



the insideline

INTERNATIONAL J/22 CLASS ASSOCIATION

Michael Marshall Triumphs at J/22 World Championship



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Summer 2016 • Volume 15 • Issue 3



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WORLDS 2016

Our Canadian hosts in Kingston, Ontario really un-CORKed a fine bottle of top notch wind for the 2016 Worlds! With the practice race being cancelled in light of 30-40 knot breeze, and breeze ranging from 15-25 knots everyday thereafter, a whole lot of fun was had by all—both on and off the water. Congratulations to **Mike Marshall** and his team on their newly acquired World Championship title!

Several youth teams participated in the Worlds, and all of them did *exceptionally* well. J/22 Youth Scholarship Boat recipient **Patrick Shanahan** and the SPHYNQS team from Brown University ended 13th overall. **Jack Carminati** (age 16) and his team ended up 20th. And the top youth skipper award went to Eckerd College sailor, **Anna Huebschmann**, who sailed with her father and brother to a 12th place standing overall. You will definitely see more of these fine sailors in the future. In the interim, consider avoiding a starting position to windward of them. ☺

LOOKING FORWARD TO 2017

This newsletter ends my first term as President, and I've agreed to sign on for another year (the pay is far too good to pass up). It's so exciting to see the momentum our Class is building in youth circles; and our objective for 2017 will be to continue to emphasize youth participation.

As you all know, running a competitive annual J/22 campaign does cost some money (although extremely affordable compared to other Classes). Roughly two dozen generous members (who are recognized on our website) contributed to the J/22 Scholarship Boat in 2016. If you and every member in our Class were to contribute a mere \$10-\$20 towards the scholarship when renewing membership, we can greatly curtail the need for independent fundraising activities by the 2017 scholarship team. Your membership money pays for your *present* participation in the Class; and your scholarship donation is an investment in the *future* of the Class. So please help us keep this wonderful Class alive and strong for decades to come.

Thanks to everyone for donating to the J/22 Scholarship boat, which we will be re-launching shortly. A special thanks to Helly Hanson and Quantum Sails for their generous donations to the team in 2016.

Mark "Stu" Stuhlmiller, USJ22CA President
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Michael Marshall Triumphs at J/22 World Championship



Photos courtesy of Christopher Howell

It took every leg of all 10 races to determine the winner of the J/22 World Championship at CORK/Sail Kingston in Ontario Canada from August 22-25. With a second place finish in the final race, Mike Marshall, Todd Hiller and Luke Lawrence are the 2016 J/22 World Champions. Heading into the 10th and final race, Marshall and Chris Doyle were tied on points at 30. As the 41 teams arrived at CORK that morning, the after-effects of an overnight storm left breeze in the mid-20s, so the Race Committee postponed on shore. But it didn't take long for the winds to back off to the upper teens, so the flag came down allowing for the showdown between Marshall and Doyle. Brad Julian won the race, with

Marshall finishing second to secure the Championship. Doyle placed sixth in the race but second overall with 36 net points. Jeff Todd took third with 43 points.

“We went into Thursday with the idea that it’s really three people (Todd was 5 points behind Marshall and Doyle), so it changes the whole dynamic. If it’s two people, you can do a little bit more match racing,” explained Marshall. “We just wanted to sail the best possible race we could, and we executed our plan exactly as we wanted to. We got the first cross, and from there we were able to control the race.” Over the 10-race series, only two races were sailed under





Photos courtesy of Christopher Howell

15 knots, and 9 knots was the lightest. “Kingston as a venue is just spectacular,” praised Marshall. “This week was totally different than what Kingston is normally, which is about going left. This week, it was all about going right.” Marshall thanked the Race Committee for their efficient execution, saying, “They changed marks when they needed to, dealt with two shoals on either side and set the right length courses. They were cranking out the races without much downtime.” The PRO was David Sprague.

Among the regatta entrants were the recipients of the first ever US J/22 Class Association scholarship boat, led by skipper Patrick Shanahan

of Brown University. Also racing was the Warrior Sailing Program, which introduces active military and veterans with disabilities to sailing. Ed Norton helmed USA1367.

Day one report: Chris Doyle showed why he was the reigning J/22 World Champion on the opening day of the Championship. Three races were completed in gorgeous Lake Ontario conditions, as Doyle with Will Harris and Adam Burns, finished the day with 10 points, after scoring a 4,4,2. Following an on-water postponement as the seabreeze settled in, the winds began at 6-8 knots but built to 8-12 as Marshall won the initial contest (he added a 5,10 for 16 points and second





Photos courtesy of Christopher Howell

place). Brad Julian recovered from a 19 to earn two bullets for 21 points and third overall. Race two saw the highest breeze at 12-17 with gusts in the low 20s, then the winds dropped to 13-15 in the day's final duel.

Day two report: The day before the J/22 World Championship began, Marshall led a panel discussion focused on techniques for heavy breeze and waves. On day two, he put those practices to good use in winds that began in the mid-teens and quickly built to a steady 19 knots with gusts into the 20s and 2-4 foot waves. Recording a 2,1,3, the Newport-based helmsman posted a net score of 12 points in six races, able to discard a 10th from race three. Chris Doyle dropped to second place with 18 net points, and Jeff Todd moved up to third with 22. The day's race winners were Travis Odenbach, Marshall and Terry Flynn. Teams enjoyed a beautiful sunset dinner at Fort Henry that evening.



Day three report: By way of a victory in Wednesday's third race, Marshall was tied at 30 points with Chris Doyle. And Jeff Todd was still in the hunt in third place with 35 points. Marshall had been discarding a 10, but with a 16th in race 8, the team needed to rebound to keep pace with Doyle who took a four-point advantage into Wednesday's final battle. Marshall held the overall lead with the tie breaker being the three bullets for a line of 1,5,10,2,1,3,7,(16),1. Doyle maintained a consistent tally of 4,4,2,4,4,(12),4,3,5. It was another day of champagne sailing conditions with sustained winds of 12-15 knots for the three races. Brad Julian won the first two meetings, and Marshall the third.



Photos courtesy of Christopher Howell





Photos courtesy of Christopher Howell

THE TOP FIVE:

- 1) Michael Marshall 1, 5, 10, 2, 1, 3, 7, (16), 1, 2 = 32**
- 2) Chris Doyle 4, 4, 2, 4, 4, (12), 4, 3, 5, 6 = 36**
- 3) Jeffrey Todd (18), 2, 6, 5, 5, 4, 3, 7, 3, 8 = 43**
- 4) Travis Odenbach (17), 7, 3, 1, 14, 8, 2, 5, 8, 5 = 53**
- 5) Brad Julian 19, 1, 1, 7, 15, (42 DNC), 1, 1, 9, 1 = 55**

Photos are available on the J/22 Facebook page, and complete results may be found at <http://cork.org/past-results/results2016/J22/J22.html>.



J/22 MIDWINTERS



2017 J/22 MIDWINTER CHAMPIONSHIP SOUTHERN YACHT CLUB ~ NEW ORLEANS MARCH 23-26, 2017 www.J22MW.COM

All J/22 Sailors are invited to attend the 2017 J/22 Midwinter Championship, proudly hosted by Southern Yacht Club and J/22 Fleet 46.

Registration will open on Thursday, March 23, and the Skippers Meeting will be that evening. Racing begins on Friday morning and continues through midday Sunday. Nine races are planned.

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!

The Lake is actually a brackish estuary open to the Gulf of Mexico. There is little tidal effect and no current to

speck of in the racing area. At about 24 miles across and averaging 14 feet deep, the Lake's saucer-like shape can make for a short, steep chop.

The Winter wind pattern cycles thru balmy Gulf breezes, bracing Northerlies 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 fewer extremes.

Contact Zak Fanberg (fanbergz@eaganins.com) or Boo Heausler (rheausler@tdw.com) with any questions, and please visit www.j22mw.com for all the latest information and to register.

***The Inside Line:** Kingston was billed as a venue with reliable breeze, and it certainly lived up to expectations. What was the biggest factor for you to keep the boat under control upwind? Downwind?*

Mike Marshall: Kingston certainly gave us everything it had. I think the lightest breeze we raced in was 10 knots, and the strongest was 25+ knots. This meant that one of the most important aspects of the racing was keeping the boat under control, which included managing its heel both upwind and downwind. The J/22 is really just a largish dingy with a keel, so upwind it reacts very much like a dingy does. It rewards people who sail the boat as flat as they can, keeping the keel in the water to the maximum extent possible. The more the keel is in the water and working, the more efficient it will be, which

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Photo courtesy of Christopher Howell

translates into height when going upwind. If the boat is very heeled over, it's just sliding sideways. Keeping the boat flat is also important sailing downwind in big breeze because it prevents you from wiping out. So once again, you're working to stay as upright as possible, or as I sometimes say "to keep the hull under the top of the mast." This means that if the boat heels to windward, you turn up; and if the boat heels to leeward, you turn down. In both cases, you're turning to keep the hull under the mast tip. There are a couple of tricks to use for common situations. When the boat heels to windward because you got too low on a wave, you can use a combined pump of the main and pump of the kite to turn the boat up. Pumping the main puts a forward force on the boat's leeward side, which aids in turning it up, while pumping the kite helps to rotate it more toward the leeward side, so it isn't pulling the boat to windward as much. Another tip when the boat gets "wobbly" or the heel gets unstable is to

simply turn up a bit to increase boat speed. The increased speed eases some of the wind pressure on the rig and keeps the boat from trying to dump that pressure by heeling side to side.

The Inside Line: How do you divvy up the responsibilities within your crew?

Mike Marshall: My crew consisted of a pretty incredible pair of sailors who I was lucky enough to sail with. Both of them absolutely nailed it. Todd Hiller, who was on the bow, had all the usual bow responsibilities with the pole and halyards around the corners. In addition, his job upwind was to call the major puffs and lulls as well as the major waves and flat spots. He was spot-on for the entire event, which made my job far easier because I could always anticipate what was coming next. Todd also called pressure and helped me with a clear lane downwind. Because I can't be looking back the entire time, his input helped



Photo courtesy of Christopher Howell



Photo courtesy of Christopher Howell

to paint a picture of what was happening behind me when I wasn't looking. So, with him calling the pressure, I was once again able to anticipate what was coming and turn up to stabilize the boat if a big puff that might knock us down was approaching. In the middle of the boat, we had Luke Lawrence, whose job was to trim the jib and kite as well as call tactics. We could not have had a better person for that job. The skill he brought to the program was incredible. With Luke focusing on putting the boat in the right spot, I could focus on keeping us going fast and under control. Luke was pretty much correct with every single call, and anytime that things didn't work out quite right, he was able to help me keep us going fast so that we could still pull out a good result.

The Inside Line: Describe how much communication takes place between you on the helm and the team during the different parts of any race (start/upwind/downwind). Does an increased amount of breeze lessen or increase the needed level of communication?

Mike Marshall: A huge amount of communication goes on between me and my crew all the way round the race course regardless of the breeze conditions. Upwind and downwind, my bow person is constantly feeding me information about the waves and wind, while my middle person is constantly giving me input about our speed relative to other boats around us. With all this information, I don't have to keep looking around and can just focus on the telltales. I'm mostly quiet in the back of the boat unless we're going slowly or we're going downwind when more communication between me and my trimmer is needed so I know how much pressure is in the spinnaker. At the start, of course, I typically communicate back to my crew more than at other times during the race. In Kingston, I'd ask Luke what third of the line he wanted to start in (boat, middle or pin). Since the line was pretty square for most of the event, we'd start at the boat if we wanted to go right, pin if we wanted to go left, and middle if we weren't sure. I'd make calls as to how much jib trim I needed to keep



Photo courtesy of Christopher Howell

the boat where I wanted it, and Todd would be keeping the boat at the appropriate heel. The key I've found to communication is that you need to be both qualitative and quantitative. You have to remember that the person you're talking to should not be looking at what you're talking about.

The Inside Line: *At the awards, the Race Committee (including PRO David Sprague) was repeatedly praised for their work. What is your feedback to them?*

Mike Marshall: To reiterate what I said at the awards, David and his team did a fantastic job. When you have an event in a location like Kingston where there's great breeze every day, the job gets a bit less stressful, but a new set of problems arises. In this case, David's handling how to get the right length course between the two shoals was spot-on. The course lengths were always appropriate, and the marks were moved when a large enough wind shift required it. Equally important, there was almost no downtime between races. There's nothing tougher on a group of sailors than sitting around in great breeze waiting for the race committee to get set up for the

next race. It's so easy to get cold and soaking wet, and to wear out your sails during that time. At this event, David was prepared for the next race before the last one was over. Being able to plan that far ahead is a testament to his impressive skill.

The Inside Line: *Several of us noted an increased presence of younger sailors at this event. Do you see the J/22 fleet as conducive to young crews?*

Mike Marshall: I absolutely do. As I said before, I think of the J/22 as a dingy with a keel, so it's perfect for college sailors who want to move into keelboats. This, coupled with the new boat grant program, should really help to promote the Class to young sailors. Beyond that, as I looked around the Worlds fleet, there were sail numbers ranging from 8 to 1649, and many older boats were just as competitive as newer ones. This is important because the price of an older boat can be within the reach of a recent college graduate. As we all know, young sailors are the future of the Class, so the easier we can make it for them to race the J/22, the more our fleets will grow.

The Inside Line: The J/22 Class has now been around for 30+ years. How does the J/22 stay relevant among a market with so many new products?

Mike Marshall: I think the answer is twofold. First, the J/22 is a versatile boat. It can be simple and comfortable to sail if you want it to be, but it can also be complex and athletic at the highest level of racing. I can tell you first-hand on behalf of my team that sailing a J/22 in 15+ knots for four days is exhausting. The boat rewards those who aggressively boat handle, but if you chose not to sail it that way, you're still going to have a great time. There aren't many boats out there that you can take out for a comfortable evening sail

one weekend, and then go plane downwind in the next weekend. Second, and equally important, I think that the people in the J/22 Class make a huge contribution to keeping it relevant. It's hard to think of another Class where, no matter who you ask, they'll always be happy to tell you what they were doing to go fast that day. It's that kind of helpful attitude that keeps a Class strong and helps to develop new members. And the more new members are developed, the better the competition, and the stronger the Class becomes. So while a boat can stay relevant by virtue of its characteristics, it's the people who sail it that keep the Class going. In my view, the members of the J/22 Class make it one of the best there is.

Photo courtesy of Christopher Howell



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On a final note, I have to once again thank my team of Luke and Todd for all their skill, time and effort in giving us the results we had. I'd also like to thank the PRO and race committee again for doing such a terrific job. And thanks are due as well to the entire staff in Kingston – the regatta chair and regatta team, the measurement team, and everyone else involved – for putting on a wonderful event.



Photo courtesy of Christopher Howell



Photos courtesy of Christopher Howell

Young J/22 Sailor Profile **Caelan McMichael**



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Caelan McMichael | Age, 12

Corinthian Yacht Club of Philadelphia

Q Years of Sailing Experience.

A 5

Q How did you get into sailing/racing?

A I got into sailing from my dad, uncle and grandfather. I used to visit my grandfather's boat when I was a little kid. I had a lot of fun! When I was older, I started going to a sailing camp at my yacht club, that is where I learned to sail.

Q How did you start sailing/racing on a J/22?

A My dad, uncle and grandfather own a J/22. They race it every night, and sometimes I would join them. After I learned how to sail, I started racing the J/22 every week with them.

Q What was your most memorable J/22 experience?

A A My most memorable experience is when I won a J/22 race while skippering. My dad, my uncle and another young sailor were my crew on the boat. My dad wasn't expecting us to do so well. But I ended up beating all the adults on other boats.

Q Describe an important J/22 sailing or racing tip that you received.

A A tip I received is always be on the line at the start. Being last to the start is really bad and can impact your race greatly. The main strategy in sailboat racing is start out front and stay there.

Q What do you like best about sailing the J/22?

A I like sailing J/22s because they are just the right size. They are big enough that you can sit back and relax. They are also small enough that you can maneuver them more easily.

Q What goal(s) do you have for future sailing/racing?

A I want to continue sailing and race in big regattas.

Q If you had a J/22, what would you name it?

A I would name it Bullet. This name implies speed. Bullet is also a word to describe getting first place in a race.

Q What advice would you give someone your age interested in sailing or racing?

A Advice I would give to a sailor my age is to always keep practicing. Nobody is ever perfect at sailing. It takes time to learn and master different skills. It is not a sport you can just jump into and expect to be great at it. You need to practice.



Photo courtesy of Christopher Howell

WARRIORS TAKE ON THE WORLDS

Since 2013, the Warrior Sailing Program (<http://warriorsailing.org/>) has introduced 135 wounded veterans and active military athletes to the sport of sailing. Continuing to surpass all of the original expectations, the program is expanding to provide its training camp graduates with opportunities beyond just 'learning how to sail.' Options for tall ship sailing, sailing certifications, big boat racing, small boat racing, and regional sailing are all starting to happen through WSP.

Check out a short Warrior Sailing video at <https://vimeo.com/170835068>.

One of the many options for camp graduates is to earn a spot on the competitive race team. This year, the team used the J/22 World Championship in Kingston, Ontario as their goal for 2016. With the tremendous support of the USMMA Sailing Foundation and generous partnerships, they took on the world this August. The select team members who competed were Scott Ford (Navy, blind), Sammy Lugo (Army, amputee) and team head coach Ed Norton (sailor, not actor). Additional team members David Caras (Coast Guard, amputee) and Josh Agripino (Marine, leg complications) made the trip to learn from this experience onboard a spectator boat.

You don't have to teach toughness, dedication and hard work to this group, but it can be difficult to manage expectations for this highly competitive and critical crew (under three years sailing competitively). The team had their ups and downs throughout the event, but had two strong top ten finishes and finished 30th out of 42 boats competing in the event. They fought through boat breakages and heavy breeze conditions.



Photo courtesy of Christopher Howell



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The Warrior Sailing competitive team is looking to continue in the J/22 Class and also expand its horizons to provide more spots on the competitive team in the near future. They are seeking 'ready to race' boat donations and monetary support to offset event costs. The support of the donation allows use of the boat for the team for three years, and then selling the boat to help fund new and promising initiatives. See how it works at this short video: <https://vimeo.com/152183055>

Support the Program with a donation at <https://warriorsailing.wufoo.com/forms/m1cnd2dw1ji5w70/>, or contact Ben Poucher at ben@warriorsailing.org.



Photo courtesy of Christopher Howell



The Warrior Sailing Program is dedicated to maritime education for wounded, ill and injured service members of the U.S. military. We do so by facilitating opportunities, communicating experiences and building partnerships between the military and marine communities. It is a program of the USMMA Sailing Foundation. The sport of sailing is unique allowing those with disabilities to participate alongside or compete against those without disabilities. WSP of-

fers the organizational and technical expertise to create opportunities ranging from introductory level sailing through world championship competition. Programming is achieved through partnerships and collaboration within the sailing community, military programs and funding from generous supporters. The alliance between these working relationships allows WSP to stay focused on improving the lives of service members with disabilities and inspiring a new outlook for participants and the communities in which we serve.

The foundation of our programming is based on four critical components. The goal is to not only teach the skills of sailing, but to foster the participants in both the physical and mental aspects of the skill leading to independence.

1. **Basic Training Camps (Level 1)** These are introductory intensive three-day camps designed to develop the skills of sailing and safely create a competitive environment to learn. The challenges the participants face lend to social and job skill development within the context of sailing, including but not limited to leadership skills, teamwork and self-reliance for graduates.
2. **Advanced Training Camps (Level 2)** Graduates from the Basic Training Camps who wish to further develop their sailing skills and learn about further opportunities in the sailing community may attend Advanced Training. These are organized by WSP and hosted in various geographic regions throughout the United States. The camps are 4-day concentrated training events to develop the advanced sailing skills, safety techniques, and on the water drills.
3. **Maritime Education & Training (Level 3)** These sessions focus on key maritime and safety skills for sailing in team configurations. As a development program, this fills the desire to earn credentials or land a job for participants who would like to obtain sailing certifications or potentially pursue a career in the field. The component offers safety techniques, navigation and first aid training. Participants are connected with sailing opportunities while building a network among the graduates to continue participation in the sport.
4. **Warrior Sailing Team (Level 4)** The WSTeam consists of graduates whom have committed to pursue sailing as a sport and a path toward physical wellness, mental health, and competitive spirit. Members have opportunities for racing regattas, offshore training and equipment logistics. There is a qualifier each year for the select and funding for the Warrior Sailing Team.

Moving through the spectrum of these components Warrior Sailing Program provides a directional path for participants to develop job and interpersonal skills, physical wellness, mental health, and overall well-being. Our program is inclusive to both visible and non-visible injuries and designed to create an allied network among all participants. Through sailing and its multi-faceted opportunities, Warrior Sailing Program aims to provide the skills to navigate the often ambiguous road to reintegration.

Here is a link to a video about the Warrior Sailing Program: <https://vimeo.com/141593676>
(Internet access is required to view the video)

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2016 Calendar

October 1-2, 2016

2016 Oktoberfest at PPYC, Nashville, TN

October 1-2, 2016

East Coast Championship at Annapolis Yacht Club, Annapolis, MD

Contact: jasonipe@gmail.com

October 7-9, 2016

2016 U.S. Match Racing Championship for the Prince of Wales Bowl (Invitational Entry) at San Diego Yacht Club, San Diego, CA

October 12-15, 2016

2016 U.S. Adult Championship for the Clifford D. Mallory Trophy (Invitational Entry) at St. Francis Yacht Club, San Francisco Yacht Club, San Francisco, CA

October 15-16, 2016

2016 Equalizer at PPYC, Nashville, TN

October 15-16, 2016

2016 (216) Regatta at Edgewater Yacht Club, Cleveland, OH

Contact: Caroline Sundman, caroline.sundman@yahoo.com, 440-669-6557

October 28-30, 2016

J/Fest Southwest at Lakewood Yacht Club, Seabrook, TX

Contact: dc1sail@comcast.net

October 29-30, 2016

Mid-Atlantics at Severn Sailing Association, Annapolis, MD

Contact: jgoscha@gmail.com

November 12, 2016

SSA Turkey Bowl/SSA Fall Series at Severn Sailing Association, Annapolis, MD

Contact: jgoscha@gmail.com

2017 Calendar

February 17-19, 2017

2017 St. Petersburg NOOD at St. Petersburg Yacht Club, St. Petersburg, FL

Contact: Jennifer Davies | Event Website

March 24-26, 2017

2017 J/22 Midwinter Championship at the Southern Yacht Club, New Orleans, LA

Contact: Boo Heausler, rheausler@tdw.com

April 20-23, 2017

2017 Charleston Race Week at the Charleston Ocean Sailing Association, North Charleston, SC

Contact: 843-628-5900, info@charlestonraceweek.com

June 2-5, 2017

2017 J/22 World Championship at the North Sea Regatta at Scheveningen, The Netherlands

Contact: Rosemarijn Verdoorn, chairman@j22.nl, +31 (0) 6 30372709

July 20-23, 2017

2017 J/22 North American Championship at Buffalo Yacht Club, Buffalo, NY

Contact: Patrick Weisansal, 716-725-4953

2018 Calendar

September 8-14, 2018

2018 J/22 World Championship at Annapolis Yacht Club, Annapolis, Maryland USA

Contact: Linda Ambrose, lambrose@annapolisyc.org

**Submit your regatta
dates/information to**

j22@roadrunner.com





This year, the US J/22 Class Association awarded its first annual scholarship boat to Patrick Shanahan of the Brown University Sailing Team. *The Inside Line* caught up with Patrick to check out their summer campaign, leading up to the World Championship. Next edition, we'll find out all about their experience in Kingston. You can follow the team and support them at <http://www.sphynqssailing.us/>.

The Inside Line: Congratulations on being the first annual J/22 scholarship boat! Tell us a little about your team and how you came to hear about this program.

Patrick Shanahan: Our team consists of six Brown University students that we rotate through at different regattas. We all come from very diverse sailing backgrounds and range in ages 19-21. Some of us have very extensive backgrounds in dinghies and have little keelboat

experience and vice versa. Our coach, John Mollicone, was the one who told us about the program. He forwarded a few of us an email saying we should apply, and we did thinking we would not get the grant, but decided to put in the application anyway. To our surprise, we received the grant and were so thankful of the Class and our coach for telling us about it.

The Inside Line: You spent the summer getting ready for the J/22 World Championship in August. What preparations have you done with the J/22 provided by the Buffalo Yacht Club Foundation as far as the boat itself and also as crew getting to know the J/22?

Patrick: As far as crew getting to know the boat, we have sailed two events and have had three weekend practices together. A majority of the team lives in Newport for the summer and races during the week on J/22s as well as in Connecticut for some of the team. We are slowly learning new tricks and getting familiar with how to sail the

boat. The whole process has been amazing and an absolute blast. As for the boat itself, we have been doing a ton of boat work. We have replaced most of the hardware which has taken some time. We also worked on taking off the old bottom paint on the boat.

The Inside Line: *Your first J/22 regatta was the Wickford Regatta, which was a breezy weekend. Then you placed fifth at the Raw Bar Regatta, ahead of some Class stalwarts. What are you learning about keelboat fleet racing as opposed to match racing you often do?*

Patrick: For me personally, I have never really sailed anything but dinghies, and this summer began match racing and fleet racing keelboats. It has been a huge aid to have the other members

of the team who have an extensive background in keelboats crewing and helping me learn quickly. The two aspects of racing, whether it is match or fleet racing, are so different but so similar at the same time. One thing we really focus on when sailing the 22 is to keep it simple. We don't know the boat very well, but we know if we do the basics like focus on the shifts and breeze and keep the boat moving as best we can, we will get a good result. Once we start overthinking everything and focusing on all the little details, we will forget the basics and perform worse. That is the same for match racing on our boat as well. Focus on the fleet racing side of things and boat speed before we think about match racing. We find that the two are pretty similar in the keelboats, like the boat handling, besides the obvious strategy of boat on boat and the tactics.



Photo courtesy of Greg Toole

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Photo courtesy of Greg Toole

The Inside Line: Being new to the J/22 Class this summer, how would you characterize the fleet?

Patrick: The fleet has exceeded every single one of our expectations. At both the Wickford and the Raw Bar Regattas, the fleet has been nothing but kind and welcoming. Our team does not have one bad thing to say about the fleet because everyone is so kind and helpful. At both regattas, whenever we didn't know how to do something or needed help, every single person there was willing to help and assisted us. It has been the best experience to sail against such a kind and driven fleet because it is so intense and competitive, but everyone is so sportsmanlike and kind. We recommend to those who have not sailed a J22 to try it out and get to know the fleet. We guarantee it will be one of the best times of your life because of how kind, generous and helpful they are. That has been the case for us, and we all want to find a way to remain a part of the Class.



The Inside Line: *There are many statistics about the drop-off in sailing participation post-college. What can be done to keep young people interested in the sport at that age?*

Patrick: Giving grants and scholarships like the J/22 Class Association has done is the best way to keep post-college sailors interested and able to sail. It doesn't always have to be giving away a boat for the year either, it can be any sort of grant or help. Even if it is just a certain amount of money to aid in the costs of sailing or hardware for their old boat. The biggest problem with continuing sailing post college is the cost of participating. Most of the time, recent graduates have to pay for their accommodations, and a car, and the food, etc. That leaves them with not enough money to continue to sail. With grants that help any little bit, this allows these recent grads to be able to continue to sail and remain competitive in the sport.



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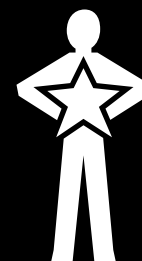
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