

Peter Duncan's Relative Obscurity Takes J/70 North American Championship



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VOLUME 9, ISSUE 2, SPRING 2021

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Photo: Matias Capizzano / Mauro Melandri

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Peter Duncan's *Relative Obscurity* Takes J/70 North American Championship

Fifty-nine teams battled each other and the elements at the 2021 J/70 North American Championship hosted by Annapolis Yacht Club (Maryland USA) from May 12-15. Despite breezy conditions during the registration days, Mother Nature then turned off the winds, allowing three races to determine the Championship. 2017 J/70

World Champion Peter Duncan on *Relative Obscurity* made the most of the one day of racing, lodging a 2,3,5 for 10 points and the North Americans' title. Ryan McKillen's *Surge* placed second overall with 13 points, followed by Terry Hutchinson and Jenn Norwood-Wulff on *USA419* at 24 points.





Zachary Segal's USA1154 topped the 24-boat Corinthian division, and Doug Rastello's Good to Go bested the eight-boat One-Pro Division. More than half of the teams competing were either all-amateurs or having just one professional crew.



TOP FIVE OVERALL:

1. *Relative Obscurity*, Peter Duncan / Willem Van Waay / Carolos Robles / Victor Diaz de Leon - 2 -3 -5 ; 10
2. *Surge*, Ryan McKillen / John Wallace / Lucas Calabrese / Sam Loughborough - 9 -2 -2 ; 13
3. *USA 419*, Terry Hutchinson/ Jenn Norwood-Wulff / Gil Hackel / Dan Morris / Scott Nixon - 13 -1 -10 ; 24
4. *Stampede*, USA839, Bruno Pasquinelli / Charlie Mckee / Jonathan McKee / Joe Morris - 10 -9 -7 ; 26
5. *Catapult*, USA65, Joel Ronning / Chris Stocke / Patrick Wilson / Morgan Reeser - 3 -7 -17 ; 27





Photos are available on the International J/70 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eID=13209>.

Thank you to Will Keyworth for his photo contributions.

THREE TAKEAWAYS FROM J/70 NORTH AMERICANS 2021

By Quantum Sails' Travis Odenbach

With the light air and strong tides in Annapolis, the 2021 J/70 North American Championship proved to be a challenging event.

Although it may not always be so glamorous, your ability to sail in light air can make or break your regatta.

I've put together a few thoughts on our big takeaways from North Americans in hopes it'll help you improve your light air performance.

1. Rig & Sail Setup

Set your boat up for the lighter end of the wind range. It's important to keep power in the boat, especially when the breeze is down, or even in moderate breeze with big lulls. Tune your rig slightly on the looser side, just enough to keep you powered up, but also tight enough so that your headstay isn't sagging to leeward. Setting up for the

lighter breeze will also mean that if the pressure starts to build, the skipper will have to rely heavily on the crew to hike the boat down in puffs.

2. Maneuvers

In light air, the boat's momentum downwind is largely reliant on the apparent wind generated from sailing in a straight line. Therefore, it's critical to execute jibes properly, and it can be costly if you don't. For jibing in light air, pull backstay on in the exit of the jibe. This will tension the luff of the spinnaker, allowing the sail to attach flow out of a jibe. Make sure the whole crew is moving in unison across the boat for tacks and jibes; rolling the boat is essential in the light stuff.

3. Weight Placement

In bigger breeze, it's important to get everyone up onto the rail as quickly as possible. In lighter air, use your crew weight to create a few degrees of leeward heel and be patient putting people on the rail. Be smooth with every movement; no clunky

J[®] 70

weight placement as that can disturb flow over the foils. Get your weight as far forward as possible. Sliding forward allows the bulk of the weight in the boat to sit closer to the keel, creating less resistance, and allowing the boat to move more evenly through the water.

Overall in light wind, be patient. Keep your head in the game and make sure you're doing all the things inside the boat that you know how to do well so that you can look for pressure on the course and make tactical calls. Don't forget that everyone else on the course is also sailing in light air and is equally as frustrated. Best of luck at your next event, and hopefully there's more breeze!



Resources, support, and sails for the best season ever. [QuantumSails.com](https://www.quantumsails.com)

TRAVIS ODENBACH | todenbach@quantumsails.com



By Polk Wagner,
IJ70CA Technical Chair
USA 487 *Escape*

Your Technical Committee is planning in earnest for the several remaining major Class Championships for 2021, as well as what looks like a full return to sailing later this year and into next year. I'm writing this report just after the 2021 J/70 North American Championship in Annapolis, Maryland — and offer a few observations for Class members as we approach the World Championship in August 2021 and the European Championship in September.

As a reminder, you can find all our information—the most current Class Rules, the regularly-updated Class Rules FAQ, the J/70 Building Specification, and more—on the J/70 Class Rules page: <http://j70ica.org/class-office-rules/>

Inspections at Worlds and Europeans

Subject of course to any COVID-related protocols and limits (as well as common sense and best practices), we expect to implement a full compliance process at our remaining 2021 major events. In Annapolis, we used a modified system of Compliance Declaration forms and

spot checks by the Technical Committee, which seemed to work well under the more limited circumstances. And we will incorporate some of these techniques going forward, even as we return to a full set of compliance measures. Specifically, competitors at the Worlds in Los Angeles and the Europeans in Copenhagen can expect:

- All boats will be required to have a current and valid Manufacturers Declaration;
- All boats will complete a J/70 Compliance Declaration Form at the event venue;
- All sails will be measured by J/70 Class Measurers;
- All boats will be weighed by J/70 Class Measurers according to the criteria in Class Rules C.6;
- All hull and foil shapes will be templated to ensure that the shape has not been altered.
- Other aspects of the boat (equipment, spars, rigging and keel wedges) will be inspected as well.

Compliance Observations and Emphasis

The Technical Committee has a number of items which we expect to emphasize at the remaining 2021 major Championships. Please be sure your boat meets the Class Rules in these areas, and feel free to reach out to me or the Class Office with any questions.

Keel Wedges

At major events in 2021, the Technical Committee plans to inspect all keel wedges, using our templates. If your boat lives on a “high” (keel-down) trailer, we will need to have you hoist the keel to the full up position as part of this process. We recommend that everyone pre-inspect their own wedges to ensure that they are in good shape and in the original factory-installed position.

Hull Shape

The hull of a J/70 may not be modified from the as-molded shape in any ways other than those specified in the Class Rules and J/70 Building Specification. Please review Class Rules C.7 and Line 41 of the Building Specification to ensure your boat complies. We will use the Class templates, which are taken from the manufacturing molds, to confirm compliance at several locations on the hull. Boats whose hulls do not match the templates risk sanctions (including not being a valid entry in the event) and will—at minimum—be required to return the hull to as-molded conditions in order to compete.

Foil Shape & Trailing Edges

The foils of a J/70 may not be modified from their as-molded shape in any way other than those specified in the Class Rules. Please review Class Rule C.8.1 and ensure your boat is compliant. As with the hull, we plan to use Class templates to confirm compliance at several locations on the foils, as well as detailed measurement of the trailing edges. Boats whose foils do not match the templates and CR C.8.1 risk sanctions (including not being a valid entry in the event) and will—at minimum—be required to return the foils to full compliance in order to compete.

Rudder Hardware

Many boats in the fleet have replaced their rudder hardware with that supplied by, or approved by, J/Boats. This is legal and does not raise compliance issues. However, it is important to confirm that the new hardware is in the same location as the original — rudder hardware may not be moved, regardless of replacement. The Class has developed templates and measurement points for this issue and will be confirming compliance prior to major events going forward.

Valid Manufacturer's Declarations

As the fleet grows and our earliest boats age and change hands, the Technical Committee has observed that Manufacturer's Declarations (MDs) can become out-of-date. Sometimes this is just a matter of updating an owner's name or address. In other cases, corrector weights have been changed or removed, engines swapped and permanent items on the boat installed or removed. Note that any significant repairs or equipment replacement, such as fiberglass work or replacing a spar, requires prior approval of the Technical Committee and a subsequent notation on the MD. The Class maintains a database of MD data (at <https://j70ica.org/master-j70-md-and-weights/>), and a PDF copy of your current MD may be obtained by request from the Class Office.

It is the responsibility of the boat owner to ensure that the current MD remains valid—meaning that all items listed on the MD are present, and that any notations related to new equipment or repairs are up-to-date. In many cases, updating your MD is a simple matter of contacting the Class Office for guidance. At major events, we will be checking to ensure that the current MD remains valid; boats

found to have modifications not reflected on their MD risk sanctions (including not being a valid entry in the event) and will—at minimum—be required to return the boat to the MD-specified condition in order to compete.

As always, the Technical Committee welcomes your feedback on these items, as well as other suggestions or compliance strategies.

Looking Ahead

As always, I am proud to serve as your Technical Chair and am honored to work with the talented members of the IJ70CA Technical Committee to make our Class even better. Anyone with questions or comments should feel free to contact me (polk@polkwagner.com) and/or the Class Executive Director Chris Howell (howell@j70office.com).

I look forward to seeing you soon. In the meantime, stay safe and healthy.



J/70 World Championship - California Dreamin' Becomes a Reality!

By Marylyn Hoenemeyer, Regatta Chair



Photo courtesy of Lisa Bronitt

We're in the final stretch to the 2021 J/70 World Championship, hosted by California Yacht Club on August 7-15 in Marina del Rey, California. In just a little more than two months, an international fleet of competitors will meet on Santa Monica Bay to determine the next World Champion in what is sure to be a hotly contested regatta.

The racing area offers some unique challenges, as the wind does not follow a consistently predictable pattern, while the choppy sea state tests the skill of the most talented helmsmen. Renowned local sailor and founder of Scuttlebutt newsletter, Tom Leweck, has been known to say, "If you think you've figured out Santa Monica Bay, you haven't sailed here often enough."

The local J/70 fleet took advantage of two regattas in May (the first events hosted by California Yacht Club in 15 months) to boost their training in the local waters. CYC expects to welcome more traveling teams in June, as scheduled

events offer competitors the chance to work their way up the learning curve. The month starts with Cal Race Week on June 5-6 (where the J/70 Class is expected to be the largest one-design fleet competing) and ends with the California Cup Regatta on June 25-27 with only those boats registered for the Worlds eligible to compete.

The J/70 Pre-World Championship, hosted by Del Rey Yacht Club on July 31-August 1, will give competitors one final opportunity to experience Santa Monica Bay conditions. This will truly be a dress rehearsal for the Worlds, with the race course set up to mirror the format being used at the Championship. Within one week of opening registration, half of the maximum 50 slots for this event had been filled, so don't delay in entering this final event on the Road to the Worlds.

details:

<https://yachtscoring.com/emenue.cfm?eid=10698>

We'll see you in August!

2021 J/70 European Championship

Royal Danish Yacht Club, Copenhagen Denmark

August 27 - September 4, 2021

EUROPEANS
COPENHAGEN 2021



Now The Dates Are Fixed – No More Moving Around – ***COPENHAGEN IS READY***

The 2021 J/70 European Championship will take place from August 27 to September 4, 2021 in Skovshoved Harbor, Copenhagen. It has not been an easy one to adapt the Championship dates to the fast-changing and unsecure COVID situation. All Europe

was locked down when it was supposed to be a 2020 event, and as the situation only looked marginally better for early June 2021, we had to push the event back to August/September 2021.

WWW.J70EUROPEANS2021.COM



But no more moving around. The COVID situation for most parts of Europe seems to open up gradually, and by August a major part of the populations will be vaccinated and carry a Corona Pass.

So at the Royal Danish Yacht Club, we are stepping up preparations for the Europeans. We will be racing on two courses for sure, there will be food tents, social programs and opening and closing ceremonies.

We will most likely have to respect some lighter COVID guidelines, mainly directed at the social part of the event, and of course competitors have to present a valid Vaccine Pass or a test. We will ask for information on this before the event, and we will supply test facilities at the harbor for those not having the Pass.

Further, we will try to run the Championship as a “paper free” event – which means that competitors will have to forward all needed information for registration in advance. At the moment, we are looking into an event App where all communication between event management can be posted.

The temperature is rising in Denmark, and the days are getting longer. And training among Danish boats has started, as you can see for yourself.

Copenhagen and the club are looking very much forward to welcome as many J/70 sailors as possible in Copenhagen in August. P.S. If you have not noticed, Kieler Woche has moved the J/70 racing to the last week – so you can go from Copenhagen to Kiel – rest and go Kieler racing.

Kind regards,
Championship Management



**2021 J/70 European
Championship**
**Royal Danish Yacht Club,
Copenhagen Denmark**
August 27 - September 4, 2021

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Relative Obscurity: Peter Duncan, Willem van Waay, Victor Diaz de Leon, and Carlos Robles win the Annapolis North Americans in May 2021

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Regataclub Lago Maggiore (RCLM)
In cooperation with Swiss Sailing and J70 Class Switzerland

Venue principal

Porto Patriziale Ascona

Program

Wed 15.09.2021	Measurement, check-in	10:00-20:00
Thu 16.09.2021	Measurement, check-in	08:00-10:00
	Skipper's Meeting	11:00
	Racing as of	12:30
Fri 17.09.2021	Racing as of	08:30 (*)
Sat 18.09.2021	Racing as of	08:30 (*)
Sun 19.09.2021	Racing as of	08:30 (*)
	Last warning signal	14:30

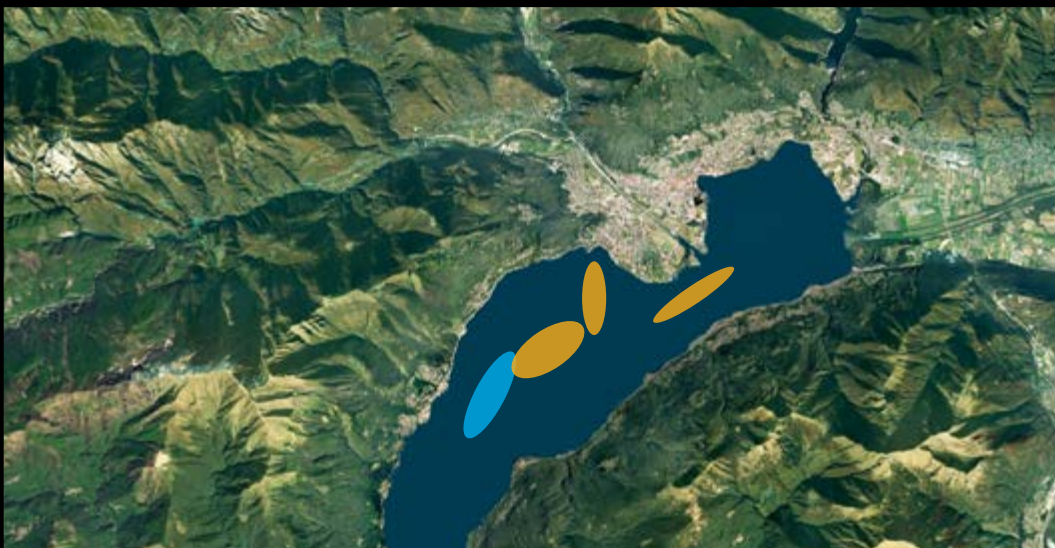
(*) subject to changes

Sailing area Lago Maggiore

South wind



North wind



Registration Fee

CHF 400.00

Max Boats

Max. 50, first register first serves; waiting list

Registration

Via Manage2sail. [International Swiss J/70 Championship 2021 - Ascona](#)

Q&A, contact

Regataclub Lago Maggiore,

E-Mail: markus.k.blaesi@bluemail.ch

www.rclm.clubdesk.com



Vamos Wins J/70 Australian Championship

1ST OVERALL VAMOS - Charlie Gundy - Rob Greenhalgh - Jess Grimes - Tim Ryan - Matt McCarthy Vice Commodore BYS

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With two strong days of racing down in the 2021 J/70 Australian Championship, the weather served up testing conditions for the racing crews and Blairgowrie Yacht Squadron race management team on the third and final day.

In what could be deemed the most challenging, yet exciting race of the series, race seven was a battle from start to finish. With the course set at 160 degrees, and the south-easter blowing directly from the club with the outgoing current, the shifts, which came in waves of pressure, were significant.

Reg Lord, defending National Champion, and his team on *Juno* were first to identify a left-hand shift during the start sequence, and popped at the pin cleanly as the gun went.



TIM RYAN thanking his crew and the BYS



2ND OVERALL - Celestial - Sam Haynes - Matt McCarthy Vice Commodore BYS - Johnny Warren - Locky Pryor - David Chapman



3RD OVERALL - Juno - James Hodgson - Murray Jones - Reg Lord - Matt McCarthy Vice Commodore BYS - Tom Grimes



4TH OVERALL and Ladies Division winner Karyn Gojnich - Matt McCarthy Vice Commodore BYS



FIRST YOUTH TEAM - Spike skippered by Laura Harding with Matt McCarthy Vice Commodore BYS

Current regatta leader, Tim Ryan and his crew on *Vamos* were just off their hip, and second-placed *Celestial* were to windward of them, but opted to tack onto port shortly after starting, as did Karyn Gojnich and her team on *The Jackal*.

The next pressure line came from the right, and *Celestial* and *The Jackal* looked to be making the most of the pivoting course. The local teams of *Jumpin' Jack Flash*, the all-female team on *Spike* and the only NSW Corinthians *Maybe J* were able to slip up the middle of the course, while those on the left were left flailing in easing pressure.

The rounding at the first mark of the course, and the second gates were the same, with *Celestial* leading from *Jumpin' Jack Flash*, *Spike*, *Maybe J*, and *The Jackal*.

On the second work, a pod of dolphins joined in with the racing, making for a happy distraction for crews while trying to join the dots with the fickle pressure.

Celestial skipper Sam Haynes and his crew of David Chapman, Johnny Warren and Locky Pryor continued to lead around the final mark, but it was the local heroes on *Jumpin' Jack Flash* who stole the gun on the line thanks to the final puff coming more from the west to push them over the line.

Laura Harding and her all-female youth team from Blairgowrie Yacht Squadron rounded out the podium finishing in their best place of the regatta so far.

The results also meant that Tim Ryan on *Vamos* and his crew who had been sailing a near perfect regatta, would have to race in race 8 to secure their win over the closing team of *Celestial*.



DOLPHINS escort the fleet



JUMPIN' JACK FLASH celebrate winning race 7

saw a change in the course, from a two-lap windward/leeward to a three-lapper.

Vamos triggered at exactly the right time at the pin to lead off the line, with the second-placed team of *Celestial* right on their hip. *Vamos* had their eyes on the prize and kept themselves in between *Celestial* and the next mark, and the local team *Joust70* skipped by Rod Warren slipped through to take the lead around the first and second marks of the course.

Celestial opted to split from *Vamos*, and took the left-hand turn at the bottom gate, while *Joust70* ahead of them, then *Vamos* at the same time as *Celestial*, and then the youth all-female team on *Spike* all opted for the right-hand turn.

You can watch the whole of Race 7 at <https://www.facebook.com/sailorgirlHQ/videos/804548523482399/>

After a lengthy delay under AP, the breeze finally settled once again at 165, and the J/70 fleet for the first time of the regatta

The next phase of the breeze came from the left, forcing *Celestial* back to fourth, dashing their hopes of a chance to take the title.

The commanding *Vamos* team of Rob Greenhalgh, Charlie Gundy and Jess Grimes, led by skipper Tim Ryan, took the lead up the second beat and were not challenged for the remaining two laps. They crossed the finish line to take their sixth race win of the series, and the overall Championship with a race to spare.

Rod Warren's *Joust70* with Aaron Cole, Tim Smith and Ollie Vanderslot took second place, with Laura Harding and the all-female youth team on *Spike* backing up their race 7 performance with another third place.

You can watch the whole of Race 8 at <https://www.facebook.com/sailorgirlHQ/videos/463219378234070/>

With the Championship and runner-up positions already decided, *Vamos* and *Celestial* opted to head back to the beach for the final race of the series to allow the teams on *Juno*, skippered by Reg Lord, and *The Jackal*, skippered by Karyn Gojnich, to battle it out for the final podium position.

Juno opted to cover *The Jackal* in the pre-start, forcing them to the right-hand side with an early port tack duck off the line.

With the easing breeze, and the outgoing current, the top mark was a mess, with multiple crews doing turns for nipping the first mark of the course.

Juno took command of the race and took the win, securing third place in the overall Championship for the defending champion Reg Lord and his crew of Tom Grimes, Murray Jones and James Hodgson.

Local team *Jo Jo Zip* skippered by Ian Cooper with Neil Taylor, John Lindholm, Dean Taylor and Callum Burns had the best race of their series finishing in second.

Michael Nash, Peter Nash, John Watson, Garth Davies and Maria Nash on *Maybe J* finished third to secure the Corinthian Division for 2021.

Laura Harding, Ella Grimshaw, Daisy Laing, Hannah Danks and Harriette Singh finished in sixth, to not only take the boat of the day bragging rights, but the Youth Division for 2021.

Karyn Gojnich, Sara Ladd, Ewa Lindelof and Kyle Dodds finished in fourth place to secure fourth overall in the championship and the Female Division for 2021.

Start of the final race of the series/Race 9: <https://www.facebook.com/sailorgirlHQ/videos/247146193786189/>

Full results: <https://www.mysailingclub.com.au/DisplayResults/DisplayPublicSeriesResults?id=907&id2=J70>

Full image gallery: <https://www.sailorgirlphotos.com/J70Champs2021/>



Mexico Report

By Jokin Luisa

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The Mexican J/70 fleet has been active in the region of Puerto Vallarta on Mexico's west coast. Each monthly series has been a success, having between 8-11 boats lined up at the start line.

MARCH WINNERS WERE:

- 1st *Chavorucos* of Manuel Vazquez and "el Rudo" 10 pts
- 2nd *Black Mamba* of Fernando Perez 17 pts
- 3rd *Woodstock* of Fernando Gutierrez 17pts



Mexico Report

J
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APRIL WINNERS WERE:

- 1st *Black Mamba* of Fernando Perez 7 pts
- 2nd *Zaguero* of Ignacio Perez 11 pts
- 3rd *Buena Junta* of Marco Spavieri 22 pts

In April, we had Willem Van Way sailing in the fleet, and after racing on Saturday afternoon, he gave all the participants a small seminar on boat adjustment and tactics. Thank you very much Willem.



¡DÁTELO!

DEL 20 AL 23 DE MAYO
VALLARTA YACHT CLUB
J/70 MEXICO A.C.

2021

2021 French Open Championship
Jun 18 - Jun 20

**2021 The Landsail Tyres J Cup
at Royal Southern Yacht Club**
Jun 24 - Jun 26

**2021 J/70 Cup 2 at Fraglia
Vela Malcesine, Lake Garda**
Jul 9 - Jul 11

**2021 J/70 Pre-World Championship
at Del Rey Yacht Club**
Jul 31 - Aug 1

**2021 J/70 World Championship
at California Yacht Club**
Aug 7 - Aug 15

**2021 J/70 European Championship
at Royal Danish Yacht Club**
Aug 27 - Sep 4

2021 SEMAC Marseille, France
Sep 4 - Sep 5

Kiel Week
Sep 4 - Sep 12

**2021 J/70 Cup 3 at Yacht Club
Rimini, Adriatic Riviera**
Sep 10 - Sep 12

**2021 Atlantique Télégramme
Lorient, France**
Sep 17 - Sep 20

**2021 J/70 Cup 4 at Yacht Club
Punta Ala, Tyrrhenian Sea**
Oct 1 - Oct 3

**2021 J/70 South American
Championship at late Clube Rio
de Janeiro**
Dec 2 - Dec 5

2022

**2022 J/70 European Championship
at COYCH**
Sep 10 - Sep 17

**2022 J/70 North American
Championship at Port Credit
Yacht Club**
Sep 18 - Sep 24

**2022 J/70 World Championship
at Yacht Club de Monaco**
Oct 21 - Oct 29

2023

**2023 J/70 European Championship
at Yacht Club Gdansk**

EXACT DATES TO BE ANNOUNCED

Jul 7 - Jul 14

**2023 J/70 North American
Championship at St. Petersburg
Yacht Club**

Oct 30 - Nov 5



Fastest MdR 2021 Worlds Jib

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