

EQUIPMENT COST

New J/22s are available for about US\$40,000 (includes trailer and sails) fob US plant, or 23.500 Euro (includes sails and the VAT) fob Italian plant. Boats may be shipped via container (see below) to almost anywhere in the world for US\$3,000 to US\$6,000 depending on whether multiple boats will be shipped in one container.

J/22s built in the early 1980s are still competitive against the recently-built J/22s. Used J/22s are usually available for a reasonable price (US\$7,000 to US\$15,000). The availability of used boats will permit budget-restricted campaigns access to quality practice platforms.

The J/22 uses just three sails. A full suit of sails costs US\$3,400 or 2.860 Euro. For an active fleet racing campaign, the average competitive life of the mainsail and spinnaker are two years and the average competitive life of the jib is one year. Match racing results should be similar.

TRANSPORTATION

The J/22 is easily trailerable behind a medium sized vehicle, and many trailer manufacturers have designed trailers specific to the J/22. The boat may be ramp-launched with a specially-designed trailer, or may be launched with a swing-arm crane from a bridle attached to the mid-boat lifting eye. Two boats can be loaded in a 40 foot open top container for rail or water trans-shipment.



THE INTERNATIONAL J/22 CLASS ASSOCIATION

The Class was recognized by the ISAF as an international class in 1990. It has a part-time paid staff and an office in Cleveland, Ohio, USA. The Class Officers include John den Englesman, President (Netherlands), Todd Hiller, Technical Committee Chair (USA) and Christopher Howell (USA). The International Class authorizes subsidiary National Classes as the nations reach a critical mass of Class members. Each National Class has its own officers. The International Class is responsible for general oversight of the Class, budgets, the site of the World Championship, and the prosecution of rules changes. The National Classes are responsible for training and certifying measurers, member correspondence (e.g. newsletters) and the sites of their respective national and continental championships. The Class typically has 500 paid-in members, and is funded by member dues, advertisements in the quarterly newsletter, and sail royalties.

SAILOR APPEAL

The J/22 planes like a sportboat in 16-plus knots of wind, and also offers the upwind stability and safety of a fixed lead keel. There is a self-bailing cockpit, two buoyancy tanks and an offshore hatch. Sail controls and purchases allow persons of varying strengths to easily adjust sail trim and shape.

The J/22 is an easy boat to sail at or near its potential, and there are many sources available to competitors (e.g. tuning guides, boat handling videos) to help them get the most out of the boat. The boat handling is not physically demanding. And the boat is very responsive to helm and crew weight movement. Tacking and jibing, if done correctly, do not result in a substantial loss of speed. As a consequence of the above, top crews are rewarded for sound tactics and teamwork, thus making the J/22 an ideal platform for match racing.

MEDIA APPEAL

Designed in the early 80s following the success of its bigger sibling, the J/22 is akin to a big dinghy. It has classic lines, a symmetrical spinnaker and detachable pole. Mains and jibs are white, but the mainsail provides ample space for sponsor recognition. Spinnakers may be any colour available in $\frac{3}{4}$ ounce sail making nylon.

The boat is easy to sail to its hull speed (approximately five knots) upwind in wind speeds in excess of ten knots. Tactics and driving technique are thus the most likely determiner of upwind place changes. In winds less than ten knots, aggressive roll tacking and roll jibing limit the loss of speed through those maneuvers. Agile and coordinated crews may create passing opportunities through tacking and jibing duels. Downwind, the boat needs to be sailed at

aggressive angles in wind speeds less than ten knots. This requires frequent jibes and opportunities for boats to pass. In wind speeds in excess of sixteen knots, the J/22 will plane and surf, and speeds in excess of 15 knots have been recorded. Choreographed crew and helm movements tend to produce the best results, and active sailors are rewarded with passing opportunities. Again, agility and teamwork are far more important than physical strength in the J/22.

In heavier winds, the mis-handled boat will broach, providing spectators a thrill and a non-broaching follower the chance to pass.

SUMMARY AND CONTACTS

The J/22 is an especially apt platform for women's match racing. Teamwork and agility are rewarded, and physical conditioning is a greater success factor than physical strength. It is already used internationally as a women's racing platform in its standard configuration with the typical women's crew of four making up the maximum crew weight of 275kg. And the Class prefers that the event permit a four-women crew with the Class-standard weight limit. If the event requires a three-person crew with a maximum weight of 202.5, the boat may be modified by using a smaller jib to depower the upwind sail plan to a level appropriate for the reduced crew weight.

Questions regarding this proposal may be addressed to John den Engelsmen (President, International J/22 Class Association) at emeraldtrading@planet.nl, or Chris Doyle (President, US J/22 Class Association) at cdoyle@hodgsonruss.com.

Respectfully submitted,

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President
International J/22 Class Association