2019
Midwinter Championship
Fort Walton Yacht Club, Fort Walton Beach, Florida
March 14-17

2019
North American Championship
Wayzata Yacht Club, Wayzata, Minnesota
June 20-23

2019
World Championship
Warnemünde Sailing Club, Germany
July 8-13
NORTH SAILS CLIENTS DOMINATE IN 2018

J/22 WORLDS
1ST 2ND 3RD
—
Congratulations Zeke Horowitz

CHARLESTON RACE WEEK
1ST 2ND 3RD
—
Congratulations Ryan Davidson

EAST COAST CHAMPIONSHIP
1ST
—
Congratulations Jeff Todd

CANADIAN NATIONALS
1ST 2ND 3RD
—
Congratulations Kevin Doyle

ANnapolis labor day regatta
1ST 2ND* 3RD
—
Congratulations Allan Terhune

NOOD ANNAPOLIS
1ST 2ND 3RD
—
Congratulations Zeke Horowitz

CONTACT YOUR REP FOR DETAILS

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ZEKE HOROWITZ
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*SPECIAL INVENTORY

northsails.com
As I am now some ways into the second year of my tenure as President of the US J/22 Class, I wanted to return to a question that is always in the back of my mind: what does the J/22 Class Office need to do to keep the J/22 Class healthy? As a Class Officer, I have been involved in a number of discussions over the years about trying to make sure J/22 sailors continue to join the Class. I have also had conversations with sailors in my area who join the Class only when they are going to sail in a North American or World Championship because, day to day, they do not see a lot of value in joining the Class.

With that, I have been asking myself what does the average J/22 owner want and need as a boat owner? I have come up with the following list:

- Many of us want to race our boats. For quite a few of us, this means racing in a local patch of water in a weekly one-design series, in a PHRF series, team racing or match racing. A smaller group will put their boat on a trailer and take a trip to race. I, personally, value that I can find very low-key races or travel to events where the competition is at a much higher level.

- We all need to maintain our boats. This means we need to have parts.

- When and if the time comes to sell our boats, we would like to be able to find someone willing to buy our boats at a reasonable price.

- Most, if not all, of us want a boat that rewards skill, not money, on the racecourse.

- To be part of a good community.
The benefits of the Class to those who do travel outside their local patch of water to race is clear. The Class maintains a calendar, helps get events organized and maintains the Rules under which we race. For those who race locally, I think the immediate benefits of the Class are less obvious, but the Class Rules that keep the J/22 a competitive and affordable one-design benefit anyone who races the boats. As many of you have seen from newsletter articles and surveys, a number of Class members are currently updating our Rules.

Over the past few years, the Class Office has been working to make the J/22 Class attractive to young sailors, which helps keep our Class vibrant and competitive, and builds the community of J/22 sailors. I think we need to continue to build on what we have done so far.

Finally, as the J/22 Class ages, we are finding that the landscape for suppliers of major parts and boat is changing. The Class is actively working to navigate this changing landscape.

As I look at the list above, I believe the Class is taking steps to keep the J/22 Class healthy, affordable and enjoyable. What are your thoughts? Are there items I have missed? Are there things we are not doing?

Matt Dunbar, USJ22CA President
matthew.dunbar.ri@gmail.com
Wayzata Yacht Club
Lake Minnetonka, Wayzata, MN

J22na.com

Register Now
June 20 – 23, 2019

Sponsors: Merrill Lynch – The Gehle Group | 2 GINGERS® Irish Whiskey
Saint Croix Vineyards, General Mills | The Print Shop | HOM Furniture
North Sails | APS | Brooks, Cameron & Huebsch, PLLC | Veritas Marketing
Registration is opening soon for the 2019 J/22 North American Championship that will be held on Lake Minnetonka in Wayzata, MN from June 20-23, 2019. J/22 Fleet #1 and Wayzata Yacht Club (WYC) are gearing up to make this an exceptional celebration with spirited racing. Event sponsors include Merrill Lynch – The Gehle Group, 2 Gingers Irish Whiskey, Saint Croix Vineyards, North Sails, General Mills, Excelsior Brewing Company, HOM Furniture, APS, Brooks, Cameron & Huebsch, West Marine, The PrintShop and Veritas Marketing.

J/22 Fleet #1 invites J/22 sailors from throughout North America to attend this highly competitive and exciting regatta. Lake Minnetonka has strong winds in the spring and fall as well as frequent, sometimes significant wind shifts that provide an extra dimension to racing strategy with the opportunity to make large gains. In June, Minneapolis benefits from nearly 14 and a half hours of daylight, and the average high temperature is 80°F (27°C) with low temperatures of 60°F (16°C). A premier sailing destination, Minnesota is the land of 10,000 lakes, and Lake Minnetonka is Minnesota’s ninth largest lake. Bordered with prestigious homes, the lake has a surface area of 14,528 acres (59 km²) and a maximum depth of 113 feet (34 m).

“Proud of our world-class race committee, Wayzata Yacht Club is excited to be hosting its fourth J/22 North American Championship,” says Holly Jo Anderson, District 4 Western Great Lakes governor. “We are expecting over 40 sailboats on the starting line with
125 sailors and more than 200 spectators. Since 1984, J/22 Fleet #1 has remained competitive with many leading sailors and new members of all ages joining every year.”

The entry fee includes competitive racing as well as dinners and entertainment, lunches, craft beers as well as signature and non-alcoholic beverages throughout the regatta. Register for e-mail or text alerts on the website. Interested competitors can also contact race organizers for information on boat charters, boat delivery, no-cost housing availability and other questions by visiting j22na.com.

For those who want to experience the area or are accompanied by a non-sailing guest, Minnesota offers many engaging destinations, such as the Mall of America, stunning parks with hiking and biking trails, zoos, craft breweries, museums and Paisley Park. Spectator boats will also be available. Featured in Sailing World in 2008 as one of the five great sailing towns, Wayzata is home to one of the largest sailing schools in the Midwest. The Wayzata Community Sailing Center is in the final stages of raising over 4 million dollars to build the Mike Plant Sailing Center.

For information on sponsorship opportunities, registration and event details for the 2019 J/22 North American Championship, visit j22na.com.
It’s that time of year again…the snow is three feet deep and the car starters are not even working anymore because of the polar vortex sweeping the nation. My guess is that most of us immediately think “Time to go sailing!” Well I know I do, and I think you should too. That is why I am writing a little something about how to prepare for a winter regatta.

First and foremost, there are a few things to check over before the long drive to Midwinters down south. Obviously check your tires, grease your bearings and make sure the trailer is updated for travel. This will give you better odds on not having an exciting trip to wherever you are going (hopefully J/22 Midwinters). After your trailer is set and roadworthy, try to start thinking about what the boat needs. I know the last regatta of the year for me is usually in October, and I have finally started making lists of what I would like to accomplish before Midwinters. This usually gives you three months to prepare, but if you’re anything like me, it ends up being a week. I like to go to the boat a couple weeks before I leave and check over my notes. Usually my notebook will consist of a list such as check running rigging and standard rigging, the condition of my sails and any imperfections my boat may have that could cause some breakdown on the water. Giving myself time allows me to fix the major things that need attention and be completely ready for sailing when I get to the Midwinters. I know that sounds like no fun at all, and everyone is super busy but think about what you would like to do with your time when you arrive in 80 degree weather with sunshine and salt water! Even if it is not practicing for the regatta, it most likely will include drinks on a beach and/or some nosing around the new town you have just arrived in. I can tell you firsthand that spending all your time under the bottom of a boat or changing outstanding
rigging is not what you want to be doing when you arrive. So to reiterate, check all of your important “stuff” before you leave. This makes your vacation much more enjoyable.

Once you have arrived at the J/22 Midwinters and you are well rested from your drive that went swimmingly because you checked out your trailer, it is now time for the fun work to begin. Cleaning, polishing, tuning, sailing and of course relaxing with friends. I myself have developed a system which I believe my crew likes as well. At least they do not say otherwise, and for this I am thankful. I start with cleaning everything inside and out. I know this seems elementary, but road dirt gets everywhere, including inside the boat. So clean the boat well, and then you are ready for the rigging part. Cleaning should include cleaning the boat with soap and polishing the mast and the hull. There are a lot of theories on whether or not to polish the hull and bottom, but I am a firm believer in polish on the bottom. Boat builders will tell you not to polish the bottom because it does not make a difference. Well, polishing the bottom does keep growth off, and honestly it is only a nuisance for the person who is painting your bottom the next time. Polish will gum up sand paper, and that is the real story behind not polishing the bottom. Sorry Will!

After all this is done, it is time to step the mast and go through rig tuning. Once the mast is up, I usually tell the crew they may go to the bar or wherever they would like as this is now “me” time. After the mast is stepped, the first order of business is to check the headstay length. Make sure it is exactly where your tuning guide says it should be. The headstay and shrouds stretch and shrink more than you think. Especially coming from cold weather to warm weather. This is why the headstay should be measured again. From

the headstay, I move to the shrouds. I have caliper numbers at my base setting for the rig, and I set the rig there knowing the mast will be straight. Caliper numbers will help save so much time once you actually have a good set of numbers. You can put the mast up and go to these numbers and never have to look at your mast because it should be straight. I won’t lie…I still look, but it is usually just fine. If you do not have caliper numbers, set your mast straight to the eye and then check it with a mark led back about 8 feet from the bow stem fitting to the deck hull joint. Then you can use the spin halyard with a bucket of water attached to see if the mast is straight. I usually make a mark on the halyard and lower the mark to the shearline mark I made on the boat. I then take the halyard over to the other side and check that at the shearline with the marked halyard. The marked halyard should be in the same spot on both sides. If it is not, go ahead and adjust accordingly. The last piece of the puzzle is to develop a matrix. A matrix is the amount of turns it takes you to get from one step to another in your rig tuning. Each boat is a little different, so do not rely on the tuning guide matrix from the sailmaker for this to always line up. Make your own and save it in your notebook that you always carry with you when you are sailing. Once the boat is cleaned and the mast is tuned, it is time to splash the boat and go have fun!

I appreciate Chris and Julie Howell for giving me this opportunity to share some of the preparation that goes into my regatta traveling experience. I hope to see everyone at Midwinters this year as it is in Fort Walton Beach, and I hear it is one of the best places to sail J/22s in the country. I hope some of this information helps, as trying to simplify boat prep always makes for a much more enjoyable winter vacation and a regatta! See everyone soon and sail fast!
WHAT ARE YOU WAITING FOR?

ELEVATE YOUR PROGRAM WITH CHAMPIONSHIP WINNING SAILS & PERSONALIZED HELP FROM OUR EXPERTS

Contact your local loft or our newest J/22 expert Bill Draheim with anything we can do to be of service.

Bill Draheim | bdraheim@quantumsails.com    Travis Odenbach | todenbach@quantumsails.com

Looking for Vendors for Your J/22?

WWW.J22.ORG/THE-BOAT/VENDORS/
J/22 Class Rules Survey

1. Do you favor a change to the CR (Class Rules) that would eliminate the “maximum crew weight of 275kg” and only maintain a prohibition against changing crew during multi-day regattas?

- 60.7% Yes (119)
- 34.6% No (68)
- 4.5% No Opinion (9)

2. Do you favor a change to the CR that would impose a maximum crew weight limit at only World and Continental Championships?

- 55.6% No (108)
- 35.0% Yes (68)
- 9.2% No Opinion (18)

3. Do you favor removing the running rigging line diameter minimums from the CR?

- 46.1% Yes (90)
- 41.5% No (81)
- 12.3% No Opinion (24)

4. Do you favor a change to the CR that would allow the use of any application or device that can measure time and/or distance to the start line?

- 49.2% No (96)
- 46.1% Yes (90)
- 4.6% No Opinion (9)

5. Do you favor a change to the CR that would allow the use of electronic devices such as the ProStart or RaceGeek?

- 46.9% No (92)
- 44.3% Yes (87)
- 8.6% No Opinion (17)

6. Do you favor a change to the CR that would limit the number of professional crew (World Sailing Group 3)?

- 41.9% Yes (81)
- 40.4% No (78)
- 17.6% No Opinion (34)

7. Do you favor a change to the CR that would allow loose-footed mainsails?

- 45.6% Yes (90)
- 29.4% No (58)
- 24.8% No Opinion (49)

8. Do you favor a change to the CR that would allow larger visibility windows in mainsails and jibs?

- 78.1% Yes (154)
- 15.2% No Opinion (30)
- 6.5% No (13)

9. Do you favor a change to the CR that would impose sail purchase limits?

- 45.4% No (89)
- 36.2% Yes (71)
- 18.3% No Opinion (36)

10. Do you favor a change to the CR that would allow jibs and mainsails to be made out of material other than dacron?

- 67.5% No (131)
- 26.2% Yes (51)
- 6.1% No Opinion (12)

11. Do you favor a change to the CR that would allow the top two battens of the mainsail to be full-length?

- 40.5% Yes (79)
- 33.8% No (66)
- 25.6% No Opinion (50)

12. Do you favor a change to the CR allowing mains and jibs to only be made out of polyester (dacron), with no limits on sail material construction, so long as that when the material is torn it shall be possible to separate the fibers without leaving evidence of film?

- 41.3% No Opinion (81)
- 39.2% No (77)
- 19.3% Yes (38)

J/22 Member Demographic Information

13. In what country do you live?

- 71.4% USA (140)
- 11.7% Germany (23)
- 7.6% South Africa (15)
- 6.1% Canada (12)
- 2.5% Cayman Islands (5)
- 0.5% View “Other” Answers
- 0.0% Netherlands (0)
- 0.0% France (0)
- 0.0% Italy (0)

14. What is your age?

- 28.5% 56 to 65 (56)
- 27.5% 46 to 55 (54)
- 19.8% Over 65 (39)
- 12.2% 36 to 45 (24)
- 10.7% 26 to 35 (21)
- 1.0% Under 25 (2)
$2,350 for the complete mast (all castings and spreaders included) for Class members in good standing*

$2,850 for non-Class members

Contact Matt Dunbar, East Greenwich, RI, at matthew.dunbar.ri@gmail.com

Note: price does not include shipping/transport; masts available on a first come/first serve basis

*A Class member in good standing is someone who has been a Class member in any year in which they have owned a boat.
The German J/22 Class Association welcomes you to the 2019 J/22 World Championship in Warnemünde.

July 8-13, 2019

Sun • Sand • Sail
J22 Midwinters

Fort Walton Yacht Club • March 14-17, 2019
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!


**APPLICATION DEADLINE: MARCH 15, 2019.**
2019

2019 J/22 Midwinter Championship at Ft Walton Yacht Club
Mar 14 – Mar 17

2019 San Diego NOOD at San Diego Yacht Club & Coronado Yacht Club
Mar 15 – Mar 17

2019 Charleston Race Week
Apr 11 – Apr 14

2019 Annapolis NOOD at Annapolis Yacht Club
May 3 – May 5

2019 Mid-Continental J/22 Championship at Lake Stockton Yacht Club
Jun 1 – Jun 2

2019 Chicago NOOD at Chicago Yacht Club
Jun 7 – Jun 9

2019 Cleveland Race Week at Edgewater Yacht Club
Jun 14 – Jun 23

2019 J/22 North American Championship at Wayzata Yacht Club
Jun 20 – Jun 23

2019 U.S. Youth Match Racing Championship at San Diego Yacht Club
Jun 26 – Jun 30

2019 J/22 World Championship at Warnemünder Woche at Warnemünde Sailing Club eV
Jul 8 – Jul 13

2019 J/Fest Great Lakes at Royal Canadian Yacht Club
Jul 20 – Jul 21

2019 Marblehead NOOD at Boston Yacht Club
Jul 25 – Jul 28

2019 CanAm Challenge at Youngstown Yacht Club
Jul 26 – Jul 28

2019 Cleveland (216) Regatta at Edgewater Yacht Club
Sep 21 – Sep 22

2019 J/Fest New England at Sail Newport
Aug 10 – Aug 11
Calendar

2019 Cleveland (216) Regatta at Edgewater Yacht Club
Sep 21 – Sep 22

2020 J/22 Midwinter Championship at Southern Yacht Club
Mar 19 – Mar 22

2020 Cleveland Race Week at Edgewater Yacht Club
Jun 19 – Jun 28

2021 J/22 World Championship at Corpus Christi Yacht Club
Jul 18 – Jul 24

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)

- Matt Dunbar
  East Greenwich, RI
- Mark Foster
  Canyon Lake, TX
- Dennis Princing
  Saginaw, MI
- Lynn Simpson
  New Braunfels, TX

Gold Sponsors

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

- Sandy Adzick
  Haverford, PA
- Christopher Doyle
  Kenmore, NY
- Award & Sports
  Saginaw, MI
- Frank McGowan
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- Ken Berringer
  Austin, TX
- James Rawlings
  Alexandria, VA
- Drew Devitt
  Media, PA