



the insideline

INTERNATIONAL J/22 CLASS ASSOCIATION

2018 J/22 WORLD CHAMPIONSHIP

Annapolis Yacht Club, Annapolis, MD
SEPTEMBER 9-14

WWW.ANNAPOLISYC.COM/RACING/2018J22WORLDS



2018 J22 WORLD CHAMPIONSHIP
ANNAPOLIS MARYLAND USA



Winter 2018 • Volume 17 • Issue 1



DRIVEN TO WIN



J
22

2017 NORTH SAILS POWERED VICTORIES

EAST COAST CHAMPIONSHIP

1*, 2, 3, 5, 6, 7, 8*, 9

NORTH AMERICAN CHAMPIONSHIP

1, 3, 4, 5, 8

MIDWINTER CHAMPIONSHIP

1, 3, 4

CHARLESTON RACE WEEK

1, 2, 3

NOOD - ANNAPOLIS

2, 4, 5, 6, 8, 9, 10

WICKFORD REGATTA

1, 2, 3

AYC ANNUAL REGATTA

1, 2, 4, 5, 6, 7, 8

AYC SPRING ONE DESIGN

1, 2, 3, 5

GALEN FREEMAN REGATTA

1, 2, 3, 4, 5, 6, 8, 10

CANAM CHALLENGE

1, 2, 3, 4, 5, 6, 7, 8, 9, 10

CLEVELAND RACE WEEK

FIRST PLACE

*partial North Sails inventory



**2018 REGATTAS
ANNAPOLIS**

Join Zeke and Mike for on-the-water tune-up and post-racing debriefs as you make your way towards this year's World Championship in Annapolis.

MIKE MARSHALL

401-683-7997 mike.marshall@northsails.com

ZEKE HOROWITZ

941-232-3984 zeke.horowitz@northsails.com

Letter from the President

Class President

Matt Dunbar
Pawtucket, RI
401-527-7268

1st Vice President

Boo Heausler
New Orleans, LA
504-481-2019

2nd Vice President

Jennifer Princing
Hemlock, MI
989-245-0270

Secretary/Treasurer

Jeff Todd
Annapolis, MD
410-353-5554

Chief Measurer U.S. Technical Committee Chairman

Terry Flynn
League City, TX
713-906-5497

Executive Secretary

Christopher Howell
Ruskin, FL
440-796-3100

Nomination Committee Chairman

Mark Stuhlmiller
Williamsville, NY
716-725-4664

US and International Class Office

1604 Ventana Dr.
Ruskin, FL 33573
440-796-3100
howell@j22.com

Newsletter Editor

Julie Howell
Ruskin, FL

As winter continues in my neck of the woods, local J/22 sailing is not on the books yet. It is good to see from the 30+ boats registered for Midwinters that sailing is more imminent for others. As temperatures warm up, I am starting to think more about the J/22 season, and I'm sure in no time we will get out on the water.

In addition to the turnout for Midwinters, there is a good start on entrants for the World Championship to be held in Annapolis in September. Looking at the registrants for Worlds was a good reminder that I have not yet registered. Hopefully those of you who have not registered and read this will similarly be reminded to correct the situation.

I also wanted to once again highlight the continuation of the Scholarship Boat Program. For any of you who are youth sailors or know youth sailors who might be interested, please take a look the US Class website (www.j22.com). The deadline for applications is March 15.

As a final note, I wanted to call attention to the "Vendors" page that can be found in "The Boat" section of the International Class Association website (www.j22.org). As I'm sure most of you are aware, the US builder of J/22s—US Watercraft—is no longer in business (note that Waterline Systems is still in business). Further, Hall Spars is no longer making J/22 masts and booms. This has left a number of you with questions about how to go about getting parts for your boats. The Vendors page on the International Class site lists vendors who can provide parts for your boats. The Class Office is continuing to work with J/Boats to make sure parts are available.

Good luck to Midwinters participants, and I look forward to seeing you on the water this summer.

Matt Dunbar
USJ22CA President



2018 J/22 WORLD CHAMPIONSHIP

Annapolis Yacht Club, Annapolis, MD
SEPTEMBER 9-14

WWW.ANNAPOLISYC.COM/RACING/2018J22WORLDS

BY ALLAN TERHUNE, 2018 J/22 WORLDS CHAIRPERSON • ALLAN.TERHUNE@GMAIL.COM • 732 644 1051

I hope that everyone is staying warm this winter, and getting ready to hit the road for the Midwinters in Houston and ultimately the Worlds in Annapolis! Our Worlds committee is working hard to organize a fun and memorable event. As we are working, we have realized that one thing is critical.

**WE
NEED
YOU!**



We need you do to one of the following two things.

1. If you are planning to participate (which we think you should, it's going to be fun), please go to <https://www.annapolisyc.com/racing/2018j22worlds> and enter the regatta. This would help us in planning and also help get others to be excited to show up.

OR

2. If you are not coming, we desperately need more boats to make available to foreign teams to charter! Please contact Brad Julian, our charter coordinator, at bradley.julian@gmail.com.

As many of you know, Annapolis Yacht Club had a major fire and is currently undergoing its rebuild. The club is due to open early- to mid-summer, and this will be the first MAJOR

regatta at the new AYC. All of the members of the club are looking forward to having the J/22 fleet be the first Class to hold a major championship here and experience our new club.

Also, for your planning purposes, the Annapolis NOOD in May is a great way to tune up for the Worlds. There is also a pre-Worlds regatta on Labor Day weekend. As information comes, we will be sure to pass it along.

Last, but certainly not least, the regatta ends on Friday and we are planning to have an awards party, and more partying in Annapolis that night. Don't plan to leave until Saturday!

We look forward to seeing all of you at the Worlds in September.

If there is anything I can do to help, please let me know.



2018 J22 WORLD CHAMPIONSHIP
ANNAPOLIS  MARYLAND USA

J/22 WORLDS RETURNS TO ANNAPOLIS

SEPTEMBER 8-14, 2018

Hosted by:

Annapolis Yacht Club

Event Chair:

Allan Terhune, Jr.
2013 World Champion

J/22 Scholarship Boat Program

Are you a college student, or a recent graduate, who loves to sail but just doesn't have the financial resources to purchase a keelboat of your own? If so, the J/22 Scholarship Boat Program may be the perfect opportunity for you!

The J/22 Class Association is collaborating with the Buffalo Yacht Club and North Sails to provide one scholarship recipient with a fully outfitted J/22 sailboat, trailer and brand new North Sails for the 2018 season. The boat will be yours for the entire season! All you need to do is race it competitively (in as many events as you are able) and provide the boat with some TLC.

We are hopeful this program will inspire competitive sailors to race the J/22 and see why it has become one of the world's most loved keelboats.

HOW DO I APPLY?

If you are between the ages of 19-29 and can pull together a racing team, all you need to do is submit an application to the J/22 Class Office by March 17, 2018. See the details below and get the process started.

Intro and Purpose: We understand that money is tight for college aged individuals and recent graduates, but that should not stop you from doing what you love—SAILING! The J/22 Class Association is proud of its Youth Boat Scholarship Program, which will award one qualifying youth team a fully outfitted J/22 (with trailer) for one season of racing. This program is designed to promote the sport of sailing and everything the J/22 has to offer.

Who Should Apply: Young adult sailors (ages 19-29) with a desire to competitively race the J/22.



J[®]
22

HOW TO APPLY:

1. You must submit a letter of application, containing the information requested below, to the J/22 Class Office. Please email your completed application to howell@j22.com and/or Stuhlmiller@yahoo.com. Alternatively, you may 'snail' mail your application letter to: J/22 Class Association, 1604 Ventana Drive, Ruskin, FL 33573.

2. Your letter of application must include:

a. Your sailing resume (formal training, major events, experience working on boats...).

b. Information about your teammates and their sailing resumes.

c. Letters of recommendation and contact information from three sailing references. They can be a current or former coach, a competitor, a member of your yacht club, or any other sailing reference who knows you well. No recommendations from relatives, please.

d. A schedule, and detailed budget, for your proposed campaign events if awarded the boat.

e. A personal letter outlining what the scholarship would mean to you and why you are the best candidate. Be sure to address all of the selection criteria.

HOW EACH APPLICATION WILL BE EVALUATED (OUT OF A TOTAL OF 100 POINTS):

• **25 points:** Strength of resume for applicant and projected teammates.

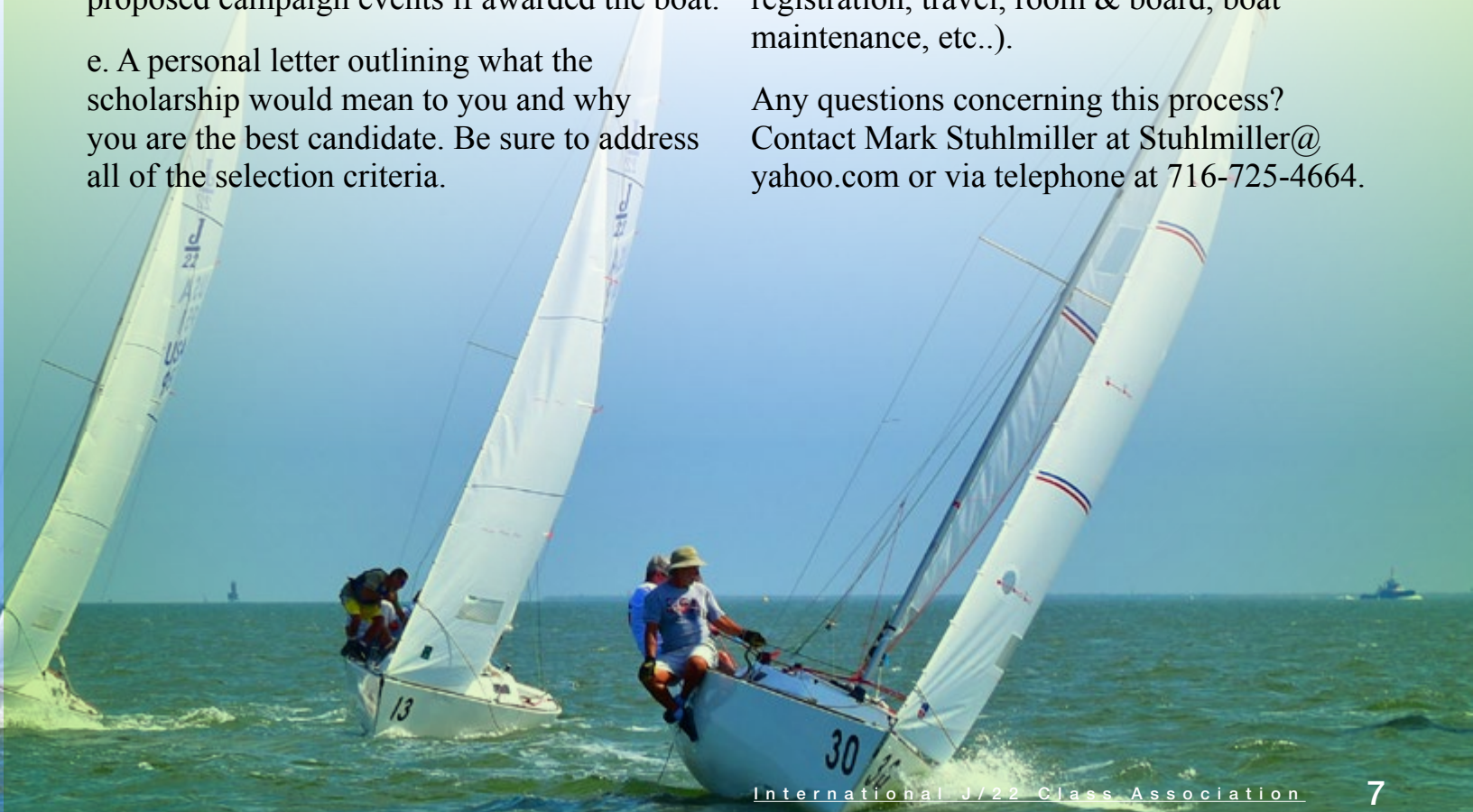
• **25 points:** Two to three recommendations from sailors, coaches, or other pertinent people knowledgeable of applicant and team. No recommendations from relatives will be considered.

• **15 points:** Respect for boat and equipment. Describe experience with boat maintenance, how boat will be taken care of and stored.

• **5 Points:** Proximity to an existing J/22 Fleet.

• **30 points:** Plan for use of boat, including projected regatta schedule. Provide a narrative describing details of your proposed use for the 2018 season (i.e. who, what, where, when, and how). Please detail your budget, your transportation resources and your ability to obtain necessary financing or sponsorship for budgeted campaign costs (i.e. insurance, registration, travel, room & board, boat maintenance, etc..).

Any questions concerning this process? Contact Mark Stuhlmiller at Stuhlmiller@yahoo.com or via telephone at 716-725-4664.





Keeping It Simple

By Mike Marshall

Hop into my DeLorean, buckle up, and let's go "Back to the Future"!

It's September 2018. Imagine yourself at the dock at the start of day two of the 2018 Worlds in Annapolis. It's currently blowing 18 knots with even bigger puffs because a front has just rolled through. There's a 50% chance of this wind speed persisting all day and a 50% chance of the breeze dying to 8 knots in a few hours. What's going through your mind? What should you set the rig to? Is the bay full of waves and steep chop? Should you think about changing your forestay? Where is the sweet spot for your jib halyard? Are the jib cars too far forward, too far aft, or just right? What about the top main batten? Should you stick with the standard or use the heavy-air batten? What is the competition going to do? Who do you have to watch out for? When should you leave the dock? Do you have enough food and water onboard? All these questions and more are swirling around in your head. How can you manage to answer them all correctly?

Hopefully, many of these questions will be answered in your preparation leading up to the "Big Event" because, if you try to focus on all these questions simultaneously, it's easy to get muddled and overcomplicate things. That's why, as the season gets rolling, now is a good time to put in place a plan for your team to "keep it simple" as an important foundation to successful sailboat racing. To simplify your race days, try following these four basic rules.

First, have a plan and stick to it.

You've raced before, so set a routine that works and stick with it. For instance, you can keep provisioning simple by bringing the same food every day. You know what's been successful in the past, so why overcomplicate things? As for how much water to bring, it's better to have too much than too little. You can always dump some over the side if it's not getting used. Knowing when you need to get to the boat and when to leave the dock should also be part of your premade plan. Again, keep it simple. Start with when you want to get to the racecourse (not too late but also not so early that you wear yourself out) and work backwards from there. Your daily schedule should then fall into place and won't be an added concern.

Second, don't leave things to the last minute.

When you come in from racing, it's rare that something doesn't need to be fixed or tweaked. How tempting is it to say, "I'm tired. I'll just do that in the morning. What I need right now is a beer!" But how many times do projects on boats take longer than expected? (Hint: Every time!) That's why you shouldn't wait until later to get a job done. Just bite the bullet and do it when you get back to the dock. Avoiding stressful, last-minute work is part of keeping things simple. Good boat preparation isn't last-minute.

Practice isn't last-minute either, even though we've all heard people say, "I'd like to get out to the racecourse early to practice." During a major regatta is not the time to try to improve your skills. That's what practice before the event is for. The mornings of a major regatta are for getting out to the course and perfecting your setup for the day. So keep it simple and eliminate practice from your race-day plan.

Third, don't sweat the details you can't change.

As you head out to the racecourse, the question of whether your tuning is right always weighs on your mind, but don't dwell on it now. Getting these details right is what the time before the first race and between subsequent races is for. When you get to the course, find a boat to tune upwind with, make some changes to go faster, and then get ready to race. Once the race has started, don't obsess about the rig. It's set; you can't change it; so don't think about it. Too many times I hear people say that they weren't fast because their rig was too tight when the breeze dropped a knot or two during a race. But remember that everyone else is probably dealing with a tight rig too, so quit worrying about the rig and just make the boat go as fast as you can. If you've practiced and your team is ready, the tuning will be good enough to allow you to win the race. The point is not to focus on something you can't change. Keep it simple and focus only on important decisions you're able to make.

Fourth, make sure you're going fast.

Speed is king in keeping things simple. Both upwind and downwind, speed makes everything easier because it allows you to concentrate on the race and your tactics. Whatever your problems may be on the racecourse, speed will help you overcome them. For instance, if you're having trouble pointing, it's probably because you're not going fast enough to make the keel work, so you're sliding sideways more than the boat next to you. The solution? Keep it simple. Put the bow down, go faster, then trim the main harder and let the boat do the work. You can also minimize risk by being conservative when you're going fast, enabling you to tack in easy lanes. Keeping it simple with conservative tactics means that you're apt to round the top mark with the leaders and move forward from there.

So back to all those questions that were swirling around in your head before the second day of the Worlds. You already have answers to them, so don't overcomplicate things. Filling your head with questions and raising self-doubts is never helpful. Instead, keep it simple and don't overthink. Have a plan and stick with it, never leave things to the last minute, and avoid getting stressed over details that you can't change. Above all, make sure to go fast so you can focus on the racing and your tactics. As some of you may have already heard me say: Sailboat racing is like NASCAR – just go fast and turn left!

Technical Committee Report

By Terry Flynn, International Technical Committee Chairman



As the Chair of the US Technical Committee, I can't help but think I got one of the easier jobs with the US J/22 Class. We have a great group of sailors, owners and competitors who keep my job easy. One of my functions is to help draft any Rules proposals the International Class may want to implement. Then the prospective Rules written are distributed around to the fleets in the USA and worldwide for input from other countries. This year, we had a few ideas but nothing that the IJ22CA thought was an improvement, so there will be no changes to the Class Rules this year.

Here are a few of the most asked questions and answers I get asked from owners:

1. **I just bought this boat, and I don't know if it has a Measurement Certificate? What should I do?**

This is the guideline for used boats: Change of ownership invalidates the Measurement Certificate, and the new owner should in his/her interest advise the Class Office. If the previous owner has a valid Measurement Certificate, and you have not made ANY alteration to your J/22, submit to the Class Office (howell@j22.com) the information required in Part A of the Measurement Certificate (available at <http://www.j22.org/wp-content/uploads/2016/08/J22-Measurement-Form-July-2016>).

A photograph of several sailboats racing on the water, with their sails up. The image is overlaid with a semi-transparent green filter.

2018 J/22 MIDWINTER CHAMPIONSHIP

**March 16-18, 2018
Houston Yacht Club,
Shore Acres, Texas**

WWW.J22MW.COM

pdf) together with the previous owner's Certificate. The fee is \$30.00 to the International J/22 Class Association (1604 Ventana Drive, Ruskin, FL 33573). Upon receipt of the forms and the fee, the IJ22CA Class Office will sign and return one copy of the Measurement Certificate to you. If you need a full measurement, make arrangements with your Measurer to have your J/22 re-measured (see #2 below).

This is the how the process works, but I would recommend if your new boat has not been measured in the last three years, try to get it re-measured. I would want to know if my boat was legal and at minimum weight. We also don't want any surprises when attending the larger regattas.

2. How hard is it to get a Measurement Certificate?

This all depends on the area you live in. The US J/22 Class has many measurers spread around the country so check online to see who is nearest you. Here is that link: <http://www.j22.com/class-office/district-governors-measurers/>.

The measurement process usually only takes an hour or two to complete.

3. What if my boat does not measure in?

While most boats measure in with no problem, there is always a chance you may have to adjust or make alterations to the boat. Don't panic. We have seen most of all the problems that may arise and can offer great advice to help take care of the issue.

4. What other things should I look for before going to a regatta?

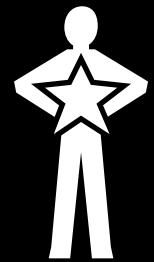
Familiarize yourself with the Class Rules. Section 6 of the Class Rules deal with the required equipment while racing. This list must be on the boat and working, and is almost always checked at regattas. Please make sure you check this out since it is easier to find it at home than a day before racing in a strange town.

Please feel free to contact me at tflynn@quantumsails.com or any of the measurers if you have questions or we can help. Thanks, and I hope to see you at a regatta soon.

Looking for Vendors for Your J/22?

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

www.awardandsports.com



YOU'VE GOT QUESTIONS, WE'VE GOT ANSWERS.

Quantum's support for your J/22 program goes beyond championship winning sails. Access our experts for help with all of your sailing questions and needs.

ASK YOUR QUESTION

TRAVIS ODENBACH
todenbach@quantumsails.com



2018 Calendar

Mar 16 – Mar 18

2018 J/22 Midwinter Championship at Houston Yacht Club

Mar 16 – Mar 18

2018 San Diego NOOD at San Diego Yacht Club & Coronado Yacht Club

Apr 12 – Apr 15

2018 Charleston Race Week at Charleston Ocean Racing Association

May 4 – May 6

2018 Annapolis NOOD at Annapolis Yacht Club

Jun 8 – Jun 10

2018 Chicago NOOD at Chicago Yacht Club

Jun 15 – Jun 17

2018 Cleveland Race Week One-Design at Edgewater Yacht Club

Jun 29 – Jul 1

2018 NYYC One Design Regatta at New York Yacht Club

Jul 21 – Jul 22

2018 J/Fest Great Lakes at National Yacht Club

Jul 26 – Jul 29

2018 Marblehead NOOD at Eastern Yacht Club

Jul 28 – Jul 29

2018 CanAm Regatta at Youngstown Yacht Club

Aug 18 – Aug 19

2018 Tawas Bay of Pigs Regatta and J/22 Michigan Championship at Tawas Bay Yacht Club

Aug 24 – Aug 26

2018 U.S. Women's Match Racing Championship at St. Francis Yacht Club

Sep 8 – Sep 14

2018 J/22 World Championship at Annapolis Yacht Club

2019 Calendar

Jun 20 – Jun 23

2019 J/22 North American Championship at Wayzata Yacht Club

Jul 7 – Jul 15

2019 J/22 World Championship at Warnemünder Woche at Warnemünde Sailing Club eV



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

Platinum Sponsors

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

Drew Devitt

Media, PA

Matt Dunbar

East Greenwich, RI

Dennis Princing

Saginaw, MI

Gold Sponsors

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

Award & Sports

Saginaw, MI

Tony Giarratana

Nashville, TN

James Rawlings

Alexandria, VA

Sandy Adzick

Haverford, PA

Nick Imperato

Brielle, NJ

Mark Sexton

Hyannis, MA

Chris Doyle

Kenmore, NY

Mart Lamar

Jackson, MS

Lynn Simpson

New Braunfels, TX

Frank McGowan

Philadelphia, PA