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INTERNATIONAL J / 22 CLASS ASSOCIATION

Mike Marshall's *Bad News* Seizes J/22 Midwinter Championship

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Photo courtesy of Christopher Howell

Spring 2019 • Volume 18 • Issue 2



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NORTH SAILS CLIENTS DOMINATE THE
2019 J/22 MIDWINTERS

1ST 2ND 3RD

Congratulations
Mike Marshall

NORTH SAILS CLASS EXPERTS

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With summer upon us, my term as Class President is nearing an end. When I was elected as President two years ago, my younger son was two months old. Last weekend, he went for his first J/22 sail. His comment on hitting the dock was “I want more boat.” With that as a start, I look forward to turning over the reins to the next President and shifting my focus to the youth movement.

I will keep my comments here brief. The two areas that have come up in the “needs improvement” for the Class during the past 18 months have been (1) the need to update the Rules and (2) the need for parts for the boat following the exit of US Watercraft and Hall as Class suppliers. As I have noted in previous letters, an update of the Rules is in progress. As I hope most of you are aware, the Class stepped into helping Class members find masts, and the Class Officers are looking at what it will mean to go forward with such a program to keep the Class healthy. Four of the five masts that were purchased as a pilot for the Class getting involved in supplying key parts have been sold to Class members. We have learned quite a bit in the process, and will communicate more over the coming months. As always comments are welcome.

Good luck to all participants in the North American Championship!

Matt Dunbar, USJ22CA President
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Mike Marshall's *Bad News* Seizes J/22 Midwinter Championship

Three J/22 World Champions joined forces at the J/22 Midwinter Championship this year, and they didn't need much luck of the Irish on St. Patrick's Day to take home the title. On *Bad News*, Mike Marshall with crew Zeke Horowitz and Todd Hiller never finished lower than fifth in the 30-boat fleet, and were able to hit the docks early to let

their fellow competitors battle it out for the remaining places. Marshall won the J/22 World Championship in 2016 in Kingston, ON Canada with Hiller as crew, and Horowitz won last fall in Annapolis, MD. *Bad News* kept scores of 1,5,2,4,1,1,4,1 for 19 net points in the nine-race series. That was 21 points in advance of second place finisher



Photos courtesy of Christopher Howell



Jeff Todd on *Hot Toddy*. Third place went to Casey Lambert's *Blackburn Marine Racing*. Sunday's race winners were Chris Doyle's *The Jug 4 1*, Marshall and David Muller's *Call The Ball*. Fort Walton Yacht Club in Fort Walton Beach, FL hosted the Championship from March 15-17.

Marshall credited his team for doing "99 percent of the work." He explained, "Zeke called stellar tactics upwind in a super shifty venue. Todd called breeze downwind and talked about how we were doing relative to other boats. So, I could change what I needed to if we were going slow or keep trying to do what I was doing if we were going fast." Marshall said all the competitors would be happy to come back to Fort Walton Beach again, summarizing it was "great sailing, flat water, really shifty and a super inviting yacht club."

DAY ONE RECAP: Three races took place in winds between 6-12 knots. Two teams were knotted up at 8 points each, both logging identical finishing orders of a first, a second and a fifth on the day—Kevin Doyle's *Mo' Money* and Marshall's *Bad News*. Todd's *Hot Toddy* was in third with 14 points. Marshall got off to a successful start in race one, as did Chris Doyle's *The Jug 4 1* and Muller's *Call The Ball*. Lambert's *Blackburn Marine Racing* took line honors in the middle challenge, ahead of Kevin Doyle and Todd. Then it was Kevin Doyle's turn for the win, with Marshall and Todd on his tail.



Photo courtesy of Christopher Howell



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Photo courtesy of Christopher Howell



DAY TWO RECAP: A shifty weather pattern following a cold front challenged the teams. Marshall's *Bad News* flourished in the conditions, posting a 4,1,1 on the day for 9 net points in six races. Discarding a 5 from race two, Marshall not only broke the day one tie for first place, but secured a 14-point advantage over his closest follower—Todd's *Hot Toddy*. Places two through five were all within five points of each other. Following Todd was Mark Foster's *Pressure Drop*, whose solid day shot him into third place. Then, just one notch behind him were Lambert's *Blackburn Marine Racing* and Chris Doyle's *The Jug 4 1*. In winds between 10-15 knots, Karen Glass' *Payaso* opened triumphantly, with Foster and Doug Weakly's *HNL* next. Marshall then earned his second of three bullets in the Championship thus far, in advance of Chris Doyle and Muller's *Call The Ball*. Closing out the day's final top three were Marshall, Vincent Ruder and Todd.

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TOP FIVE:

1. *Bad News*, Mike Marshall, New York YC, 1-5-2-4-1-1-4-1-[32/DNC] ; 19
2. *Hot Toddy*, Jeffrey Todd, Annapolis YC, 8-3-3-6-9-3-5-[13]-3 ; 40
3. *Blackburn Marine Racing*, Casey Lambert, Lakewood YC, 6-1-[14]-7-6-8-9-2-4 ; 43
4. *The Jug 4 1*, Chris Doyle, Youngstown YC, 2-9-[12]-11-2-4-1-8-10 ; 47
5. *Pressure Drop*, Mark Foster, Corpus Christi YC, 7-14-9-2-4-5-3-[20]-9 ; 53

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Photo courtesy of Christopher Howell



Photo courtesy of Christopher Howell

Gear-Changing at the J/22 Midwinters

By Mike Marshall

After heading out on the water to watch the practice racing on the Thursday before the 2019 J/22 Midwinters, I knew one thing for sure: It was going to be a puffy and shifty regatta. The wind direction for the next three days was forecast to be coming even more from across the land. This would increase wind disturbance and make for even puffier conditions than those that existed on Thursday. But even with this forewarning, there was no way to be fully prepared for just how much gear-changing this event was going to demand.

Thinking back on the regatta, I attribute our success to three things. One is knowing and trusting the team. Another is doing all we could to maximize speed. And the third is being ready to handle all the gear-changing needed in such shifty and puffy breeze.

KNOWING AND TRUSTING YOUR TEAM

I was fortunate enough to have an absolutely all-star team: Zeke Horowitz in the middle and Todd Hiller on the bow. Zeke was calling the shots and trimming the jib, while Todd was calling the pressure and the boat speed. Their work was stellar, so trusting them was easy. But trust is an important element no matter who your crew is.

Trusting your tactician is particularly important. In a shifty venue, tactics are critical, but not as critical as trusting your tactician's calls. As we all know, there are times when it can look like things are going great and the race is in your hands, only to have that outlook change in an instant. The 2019 Midwinters presented an extreme version of this situation, which was all the more reason not to second-guess the tactician.

Keeping my head in the boat and staying focused on driving it as well as I could aided Zeke at his job. By not having his calls questioned, he could confidently tack and gybe where he thought we should, never missing the split-second chance to trust his instincts and pick just the right place. This freedom of judgment in a demanding job is essential to a tactician's success. And without me trying to do Zeke's job in addition to my own, the boat went much faster than it would have without my full attention.

At the same time, trust in Todd calling the breeze was also essential. It enabled me to be ready for the next shift while keeping my head in the boat. In this way, I could always be proactive with my changes instead of reactive.

MAXIMIZING YOUR SPEED

As important as it is to be going in the right direction, it's just as important to be going fast. The old saying, "It's really easy to be smart if

you're fast" rings especially true at puffy and shifty venues. Speed is king in getting yourself out of bad situations. In a 30-boat fleet, going the wrong way but being fast means that you can still round the top mark in 10th and be set to gain places downwind. Speed also opens up a host of options to tack on the first shift right off the starting line. If you're fast and can get free of other boats, you control your own destiny and can choose which shifts you want to tack on instead of the fleet dictating that for you.

CHANGING GEARS EFFICIENTLY

Changing gears efficiently so that the boat is always at maximum potential is a third critical factor to success in shifty and puffy conditions. This involves recognizing that you can't predict every shift; you only have to do a better job than the boats around you. Once you put yourself in this mindset, it's much easier to handle the puffs and shifts even if you make a mistake.



Photo courtesy of Christopher Howell

Here are three tips for helping to change gears efficiently no matter how shifty the breeze is.

- First, keep things simple. A skipper has only two hands to control three lines and a tiller. At this regatta, I used the backstay and mainsheet as coarse control lines, with the traveler being my fine-tune control that I moved the most. Keeping the mainsheet tight allowed the forestay to stay at a constant tension, so moving the traveler down just depowered the boat. In the biggest puffs or lulls, I would move to the backstay and re-adjust the mainsheet as needed.
- Second, be sure to keep the rig loose, and looser than you'd think. Remember that you're setting up for the largest lulls because those are the times when you need the most power in the boat. To set up for the lulls, we were one step down from where we would normally be.

- And third, be very active regarding boat weight, especially off the starting line. Leeward heel is slow, but windward heel is even slower. When a puff or lull hits, be sure to move your whole body and not just your shoulders. This makes a huge difference in being able to sail the boat like a dinghy.

In closing, it never ceases to amaze me how competitive yet fun the J/22 Class is. The saying "A bad day on the water beats a good day in the office" is especially true for the J/22 Class and the people in it. It's a 21-hour tow each way between Fort Walton Yacht Club and Rhode Island, but I'd do it all again in a heartbeat to be a part of that fleet with that Race Committee at that venue, and with those hosts, regatta chair and volunteers. Of course, I'd also do all those road miles again in a heartbeat for the chance to sail with Zeke and Todd again.

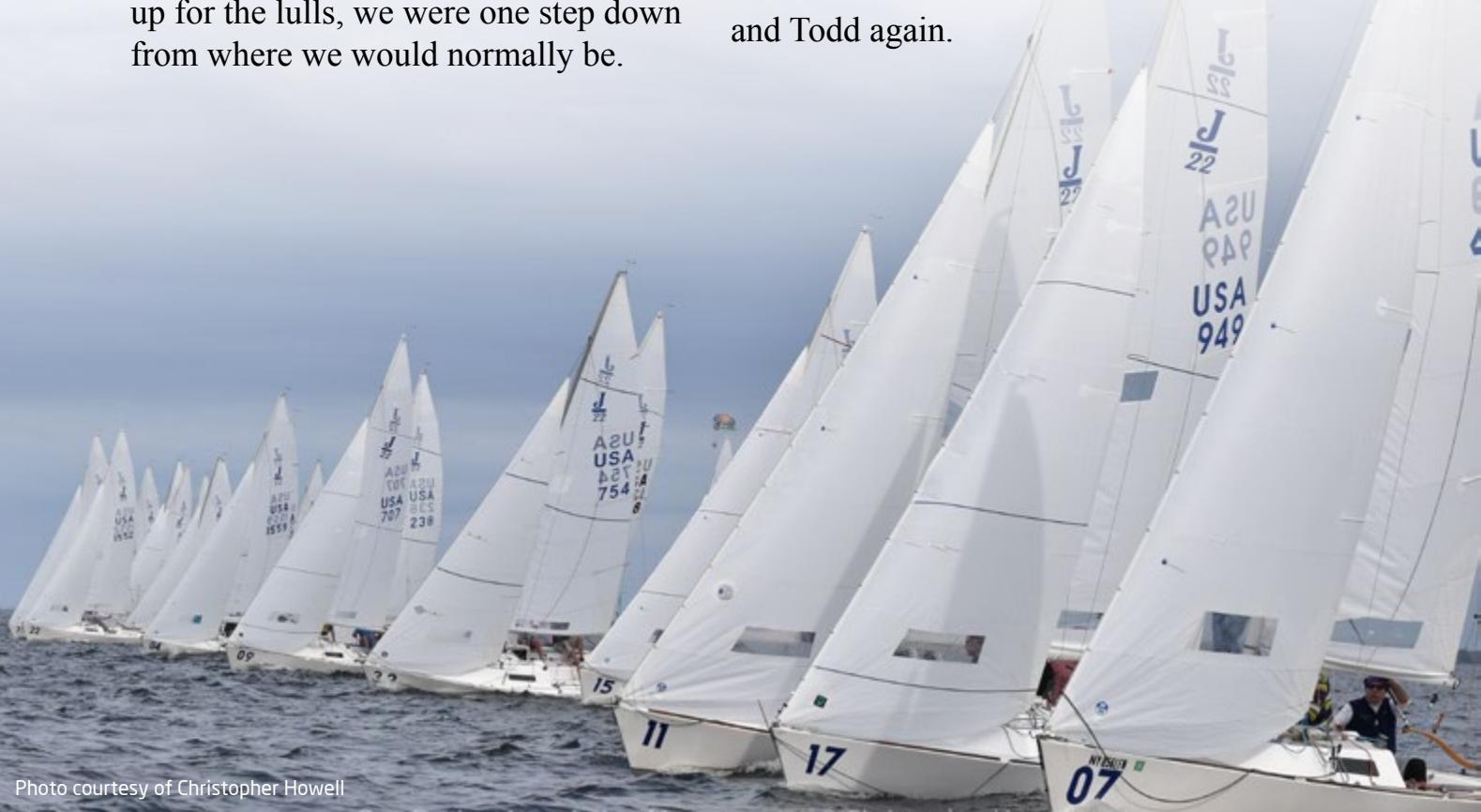


Photo courtesy of Christopher Howell



**The German J/22 Class Association
welcomes you to the
2019 J/22 World Championship
in Warnemünde.**

July 8-13, 2019

WHAT ARE YOU WAITING FOR?

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

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TO THE NEXT CHALLENGE.

Photo by Chris Howell



NORTH AMERICAN CHAMPIONSHIP

Wayzata Yacht Club
Lake Minnetonka, Wayzata, MN

J22na.com

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Make Plans to Attend the 2019 J/22 North American Championship

June 20-23, 2019, Lake Minnetonka, Wayzata, Minnesota

Register now for the 2019 J/22 North American Championship that will be held on Lake Minnetonka in Wayzata, MN on June 20-23. 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, Quantum Sails, Sailcrafters, Cameron & Huebsch, West Marine, The Print Shop 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,” said Holly Jo Anderson, District 4 Western Great Lakes Governess. “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 plus 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. Questions may be directed to Holly Jo Anderson at 952-738-8177 or holly@veritasmarketing.com.



J/22 Sparloft Masts for sale



\$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.

A Note From The (ex) Prez

A Tribute to Carolyn Freeman

By Bruce Berner



For those of you who are older than dirt and have been around the Class awhile, you might remember Notes from The Prez, a column I wrote for the Class newsletter while I was President from 1996-1999. Well old Class Officers never die, they just tack into a really bad header and sail off into the weeds, never to be seen again. This was the case with me until a recent event forced me back.

On this past Mother's Day, Carolyn Freeman, Grand Matriarch of the J/22 Class, died after a brief but intense fight with cancer. For you old dirt guys and gals, you know what Carolyn was to the Class. For the rest of you, she, along with Galen, founded and ran the Class for many years. Carolyn was the first Secretary and ran the Class Office out of their business in Franklin, TN. She was the mother hen who kept all us chicks in a row. At least as well as could be expected given the particular group of chicks.

I first knew Carolyn as a voice on the phone, always a cheery voice with a sweet southern drawl. I was new to sailboat racing and working for the J/Boat dealer here in Indianapolis. My wife Ethel and I were crewing on J/22 #38, *Ambush*, with Cal Hansen, the original owner. We had enough boats at our lake for a fleet so we got a charter, and at the first meeting I was unanimously elected Fleet Captain. (Note unanimous. It comes up again.) Thus began my dealings with Carolyn.

She was a big help with getting our fleet going. A few years later, Cal decided to sell *Ambush*, so Ethel and I bought it and have owned and raced it for the last 31 years. We started doing some traveling, especially around the Great Lakes, so one day Carolyn calls me and says, "We need a new District Governor. Several people have mentioned your name. You'll do it, won't you?" As any of you who have dealt with Carolyn know, she's a hard one to say no to. Not quite unanimous, but close.

So began my term as The Gov. This high and mighty title earned me an invite to the first ever Jam-AM Regatta at the Montego Bay Yacht Club in Jamaica. Pretty heady stuff for a pond sailor from the Midwest. We paid our money and got our marching orders. We had to get to Atlanta on our own, then meet at a particular time and place in the airport. So off we went. We didn't have tickets, boarding passes or any idea of where we were staying or who we were meeting. What could possibly go wrong? As we were waiting at the airport, a bit nervous, in comes a group of people. One of them was a little lady with a big smile, a big laugh, really big sunglasses and a J/22 tote bag. We were saved! But wait, I knew that voice. That's when I met Carolyn Freeman face-to-face for the first time.

That trip was pivotal in our sailing. Not only did we meet the Freemans, but also a number of others in the Class including

John Robertson, who is one of our closest sailing friends. We started traveling to Nashville once or twice a year to race, and I became more involved with the Class.

A while later, Ethel was scanning through the mail. In it was the J/22 Class newsletter. (This was back in the dark ages when it was printed on paper and delivered by snail mail.) "When did you become Vice President?" says she. "Huh?" say I. This was news to me. Sure enough, there it was in black and white. So I called Carolyn, and in her sweet drawl she tells me that at the Class meeting at the Midwinters in New Orleans, which I missed, she had nominated me to be VP, and I was unanimously elected. (See, unanimous again.) I learned an important lesson from this. Never skip meetings.

The VP job kept me busy. The Class was going International, and several times I filled in for the President as ranking Class Officer at some event or another. One day, yet another newsletter arrived, and in it was an announcement from the then-current President that due to a job change he would be resigning soon. I could see the writing on the wall, so I picked up the phone and called Carolyn. When she answered, I simply said, "Yes, I'll do it." After she quit laughing, she said she knew I would, but I had the satisfaction of getting the drop on her once in my life.

I was President for 3 ½ years, which I think still stands as some sort of Class record or at least a tribute to my stupidity. There was lots going on with the International Class, trying to get Rules standardized and trying to get J/22s



as the boat for some of the sailing Championships and the Olympics. After the Worlds in 1999, I called it quits. I handed off the reins to Peter U in Cleveland, and at about the same time Galen and Carolyn handed off the Class Office to Chris and Julie Howell. We all felt things were on a good footing and in good hands.

By then, Galen and Carolyn had become more than just sailing friends. Ethel and I have a lot of friends and family down south, so whenever we headed that way we would stop in Nashville for a visit. We also stayed a few times in their condo at Ft. Walton Beach. Galen was still in the boat business, and when he had to go up north, they would stop and stay with us. And of course, we always saw each other a few times a year on the water. Ethel and I had the honor and privilege of attending their 50th wedding anniversary celebration in Ft. Walton in March, just before Midwinters. Carolyn was looking a bit frail, needing a wheelchair or walker to get around. None of us realized at the time how dire her situation was about to become.

Ethel and I had planned to go see her when we were in Nashville for the Galen Freeman Regatta this upcoming weekend. Instead we will be going to her memorial service. It is with a broken heart and more than a few tears that I finish this. Hers was a life well lived, full of love and laughter, joys and sorrows. She left us a legacy in the J/22 Class, for without her guidance it might not have survived and flourished. She loved and was loved in return. That's all one can ask of life.

Sail well into the next life my friend.



2020 J/22 Midwinter Championship

March 19-22

Southern Yacht Club, New Orleans, LA



All J/22 sailors are invited to attend the 2020 J/22 Midwinter Championship, proudly hosted by Southern Yacht Club and Fleet 46 on March 19-22.

Ceremonies will open on Thursday, March 19, and the skippers' meeting will be that evening. Racing begins Friday morning and continues through Sunday midday. Up to nine races are planned.

Southern Yacht Club is located on the south shore of Lake

Pontchartrain on the New Orleans lakefront. There are a variety of seafood houses and other restaurants nearby, and the French Quarter is only an Uber ride away!

The lake is actually a brackish estuary open to the Gulf of Mexico. There is little tidal effect and no current to speak of in the racing area. At about 24 miles in diameter and averaging 14' deep, the lake's saucer-like shape can make for a short, steep chop.

The winter wind pattern cycles through balmy Gulf breezes, strong Northerly fronts and light high pressure systems. This broad spectrum of conditions is sure to challenge everyone! Late in March, however, the cycle is less severe with few extremes.

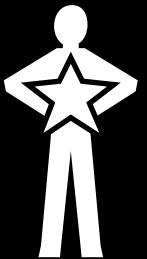
Contact Boo Heausler (rheausler@gmail.com) if you have any questions. Or for further details, check out www.j22mw.com for all the latest information and to register.

www.j22mw.com

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2019

- 2019 Mid-Continental J/22
Championship at Lake Stockton Yacht**
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 EYC One Design Classic at Eastport
Yacht Club**
Jun 22
- 2019 J/Fest Northwest at Corinthian
Yacht Club**
Jun 22 – Jun 23
- 2019 U.S. Youth Match Racing
Championship at San Diego Yacht Club**
Jun 26 – Jun 30

- 2019 SSA No Ice in Your Drink Bowl
at Severn Sailing Association**
Jul 7 all-day
- 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 AYC Annual Regatta at Annapolis
Yacht Club**
Jul 27
- 2019 J/Fest New England at
Sail Newport**
Aug 10 – Aug 11
- 2019 Cleveland (216) Regatta at
Edgewater Yacht Club**
Sep 21 – Sep 22

**2019 Mid-Atlantics at AYC One-Design
Regatta at Annapolis Yacht Club**

Sep 28 – Sep 29

**2019 East Coast Championship at
Severn Sailing Association**

Oct 19 – Oct 20

**2019 J/Fest Southwest at Lakewood
Yacht Club**

Oct 25 – Oct 27



2020

**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

**2020 J/22 World Championship at
Point Yacht Club, Durban, South Africa**

June 28 – July 3

2021

**2021 J/22 World Championship at
Corpus Christi Yacht Club**

Jul 18 – Jul 24

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

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