



# the insideline

INTERNATIONAL J/22 CLASS ASSOCIATION

*Happy New Year 2020*

## **2020 Midwinter Championship**

*Southern Yacht Club, New Orleans, LA*

March 19-22

## **2020 World Championship**

*Point Yacht Club, Durban, South Africa*

June 28-July 3

## **2020 North American Championship**

*CORK, Kingston, ON Canada*

August 6-9

WE ARE  
HERE TO  
HELP YOU  
GO FAST



Photo credit - Pepe Hartman



#### J/22 EXPERTS

**MIKE MARSHALL**  
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northsails.com



**J**  
**22**

#### NORTH AMERICAN CHAMPIONSHIP

**1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>**

—  
Congratulations  
*Chris Doyle*

#### MIDWINTER CHAMPIONSHIP

**1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>**

—  
Congratulations  
*Mike Marshall*

#### NOOD REGATTA IN ANNAPOLIS

**1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>**

—  
Congratulations  
*Matt & Lori  
Schubert*



## Letter from the President

**Class President**  
Boo Heausler  
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504-481-2019

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**Committee Chairman**  
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713-906-5497

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**Nomination**  
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Julie Howell  
Ruskin, FL

It is with great pride and excitement that I get the opportunity to lead your USA J/22 Class as Class President. Matt Dunbar has graciously handed over the reins and left an excellent legacy for the Class during his tenure. Your Class board has elected a great slate of officers including Jennifer Prining, Jeff Todd, Holly Jo Anderson, Terry Flynn and Chris Howell administering the Class.

For those who don't know me, I started racing and crewing on J/22s back in the early 1990s on Lake Pontchartrain and the Gulf Coast. In 2005, I bought my first boat and have been sailing *Fast Company*, USA 1043, routinely on the Gulf Coast and traveling to the national events. I grew up sailing on the Gulf Coast and had the opportunity to sail on numerous types of boats, but what I enjoy the most is the opportunity to travel the country and meet fellow J/22 sailors at our events. The spirit, competitiveness and camaraderie of the sailors is truly enjoyable and unlike many other Classes.

I do want to say thanks to Matt Dunbar for his efforts in organizing the last bulk mast purchase program to help save on shipping costs. We do have one last mast for sale and will be working on another purchase in the near future for the Class. On the Class front, our membership is healthy with 274 members. We strongly encourage all to renew the membership and solicit new members to join the Class. Your dues go to help administer the Class, as well as for advertising to promote the Class and our various events.

On the regatta front, we are in full prep mode for the Morgan Stanley J/22 Midwinters hosted by Southern Yacht Club.

This will be an excellent event, and the weather should be excellent that time of year. I guarantee everyone will have a great time with all of our southern hospitality and food that New Orleans is known for around the world. Please register for this event at [www.J22mw.com](http://www.J22mw.com) and check back often for more event details.

Looking down the horizon, our next North American Championship will be held August 6-9 at CORK in Kingston Ontario. Planning is well underway, and this should be an excellent event.

Richard Boo Heausler, USJ22CA President  
*Fast Company* USA 1043



# 2020 J/22 Midwinter Championship March 19-22, 2020

Registration is now open for the Morgan Stanley J/22 Midwinter Championship, proudly hosted by Southern Yacht Club and Fleet 46 on March 19-22. Your host committee is diligently working behind the scenes on regatta planning, and we expect this to be another top-notch event hosted by Southern Yacht Club. Additional sponsorship details are in the works right now, and we hope to be announcing more details shortly.

As with past events, the competitors will be treated to an incredible and sometimes unpredictable event on Lake Pontchartrain. OK, I promise we won't sink a boat again... The winter wind pattern cycles from balmy Gulf breezes to strong Northerly fronts and finally to light high pressure systems. This broad spectrum of conditions is sure to challenge everyone! Late in March, however, the cycle is less severe with fewer extremes.

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.

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.

Your event committee is busy planning the social events for your stay in New Orleans. On any visit to New Orleans, you can guarantee you will be well fed by our numerous restaurants. While at the event, our club staff will take care of all of your dining needs with the best southern charm. We will be posting a social schedule on the website, so please stay tuned for more details.

Southern Yacht Club is located on the south shore of Lake Pontchartrain on the New Orleans Lakefront. There is a variety of seafood houses and other restaurants nearby and the French Quarter is only an Uber ride away! There are also many local hotels just minutes from the club to make your stay enjoyable.

For information on sponsorship opportunities, please contact Boo Heausler at [rheausler@gmail.com](mailto:rheausler@gmail.com). Or for full event details, check out [www.j22mw.com](http://www.j22mw.com) for all the latest information and to register.

## Southern Yacht Club, New Orleans, LA

# www.j22mw.com

# A Technical Look at J/22 RIG TUNE

By Travis Odenbach, [todenbach@quantumsails.com](mailto:todenbach@quantumsails.com)

*It's that time of year when everyone up North puts their boats away and everyone down south spends time working on their boats and wondering what the next step is to improving their skills as the new year comes around. While you may not think of it as a "skill," achieving proper rig tune and being able to troubleshoot it are a great way to improve. This article will cover some of the technical aspects of rig tune—what to visually look for when your rig tune is a bit off, marking lead positions and why all of this matters when sailing. There is a lot to "just going sailing." Once you're honed in on your sailing skills, the next step is to tackle rig tuning, sail set and marking everything so that each setup is repeatable.*

Photo courtesy of Christopher Howell





Photo courtesy of Christopher Howell

## WHY TUNE YOUR RIG?

At Quantum, we pride ourselves on making sails that are easy to set up with a tuning guide that is easy to follow. Our upwind sails are cut for specific headstay length and prebend, so making sure these are perfect is a priority before going sailing. Our tuning guide is a little different for rig tune and prebend setup than others, as we have numbers for every setting through the wind ranges. Starting with the shrouds, the base number I use is around 32 on the uppers and 25 on the lowers. For me, this is for sailing in approximately 12-14 knots. I go up or down from there as the breeze changes, but while at base I like to have about a 1½ to 1¾ inches of prebend. The mainsail luff is set up to allow for this curve in the mast.

### ***Why do we go down on the rig or take turns off the rig when the breeze gets lighter?***

When you have a softer rig, you usually have a more powerful sail shape, so having looser rig tension will help power up the sails and make the boat easier to sail in light air. Not only does a looser rig help power up the mainsail, but it also eases the upper tension and creates a looser forestay. Sag in the forestay helps power up your jib and gives you a more powerful sail plan and a more powerful boat!

## ***Why do we go up or put turns on the rig when the breeze comes up?***

Putting more rig tension on the shrouds accomplishes a few things. When adding tension to the upper shrouds, the top of the mast starts to come aft and puts tension on the headstay, which are great depowering tools for each sail, but we still need lower tension. If you don't add lower tension to the shrouds, you will have too much prebend, and when using all of your depowering tools such as

backstay and vang, the mainsail will turn inside out or you will see inversion wrinkles coming from the spreaders all the way down to the clew of the mainsail. First, this will not look good to your eye, but, second, you will not have the smooth flying shape that helps you sail upwind. Ultimately, we put on lower tension to keep the middle of the mast in line with the top of the mast when sailing and to control the prebend in the mast so you are able to pull backstay and vang on and still hold a smooth mainsail shape in bigger breeze.



Photo courtesy of Christopher Howell



## TUNING YOUR RIG WITH LOOK AND FEEL

Now that I've discussed how to follow a tuning guide and why we put turns on or take turns off, it's time for a refresher (and a reminder not to get lazy) on the actual rig tuning. We all want to get the most out of our boat and sails, and rig tuning does that for us. In this section, I will discuss the look and feel of J/22 rig tuning and what I look for in the sails and helm of my boat.

### **The Look**

I'll start with the looks. After we've done due diligence at the dock with the rig, it's time to go sailing. While you're out waiting for the first race of the day or in between races, remember to always go upwind and make sure everything looks and feels right. It is best to do this with a tuning partner because then you have a reference for how you're moving against another boat. While waiting for a race, I sight the rig. I kneel down next to it and look straight up the backside of the rig to make sure my mast is in column or straight all the way up side to side. I typically sail with a straight mast and no sag at the spreaders to leeward. Some boats sail with sag at the spreaders to leeward due to how their main

luff curve is cut. A sign that you may have to sight the rig is when you're sailing upwind and you can look to leeward at your shrouds. If your upper shroud is moving all over, you probably have to tighten your uppers. I like to see just a suggestion of play in the leeward uppers. This tells me that the tip of the mast is probably not falling off. Then I walk forward and sight my rig to make sure it is straight in the boat.



Photo courtesy of Christopher Howell

### **The Feel**

Once all of this is done, it's time to go sailing and feel how the boat is set up. What I am feeling for is how much helm I have. Is the helm neutral? Do I have leeward helm, or do I have weather helm? Most likely, I will take a look at this on the practice day so that I know I am set up perfectly for race days. The best day to set up our boat to feel is on a day with about 6-10 knots, and the crew is just on the rail and you can

sail as flat as possible while the boat is still powered up. Normally, I will let go of the tiller and see how the boat tracks. In 6 knots, I really want to see the boat go straight when I let go of the helm and maybe with the slightest turn up after about five seconds. This lets me know that I have a neutral helm and just a suggestion of weather helm. If the boat bears off quickly, I know my headstay is too tight





Photo courtesy of Christopher Howell

as I have leeward helm, so I will lengthen the headstay and try to achieve a neutral-to-slight suggestion of weather helm. If the boat turns up right away, then I have too much weather helm, and I will shorten my headstay.

### ***Don't Forget Your Headstay***

Tuning guides include headstay length, but each boat is slightly different, so once you are at the headstay number of your guide, go sailing to hone in on the correct headstay length for your boat. And no, you can't change your headstay on race day once you leave the dock. That's why it's important to figure this out on a practice day. Setting up the boat with the slightest suggestion of weather helm will make it easier for a driver to pin the tiller on the deck, drive in a straight line and even gain some height from the rudder. If you have a suggestion of leeward helm, you will constantly be pushing on the rudder to keep the boat on the wind. Closest to neutral is best; I always say: the less driving, the better!

## **EASY = REPEATABLE**

The last topic I'll discuss is how to make sure your settings are repeatable. I have a base setting I always go to when I'm at the dock. This base setting allows me to come back to it every time and know that the mast is straight. Once you have this base setting and the mast is straight, get some calipers and measure between the threads on your turnbuckle.

Take a number for each upper and each lower. We write these on our deck to make sure we can always go back to that setting. Once that is done, I make marks next to my jib track holes. I place my jib block so that the middle of it lines up with the chain plates, and I mark 0 at the back of the jib car. Then aft of that I put a -1 and forward of that I put a +1. We only have three settings for the jib cars, so this is perfect for our setup. You can mark the holes any way that is easy for you. This makes it easy for your crew to go to that car placement when needed. We also have marks on all halyards. The spin halyard mark shows that the spinnaker is all the way up and is marked at the cleat. The jib halyard has several marks, usually one - 4 or 5, and each mark is specific for the amount of breeze we're sailing in. We also have a mark on the main halyard so that we know it is hoisted properly. Last but not least, we have marks on the topping lift to show pole height.

Rig tuning takes some time, but I promise you in the end you will be better off and more prepared than most. I try to take the thinking out of tuning when racing, and keep things simple for my crew and me.

I hope to see everyone this winter at Midwinters. Please feel free to ask any questions at any time. See you all on the water!



**A BIG SHOUT OUT TO THE QUANTUM-POWERED J/22 WORLD CHAMPIONS:**

Jean-Michel Lautier's Fraporita with crew Denis Neves and Giuseppe D'Aquino.

PHOTO BY CHRIS HOWELL

# WHAT ARE YOU WAITING FOR?

**EXPECT MORE FROM YOUR SAILMAKER. CONTACT OUR TEAM TO ELEVATE YOUR 2020 J/22 CAMPAIGN.**

**BILL DRAHEIM**

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# 2020 J/22 WORLD CHAMPIONSHIP

**JUNE 28 – JULY 3, 2020**

# J<sup>®</sup> 22



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# OLD DOG LEARNS NEW TRICKS

By Chris Princing



As a testament to how great of a boat the J/22 is and how even they are across their lifespan, the oldest active boat in Tawas Bay J/22 Fleet #44 dominated the racing in 2019. *HogTide* is hull #121 and is owned by the father/son duo of Dennis and Matt Princing.

Dennis will turn 83 this December and still can be found sailing on her. Matt, his second favorite son, has crewed her up with different people each week, but they kept consistent scores to win the Fleet's season Championship. Dennis' wife Nancy, who recently turned 84 is the current Commodore

of Tawas Bay Yacht Club, and this caps off a pretty great year for Dennis and Nancy.

This season, we were able to get 19 races in, which saw us lose two race dates due to weather and use one makeup date. We had multiple kids sailing (with Izzy, Hannah and Jenna logging the most boat time), and we had plenty of newcomers joining us for multiple dates like Brenna, Teresa, Brooklyn, etc. We even had an appearance by the Carroll family with Derek, Riley, Jacoby and Tristan sailing the fleet boat on two occasions.

The weather was strange with the early season being cold, then we got a nice six-week pattern to the middle of the summer and then right into fall by mid-August. Most sailing was done in the sunshine with only a few raindrops hitting us this year and no real breezy days; in

fact, I would say most sailing was only two-up this year.

When the dust cleared, it was USA 121, *HogTide*, taking the Fleet 44 season Championship. Congrats to them and all the sailors who got to sail on the J/22 this season!

## 2019 J-22 Fleet 44 Tawas Bay

### Series results

		Total (w/o TO)	Total (with TO)	Rank
Pork Bellies	48	95	72	8
Hog Tide	121	32 3/4	20 3/4	1
The Other White Meat	275	81	58	4
Pygmalion	430	83	62	6
Squealer	454	60 2/4	45 2/4	3
Renta Pig/Mall Cop	799	90	72	8
jambon de vie	642	95	72	8
This Little Piggy	695	75	61	5
Pigs in Space	838	77	62	6
Evil Dr. Pork Chop	1552	51	37	2

Enter finishes in the table below:

Race		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Pork Bellies	48	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	0	0
Hog Tide	121	0.8	0.8	0.8	0.8	0.8	0.8	0.75	0.8	0.8	2	3	4	2	5	2	2	2	2	2	0	0
The Other White Meat	275	2	2	3	2	3	2	2	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	0	0
Pygmalion	430	3	3	dns	dns	2	3	3	2	3	3	dns	dns	dns	7	7	dns	dns	dns	dns	0	0
Squealer	454	dns	dns	2	3	dns	dns	dns	3	2	0.8	2	2	3	3	0.8	4	dns	dns	dns	0	0
Rental Pig/Mall Cop	799	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	6	6	6	dns	dns	dns	0	0
jambon de vie	642	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	0	0
This Little Piggy	695	dns	dns	4	4	dns	dns	dns	dns	dns	dns	4	3	4	2	5	5	4	4	4	0	0
Pigs in Space	838	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	4	4	3	3	3	3	0	0
Evil Dr. Pork Chop	1552	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	0.8	0.8	0.8	0.8	3	0.8	0.8	0.8	0.8	0	0

0

Rules:

DNS = # started in race + 1

DNF = # started in race

DSQ = # in fleet + 1

OCS = # started in race + 1

Throwout 1 every 6 races





CORK is excited to host the  
2020 J/22 North American Championship, August 6-9!

### The Venue

- Kingston, Ontario, Canada is located at the eastern end of Lake Ontario and the head of the St Lawrence river, the combination of land mass, islands and thermal effects produce excellent wind and wave conditions with very little current.
- Portsmouth Olympic Harbour was the sailing venue for the 1976 Olympics.
- It is a short 10-15 minute sail out to the race course.
- The shore facilities include a welcome desk, event offices, boat moorage, snack bar and chandlery.



The city dazzles with 19th century limestone architecture and the amenities of a major centre. You will have the opportunity to visit UNESCO World Heritage sites Fort Henry and The Rideau Canal or take a cruise around the 1000 Islands.



Kingston's lively downtown will have something for everyone. Choose from a diverse selection of restaurants, live music, theatres, art galleries and museums.

#### CORK partners with downtown Kingston

- Great discounts and activities planned
- Movies in the square every Thursday night
- Live bands play in Confederation Park
- Check out [www.cork.org](http://www.cork.org) for more details about what to explore when you get here.



The CORK team is looking forward to making this Championship one to remember!

See you all in 2020,

The CORK team.



# J/22 Sparloft Masts for sale



**\$2,350** for the complete mast (all castings and spreaders included) for Class members in good standing\*

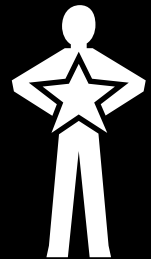
**\$2,850** for non-Class members

Contact Matt Dunbar,  
East Greenwich, RI, at  
[matthew.dunbar.ri@gmail.com](mailto: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.

[www.awardandsports.com](http://www.awardandsports.com)



***Looking for Vendors  
for Your J/22?***

**[WWW.J22.ORG/THE-BOAT/VENDORS/](http://WWW.J22.ORG/THE-BOAT/VENDORS/)**



# 2020

**2020 J/22 Midwinter Championship  
at Southern Yacht Club**

Mar 19 – Mar 22

**2020 Charleston Race Week**

Apr 23 – Apr 26

**2020 Cleveland Race Week  
at Edgewater Yacht Club**

Jun 19 – Jun 28

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

Jun 28 – Jul 3

**2020 J/22 North American Championship  
at CORK, Kingston**

Aug 6 – Aug 9

# 2021

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

Jul 18 – Jul 24

# 2022

**2022 J/22 North American Championship  
at Tawas Bay Yacht Club**

Sep 13 – Sep 17



Submit your regatta dates/information  
to [howell@j22.com](mailto: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**  
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