regatta dates/information to

> > j22@roadrunner.com



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