

Catalina 22—An All-Around Champion

A 50+ Year History of the Builder, the Class, and the People who Love this Boat!

Updated April 2024

By Rich Fox, Editor



Catalina 22 National Sailing Association

www.catalina22.org

Catalina 22—An All-Around Champion

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Introduction

By Rich Fox, Editor

I am pleased to share with you the Catalina 22 History Book. My wife Denise and I started this project of building a publication to capture the vast history of the Catalina 22 and the Catalina 22 National Sailing Association. I hope you enjoy reading it as much as we enjoyed preparing it.

If you are a Catalina 22 owner, then you own more than a great sailboat and membership in our Association. You also have access to a new network of friends throughout the United States and beyond. If you are not a Catalina 22 owner, we hope this publication may help inspire you to purchase a Catalina 22 and become involved with the Catalina 22 National Sailing Association.

The journey begins . . .

The publication is dedicated to Gene Ferguson who passed away in September 2022. Gene Ferguson was the backbone of the Catalina 22 National Sailing Association for over three decades. Gene joined the C22NSA in 1978 after purchasing a Catalina 22 named *Princess Ann*. Gene said that membership in the Association “has helped me to form some long lasting friendships from all over the country that I would not have experienced had I not joined the Association.”

For over 30 years, Gene promoted the Catalina 22 Class, making it one of the largest and most active one-design classes in the United States. In addition to being a great racer and always demonstrating exceptional sportsmanship, Gene had a long history of distinguished service and leadership in the Class.

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Gene Ferguson

1931 to 2022

“May you always be on time at the start;

May you never be over early;

May you always finish first;

And may you always be the kind of sailor

everyone is proud to know.”

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Gene served as National Commodore of the C22NSA from 1994 through 1997. In 1998, Gene became Editor of the Class publication – MainBrace. The MainBrace is where Gene’s service really shined. In 1998, the C22NSA Board made a decision to begin writing, editing, printing, and distributing a stand-alone magazine for Catalina 22 owners – the MainBrace. The stand-alone publication was introduced in 1998 and distributed six times a year to over 1000 members of the Catalina 22 National Sailing Association.

Under Gene’s watch, MainBrace featured 24 to 28 pages of Catalina 22 racing and cruising news, technical tips, fleet updates, and officer reports. What is most amazing is that Gene always made sure that the MainBrace was consistently published and delivered on-time. Gene served as Editor of the MainBrace for sixteen years, retiring in 2014.



An All-Around Champion

By Gene Ferguson
Printed in *Mainsheet*—November 1997

To breathe life into a piece of plywood and some fiberglass takes imagination to say the least, but that is exactly what happened. Frank Butler embarked on a project to build a small sailboat that was easily transportable and would accommodate a family at a reasonable price. What emerged was a boat that caught the eye of everyday folks who had never considered sailing and thus it became an overnight success. The Catalina 22 helped to launch the trailer sailing market, and although many other designs have entered the market, it remains at the top of the mobile sailing boats.

In 1969 Frank designed the swing keel version of the Catalina 22 and it went into production in 1970.

In 1973 the pop top was introduced as an option to give sailors covered standing headroom while the boat was moored. That same year the fin-keel version was also introduced and the wing keel followed ten years later.

In 1985 a new style was introduced. For the boat’s 25th anniversary of production, the designers at Catalina introduced a design with new materials and modern open interior.

"There’s nothing pretentious about the boat, it just works," according to Catalina Yachts’ Gerry Douglas. "It could be considered the Model T or Volkswagen Beetle of the sailing world."

With a user friendly cockpit, simple but workable interior, simple rigging and low upkeep, the boats are a natural for the first-time boat buyer, or a step between a sailing dinghy and a larger cruising or racing auxiliary. What happens in many cases, however, is that when owners move up to bigger boats, they keep their 22s to pass on to other family members or to race in the extensive one-design circuit. The Catalina 22 National Sailing Association is one of the strongest in sailing, and, once involved,

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many sailors never leave. The Catalina 22 has defined the pocket-cruising trailer-able class for the last 25 years.

Any time two or more boats are on the same lake, sooner or later a race will ensue. When the boats are the same model sailors can hone their racing skills and show each other how fast they are. Thus began the Catalina 22 National Sailing Association.

Since the boat was first sold in California it was only natural that area would be the starting place of what is now known as the Catalina 22 National Sailing Association. Its beginnings came from organizer Tom Winans who served as the National Commodore in 1971 & 1972. In 1973 the first Catalina 22 National regatta was held at Long Beach, California with Sam Crabtree selected as Vice Commodore in charge of organizing the regatta. A boat that was only three years old and already competing in a National regatta with 45 boats in attendance was a large accomplishment in itself and Tom Winans emerged as the first National Champion. Since that beginning other names have been added to the list. In the Genoa class they are Joe Becker, Carlos Canalizo, Gene Carapetyan, Terry Cobb, Bill Culp, Dick Durgin,

Gene Ferguson, David Hayslip, Roger Kerr, John Mies, Tom Page, Beattie Purcell, Mitchell Richardson, Hal Smith, Steve Snider, Ed Webb, Jim Wilson, and Dick Woodside.

The boat, designed as a family cruiser, came equipped with a main and 110% jib. That didn't last long as racers wanted more speed. The 150% Genoa was added to the sail inventory and the class rules were adjusted. One design racing in the Catalina 22 was off and running.

In 1975 the weak point of the boat showed up drastically at the Nationals, held on Lake Ray Hubbard in Dallas, Texas. At the start of one of the races, with high winds blowing, several of the masts came down. Due to a lack of tuning to accommodate the larger 150% head sail, excessive mast pumping caused the cast aluminum spreader brackets to fail. Since the boat was originally designed to carry a 110% headsail, no thought had been given in the beginning that a larger headsail would cause undue stress on the rigging. At that time the forward and aft lowers were only 3/32" wire, not strong enough to handle the extra loads created by the 150% Genoa and high winds. This incident began the search for a tuning guide to solve this problem. The final solution was to change the wire to 1/8", the same as the uppers, and to replace the aluminum spreader brackets with stainless steel spreader brackets. Eventually a new mast extrusion was developed which gave the mast more rigidity. These changes eliminated the problem of mast pump and failure.

In 1977 one of the Catalina 22 owners at the Fort Worth Boat Club complained to the National Sailing Association that the fin keel boats were much faster than his swing keel and sent the local race results from the past two years to prove his point. Upon review of those results, the National Association officers decided that the fin keel boats had an unfair advantage and banned the fin keel from racing in nationally sanctioned regattas. Since the majority of the boats in Fleet 47 at the Fort Worth Boat Club were fin keels and since Fleet 47 was to host the Nationals the following year, several Catalina 22



Tom Winans, Karen Steimle and Dick Winans of the Anacapa Yacht Club (Channel Islands Harbor, California), win the first Catalina 22 National Championship (held in 1973) regatta in their Catalina 22 "Sun Spot" (#407).

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Carlos Canalizo, the first Catalina 22 Fixed Keel Division National Champion, with crew Charles and Gene Canalizo.

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owners were upset. Under the leadership of Cal Daughy, Fleet 47 captain and Carlos Canalizo, Fleet 30 captain, both fleets petitioned the National Board to allow the fin keel to race in a class of its own. They agreed and so in 1978 there were two fleets. Bill Culp won the swing keel division and Carlos Canalizo won the fin keel division. Fleet 47 had the race committee record times on the first five finishers of each fleet in every race in order to compare the speed of each boat. (They knew the person who sent in the results never cleaned his boat bottom.) Surprise! Surprise! The swing keels had better times in every race, so the rules were changed to allow the fin keel to race heads up with the swing keel.

Later the spinnaker was added to the sail inventory, brought on mostly by the Texas contingent of racers, and the first Spinnaker National regatta was held in conjunction with the Genoa National regatta at Ocala, Florida in 1981. The first National Spinnaker champion was Bill Vawter from Fleet 47 at the Fort Worth Boat Club. Others who have won this honor are Jack Armistead, Rosser Bodycomb, Dick Edwards, Gene Ferguson, Buz Owens and Don White. There is not sufficient interest in the spinnaker to muster enough boats to participate every year, but like the Jib fleet and Silver fleet,

when the participants number at least ten, the association gives them a chance to compete.

With the Mississippi river and the continental divide being the dividing line, the US is separated into three sections. The National regatta is rotated each year, giving each part of the country an opportunity to participate close to home. The annual National regatta is the biggest event of the year and is hosted by a local fleet who bids for the honor of being the host fleet. This event is a time of reunion for old friends and an opportunity to meet and make new friends that will last a lifetime. Because of the family relationship of the boat and the people who own and sail them, it is commonplace for "go fast" information to be shared among the racers.

At the National regatta each year, several awards are given to recognize members for their contributions to sailing and the Catalina 22 National Sailing Association other than racing in regattas.

Some are— Leadership award, Regional Commodore of the year, Fleet of the year, Cruising Family of the Year, Racing Family of the Year, Newest Racer and Newsletter of the Year. As time and circumstances have dictated, new awards are added

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Cindy and Rich Obrosky receive the Sandy Kennedy Spirit Award at the annual General Membership Meeting in 2014.

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from time to time. One of those is the Betty Gay Women's Trophy presented to the female skipper with the best score in the National regatta. The latest to be added is the Sandy Kennedy Spirit Award.

As the Association grew, the need arose for cruising activities to be coordinated on a local, regional and national level. While the most visible and active members in the Catalina 22 National Association are involved in racing, the vast majority of the Association members are cruisers, who prefer non-racing, family-oriented sailing activities. In 1992 the office of National Cruising Chairman was formed, and Stephen Mabry accepted that responsibility.

With National members in the United States, Australia, Azores Portugal, Canada, England, Mexico, New Zealand and Puerto Rico the National Association is actually an International organization.

From the beginning the "MainBrace", the publication for the Catalina 22, has been there to report the facts as well as the fiction (who says that sailors tell the complete truth when it comes to the description of a race, especially if they got lucky and won). This publication continues to be the link for the active regions and fleets to share local activities, photos and technical information.

The American Sail Advancement Program has chosen five boats to be inducted into the American Sailboat Hall of Fame. These are true American classics. These boats have, through the excellence of their design and construction, given sailors new opportunities to enjoy their sport. To qualify, the boat must have been introduced at least 15 years ago. It is noteworthy that four of the five Hall of Fame inductees are still in production, a testament to their enduring appeal. The Catalina 22 is one of those five boats selected.

Will this boat, the boat and this association survive the rigors of the fast life and instant information age? Through strong National leadership, dedicated local leaders and concerned sailors, they will become even stronger. With a strong class association and support of the builder, the boat's future will race forward far into the next century.

Still An All-Around Champion

By Rich Fox

During the late 1980s and early 1990s, production of sailboats took a dive and many sailboat manufacturers closed their doors. Production of the Catalina 22 New Design model began to decline in the early 1990s, and Catalina Yachts began work on plans for a new version of the Catalina 22 that might help turn-around a declining demand.

In 1991, the Catalina 22 National Sailing Association established the Silver Fleet for the National Championship Regatta, and this model continues to

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this day. A Spinnaker Fleet was added to the Nationals in 1994. The three established fleets for the National Regatta are Gold, Silver and Spinnaker. The winner of the Gold Fleet is the designated Catalina 22 National Champion.

In 1994, Joe Becker and the Windycrest Yacht Club were honored by US SAILING and received the St. Petersburg Trophy for the best run regatta - the 1993 Catalina 22 National Championship Regatta.

The third generation Catalina 22, branded as the Catalina 22 MK-II, was launched by Catalina Yachts beginning with hull number 15348. The Catalina 22 MK-II featured eight more inches of beam at the deck, fiberglass encased wing keel or swing keel, a longer cabin trunk, optional slide-out galley, a tilt-up sliding cabin hatch, and more interior room and a larger cockpit. Catalina 22 MK-II #15355, a swing keel, finished 9th out of 34 boats racing in the Gold Fleet at the Nationals in Chautauqua, New York. The MK-II was discontinued in 2010 when Catalina Yachts relocated the remaining small boat

production from Woodland Hills, California to Largo, Florida.

In 1996, the new *Catalina 22 Technical Manual* was offer to C22NSA members in print-only format with over 300 pages of content. The current version of the *Catalina 22 Technical Manual* was published in 2006 by Dale Mack. Since then, three updates were added in 2014, 2017 and 2019. Today, the *Catalina 22 Technical Manual* has over 700 pages of content available in PDF format for easy reading, saving and printing. The *Catalina 22 Technical Manual* is a must-have publication for anybody new to Catalina 22 ownership. Membership in the Catalina 22 National Sailing Association is required to purchase the Technical Manual. Most Catalina 22 sailors believe it is money well spent.

A year later, Dale Mack built the first "Catalina 22 Enthusiastic" website, putting the Catalina 22 National Sailing Association on the world wide web.

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In the late 1990s, a new wave of interest in Catalina 22 cruising was about to take-off in the Catalina 22 sailing community as Bob and Trish Endicott along with Mickey and Dee LaGarde set sail on the June Moon Cruise along the northern gulf coast of Florida...sailing from Fort Walton Beach to Alabama and back. This trip in June 1998 established the foundation for the infamous Northern Gulf Coast Cruise...a tradition that continues to this day. On the website, you can enjoy a collection of articles written about the first twenty years of sailing the Northern Gulf Coast Cruise.



C22NSA members who log in to the website can read about destinations where Catalina 22 sailors have enjoyed cruising aboard their Catalina 22 including East Coast, West Coast, Gulf Coast, Mid-America, and Great Lakes. The current list of Catalina 22 Sailing Destination articles includes the following - Apalachicola River, Arkansas River, Cape Cod, Catalina Island, Cave Run Kentucky, Chesapeake Bay / Middle Chesapeake Bay, Door

County / Sister Bay / Green Bay, Florida Charlotte Harbor and Pine Island, Florida Emerald Coast, Florida Keys, Kentucky Lake, Lake Charlevoix, Lake Erie / Lake Michigan / Lake Ontario / Lake Superior, Lake Texoma Middle Chesapeake Bay, Nashville Percy Priest, New York Long Island, North Channel Canada, Pacific Northwest, and the San Juan Islands.

At the 2001 National Meeting, the Catalina 22 racing community expressed an interest in asking Catalina Yachts if they could develop a new Catalina 22 model that better reflected the weight and dimensions of the original Catalina 22. Commodore Pam Slaton and Chief Measurer Dale McCaffity took the feedback to Frank Butler of Catalina Yachts. In June 2004, Catalina Yachts launched the new Catalina 22 Sport beginning with hull number 15540.



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In response to declining membership and increasing costs to publish and mail the *MainBrace* magazine, in 2011, the Catalina 22 National Sailing Association stopped printing of *MainBrace* and all future editions would be published and available on the Association's website in PDF format. Since its inception in the Fall 1972, over 225 editions of the *MainBrace* have been published. Members of the Catalina 22 National Sailing Association can also view the last two years of *MainBrace* and have the option to purchase back issues available on DVD.

Beginning around 2012, Ted McGee took on a major work effort to redesign the Association's website to make it a much more vibrant and an easily accessible source of information for the Catalina 22 sailing community. In 2014, Gene Ferguson retired as Editor and Rich Fox is currently serving as Class Editor and Webmaster

In July 2019, the Catalina 22 National Sailing Association celebrated 50 years of Catalina 22 production at the National Championship Regatta on Fort Heffner Lake, Oklahoma. C22NSA Vice Commodore Duncan McBride lead the effort, and everybody enjoyed a fun week of Catalina 22 sailing fun and camaraderie.

The 1960s

The seeds of what would become the Catalina 22 and the Catalina 22 National Sailing Association were planted in the 1960s in Southern California when several key events came together.

In the late 1960s, Southern California was exploding with new, good paying jobs in the aerospace industry.

Up and down the California coast, new marinas were popping up to satisfy the needs of aerospace workers who were turning to boating as a new recreational activity.

The 1960s brought a new technology of fiberglass applied to the construction of mass-production boats allowing new companies to be established in California to meet the increasing consumer demand for water-based recreation.

Catalina Yachts' founder Frank Butler's initial intent was not to build boats, but rather to have a boat built for his own use. In 1961, Butler took over the production of his own boat, a Victory 21, when the original boat builder ran out of funds and borrowed money from Butler. The builder was not able to repay the debt. Instead, the builder gave Butler the tooling to continue building the boat. Butler later gained full control of the company in 1961 renaming it Wesco Marine, and later Coronado Yachts.

The first models built by Coronado were the Aurora 21 and Victory 21 in 1964. In 1965, the Coronado 25 was built, becoming the first boat with a one-piece interior pan-liner, making the boat stronger, lighter, and less expensive than previous models. Mr. Butler said, "the idea for the pan-liner came from Lockheed and how they built their planes." The concept of the one-piece interior pan-liner was carried over six years later to the Catalina 22.

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Frank the Navy guy in his younger days, with his wife Jean

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In 1968, Butler sold Coronado to the Whittaker Corporation which had already acquired Columbia Yachts. Columbia Yachts had been in the boat building business since 1963.

Whittaker kept the Coronado Yachts name plate in addition to Columbia Yachts name plate. The fuel crunch of the early 1970s took some toll on low-end buyers and Coronado Yachts ceased production of the Coronado 23 and 25. 1974 was the last year the Coronado Yachts name plate would be used, and all further production would be done by Columbia Yachts. Columbia did continue to use the Coronado Yachts name plate for the 28, 35, 41 and 45 until 1976. Columbia Yachts eventually went out of business in the mid-1980s after the company was sold to Hughes Boat Works in 1979, then later to Aura Yachts in 1982, then back to Hughes.

After selling Coronado Yachts to Whittaker Corporation, Butler remained with Whittaker Corporation for one year then left due to disagreements with the management of his proposed design for a 22-foot trailer-able sailboat. The 22-foot was designed to be trailer-able introduced as the new Coronado 22 or Columbia 22.

Catalina Yachts was formed in 1968 and the first model built by Catalina Yachts was the 22 foot design previously rejected by Whittaker Corporation.

Regardless, the Catalina 22 went on to become a tremendous success and introduced thousands of families to sailing without breaking the budget.

The Catalina 22 was the right boat at the right time to meet demand for recreational boating in Southern California in the 1960s and well into the 1970s.

Frank Butler, designer-manufacturer of Catalina Yachts, hanks on the genoa prior to Wet Wednesday Race at Channel Islands Harbor, California.



Message from Frank Butler, Founder & President of Catalina Yachts

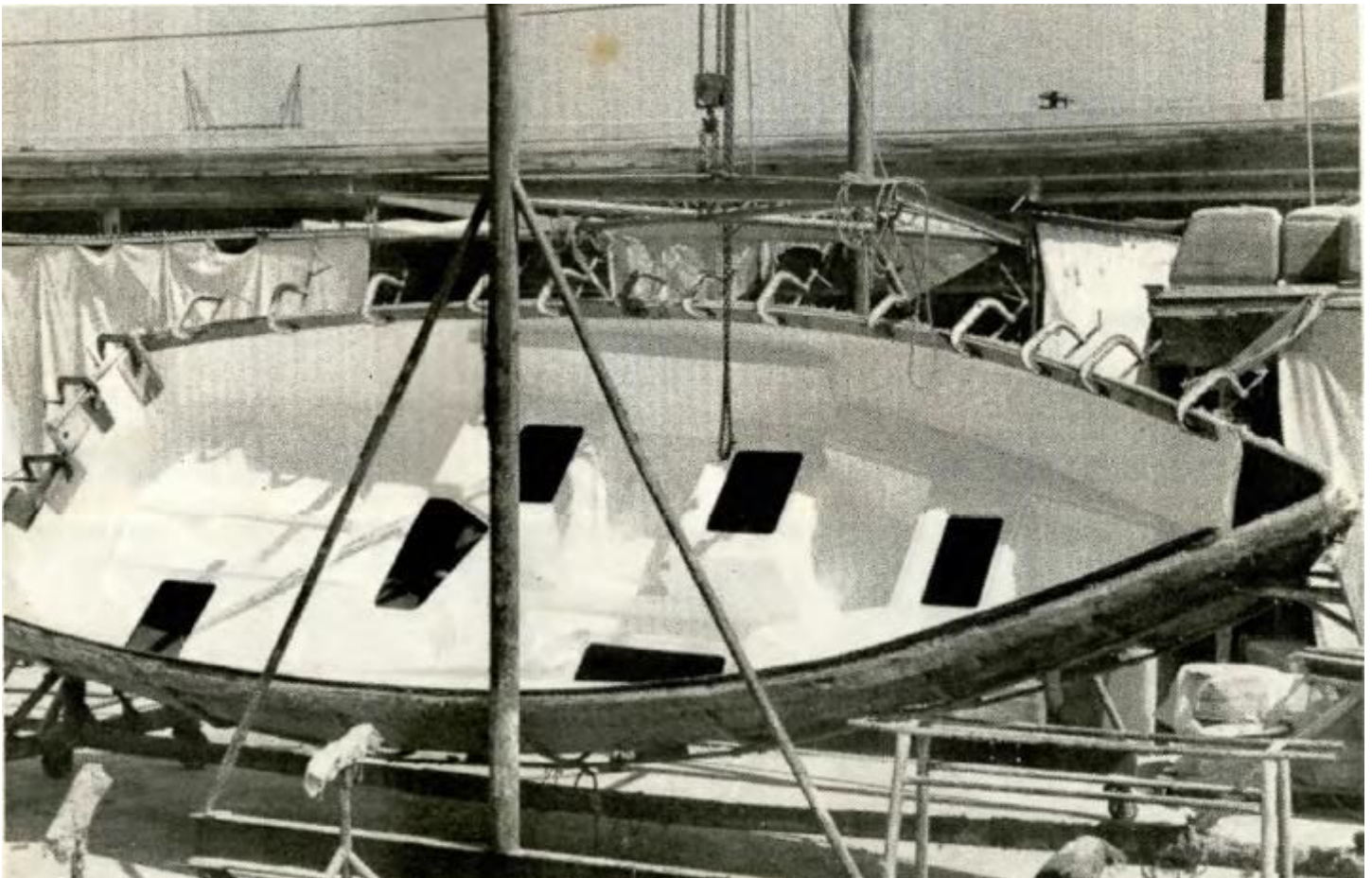


"When I founded Catalina Yachts in 1970, my goal was not to become the largest sailboat builder in the United States. My goal was, and still is, to build good boats that are a good value for our customers.

Accomplishing this requires planning, efficient manufacturing (a part of the process I particularly enjoy) and well-designed boats. I believe Catalinas do well in a very competitive market, because they are the result of listening carefully to our customers and dealers. When we design a new boat, we don't try to reinvent the wheel each time. We incorporate proven features with new ideas and a lot of boat owners' suggestions. This gives the line continuity, helps us avoid overly trendy styling, and insures good resale value for Catalina owners.

At Catalina, we are especially proud of having the biggest percentage of repeat customers in the industry. We are all committed to maintaining the high level of customer confidence this represents. The Catalina philosophy means listening to our customers and doing our best every day.

On that promise the Catalina family will continue to grow."



The Launch of Catalina Yachts

The information in this section is credited to "Catalina Yachts: One Big Family" by Steve Mitchell and printed in Good Old Boat magazine (Volume 4, Number 1) in January/February 2001.

When Butler left Whittaker in 1968, he had signed a two-year non-compete contract and could not build boats except those that Whittaker had not bought the rights for. In July 1969, Butler began tooling for production of the Catalina 22. He built several Catalina 22 boats but had to wait for his non-compete contract to expire prior to going to market.



Not able to use the Coronado Yachts name, Butler chose the name Catalina as he always liked the name of islands (e.g. Capri, Catalina, Coronado), and the new company, Catalina Yachts, was established in 1970. Beattie Purcell was asked by Butler to join the company and focused on marketing



and developing the dealership for distribution. According to Beattie, "the Catalina 22 just took off. We could not build them fast enough." Beattie said that "with such high demand for his boats, Frank had to expand his manufacturing capability. Frank sent me east to look for another plant. The shipping costs were killing us. I found a small fiberglass plant in South Carolina that had closed, so we bought it and started building C-22s there."

Wayne Miskiewicz, General Manager of Maryland Marina, says about those days in the sailboat market, "Catalina had trouble meeting production demands, and the dealers were put on a quota system. People were so happy with their boats that they came back and bought their second, third, and even fourth boats from us. The company just grew so rapidly it was amazing in those days. Until we had the huge downturn in the market, used boats often cost more than new ones. Used boats were appreciating throughout the entire product line because demand was so high for new ones."

Miskiewicz continues, "One good thing about Catalina is that it doesn't change designs every year. They would come out with a good design and hold onto it. Hunter was our biggest competitor in those days, but it changed models every couple of years. Catalina had a chance to work out production problems with a long run, but not Hunter."

Seven years later, the company needed an even larger plant on the East Coast. In 1984, Frank purchased Morgan Yachts, based in Largo, Florida. Beattie helped move the Florida plant to Largo. "We were growing so fast," Beattie remembers, "and Morgan Yachts was all but down the tubes."

Beattie retired from Catalina Yachts in 1994 after spending more than 30 years working for Frank Butler. "I enjoyed it. Frank was a good guy to work for. We used to race against one another in Satellites and had a great time doing it. It was good fun starting up a company like that; it's interesting all the things you have to do. Frank knows the way to go. He always has. He has great instincts."

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The late 1980s was a time when many boat builders went out of business. One can make the argument that Catalina's product line, and philosophy of providing "the most value for the dollar in the industry," as Frank puts it, made the difference in weathering the recession that drove other sailboat manufacturers out of business. Many manufacturers had the bottom drop out of their sales volume; but Catalina's business, while also falling off, didn't drop precipitously. The factories stayed busy, and Catalina did not lay off one worker during that time. According to Sharon Day, Catalina's National and International Sales Manager, "We had to tighten our belts, but when we were making money, we were able to put some of it away for times like that. With the slow market we were able to increase our inventories of boats, so we were ready when the market rebounded."

When the market rebounded in the 1990s, Catalina Yachts established itself as the largest manufacturer of sailboats in the United States. Frank is quick to point out that Sales Manager Sharon Day and Gerry Douglas, head of engineering and design, are a big part of the success of Catalina Yachts. "They really have had more to do with the success we've had than anyone else." Both Day and Douglas now are corporate officers and part owners of the company. Sharon has been with Catalina since the early 1980s and says "We are the largest sailboat manufacturer in the United States, but we aren't run by a large corporation. So, we can keep closer tabs on our customers, to make sure they like our products. I think the boat owners like sharing the company's success because they like being part of the Catalina family. And family is the backbone of our company. Everyone who buys a boat is a part of our family. We especially treat our dealers that way. Lots of them have been with us since day one, and we appreciate that. They are our front line with our customers, after all."

Sharon continues, "Going to a boat show, we not only sell boats, but we also get to see and talk to our customers. Many of them we see at the shows every year." The face-to-face meetings with customers provide valuable feedback for their likes and dislikes, which leads directly to improvements in the product line.

What's it like working for Frank Butler? "He sets the pace for us," she says, "and that's non-stop. Frank keeps things moving. He's perpetual motion and has a tremendous amount of energy. It's an entirely different feel in the office when he's there compared to when he's not. He's a fantastic man to work for. His heart is in the right place."

Sharon describes Frank, Gerry Douglas, and herself as the "Three Musketeers." Sharon continued to say "we have tremendous rapport together. It's a good mixture. Even though we all have our own roles, there's lots of overlap in what we do, and lots of lunch-time meetings. Sometimes things may get heated, but by the end of lunch we're all back on good terms, and all three of us are heading down the same path."

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From his perspective, Gerry sees two big advantages of Catalina's boats: they can be fixed, and parts are readily available. "Our boats are 100 percent rebuildable, depending upon severe damage, of course," he states. "and parts are available from the factory for all our boats no matter how old. This makes older Catalinas excellent project boats for people looking for a good boat to rebuild."

Today, the factory has expanded its production facilities in Largo, Florida. The move was in response to changing California environmental laws, and the fact that 70 percent of Catalina Yachts customers are located east of the Rocky Mountains, helping to keep shipping costs down. The company headquarters remains in Woodland Hills.

Catalina Yachts has a bright future given the thousands of loyal customers sailing its products around the world. The international class associations for the C-22, C-25, C-27 and C-30 are among the largest sailboat groups in the world.

Frank Butler Speaks with Association Members

Originally published in December 1980 *MainBrace*

My goal for the Catalina 22 was to fill the need of many sailors for a nice looking, good sailing, one design class sailboat that could be easily trailered. I wanted it to have a roomy cockpit, comfortable accommodations, be nicely finished, and provide what I call "good value for the dollar".

I still remember when I began designing the Catalina 22, you discover that what you draw on paper does not always turn out to be exactly what you would like in the finished product. As the tooling department began the nock up and I saw the Catalina 22 start to take shape, I spent a lot of my time there making changes and corrections. I enjoyed working closely with the tooling department in this important phase of development of the Catalina 22.

I was fortunate to be able to foresee corrections and improvements that needed to be made in its early stages. I feel this avoided many common pitfalls and has made the Catalina 22 a better boat than other boats on the market today.

An important design feature of the Catalina 22 was the inner hull liner. The use of a molded fiberglass hull liner is a technique which I pioneered and developed during the mid-1960s. In 1969, when the Catalina was introduced, there were few boats with molded interior liners. This has since become almost standard practice in the sailboat industry, but the Catalina 22 was among the first.

When the Catalina 22 was introduced, we hoped to build about 500. As we all know, the Catalina 22 has been a tremendous success story. I never dreamed we would build over 10,000. Because of the growth and constant interest in the Catalina 22, I think we can look forward to building another 5,000 or more in the future. The Catalina 22 is now being built in California, Florida, England, and Australia.

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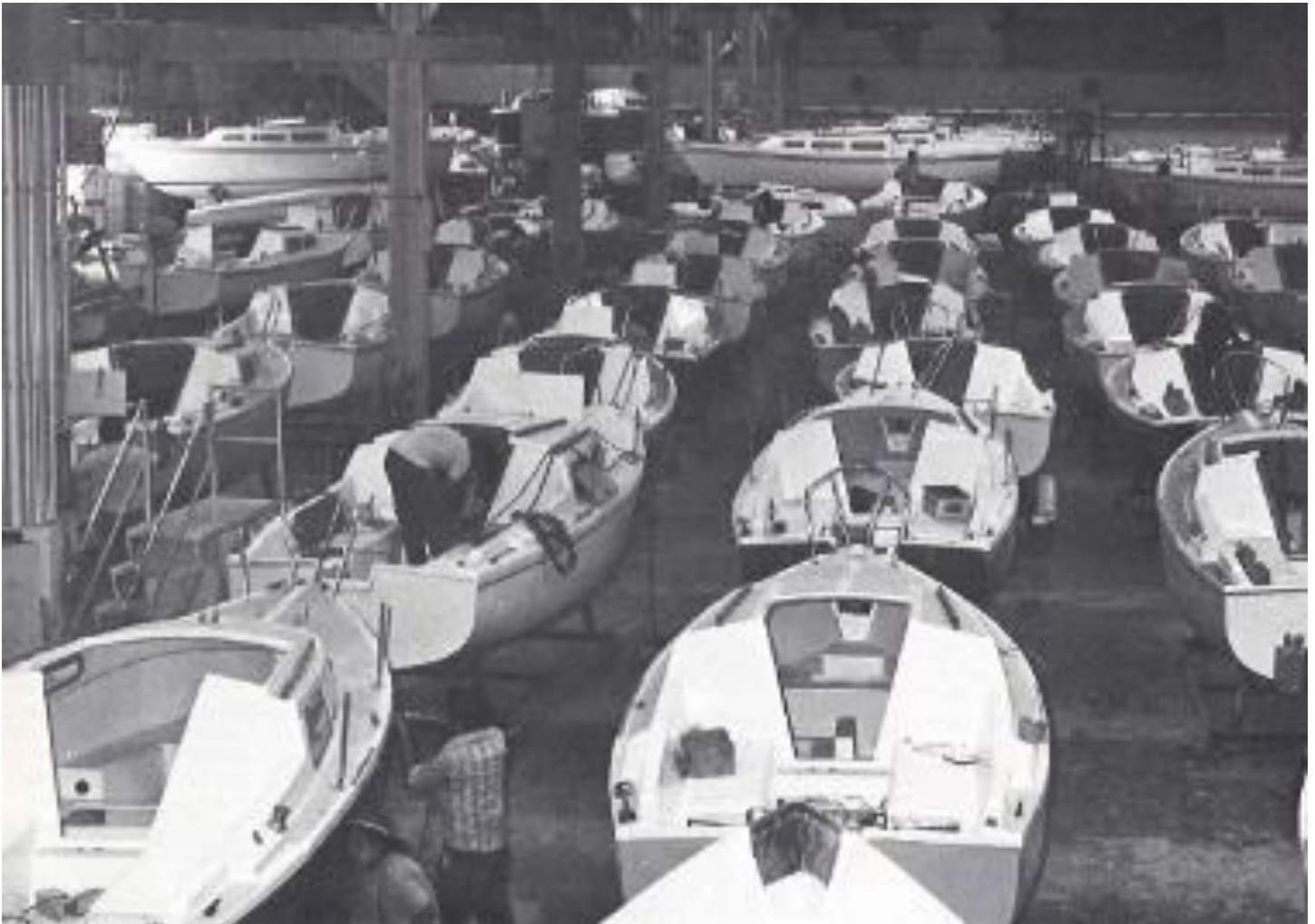
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During the last decade of production, there have been few changes to the basic Catalina 22. The keel pivot arrangement was changed to a more efficient building method at approximately hull number 250. Later, a pop-top option was added which has become very popular and is now on about 90% of all boats produced. The mast section also has changed. I felt, and still feel that the original section was adequate if properly tuned. The new design mast section, which is of approximately the same weight, is stiffer in heavier winds, and has worked out very well with new Catalina 22 owners.

A fixed keel model was also introduced, but, the retractable keel model still accounts for approximately 90% of our production. Adjustable stops were added to the traveler bar and the interior liner color was changed to beige. Changes in the production of the Catalina 22 are based on constructive suggestions from Catalina 22 owners. These suggestions are always welcome and appreciated to help make a good boat even better.

I feel the Catalina 22 is one of the best values on the market today. Without you, the owners and sailors who support the Catalina 22 and the National Sailing Association, we could never have achieved the success of the Catalina 22 we all enjoy today.

I take pride in being the designer and builder of the Catalina 22 and I thank you all for recognizing our efforts to build a good quality sailboat and buying a Catalina 22.



Catalina Yachts Announces Loss of CEO Frank W. Butler



Woodland Hills, CA – November 15, 2020 – It is with great sadness that we announce that Frank Willis Butler, President and Chief Executive Officer of Catalina Yachts, passed away November 15, 2020 in Westlake Village, CA, due to unexpected complications from a recent illness. We extend our most heartfelt condolences and sympathy to Frank's family. Our thoughts are with them at this most difficult time.

A sailing icon and industry “kingspoke”, Frank Butler has introduced hundreds of thousands of people to sailing during his lifetime. Those of us who have been fortunate enough to know and work with Frank have lost a dear friend and an inspiring mentor. Frank leaves behind a company that only he could have built, and his spirit will forever be the foundation of Catalina Yachts.

Born in California in 1928, Frank's line of popular sailboats put more than 85,000 Catalinas on the water throughout the yachting world. His boatbuilding career began in 1962, when he contracted with a Southern California builder for a 21-foot daysailer. The builder was unable to finish the boat, and gave Butler the tooling. He completed building the boat himself, found he enjoyed the process, and agreed to take over the company.

A few years later he founded Catalina Yachts, which has grown to become the largest builder of fiberglass production sailboats in the United States, a position it holds to this day.

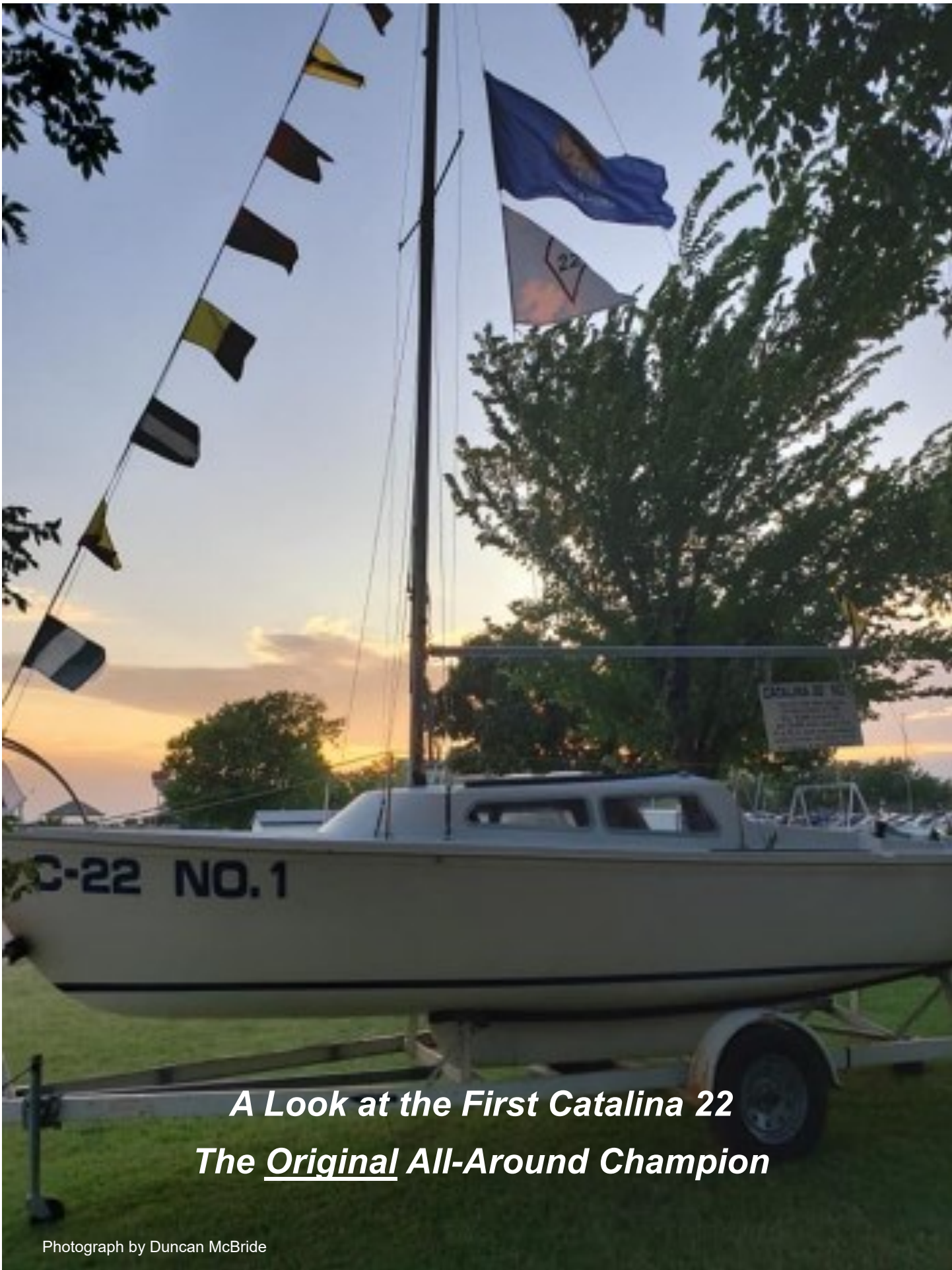
A key to Butler's success in the sailboat industry was his attention to Catalina customers. Handling warranty issues himself, owners were nearly always surprised and reassured to get a personal call from Frank to discuss their concerns.

Butler was inducted into the National Sailing Hall of Fame in 2013. In recognition of his support of the Congressional Cup, a world match racing event, Long Beach Yacht Club awarded him the Crimson Blazer. He was also a founder and lifelong member of the Westlake Yacht Club in Westlake, California.

Following his graduation from Glendale High School, he served in the US Navy. He met his wife, Jean, at a school dance; they recently celebrated their 71st anniversary.

Frank is survived by Jean, their four daughters, Deborah Reese, Mary Linn, Nancy Bear, and Karen Butler; three sons, David, Robert and Steve; 20 grandchildren, 28 great-grandchildren, and four great-great-grandchildren.

Awakening the joy of sailing for so many people in past generations, Frank Butler's sailing legacy will certainly continue well into in future generations.



A Look at the First Catalina 22
The Original All-Around Champion

Photograph by Duncan McBride



Photographs by Ted McGee



Photographs by Katie McBride





Photograph by Katie McBride





Photographs by Ted McGee



Catalina 22 Hull Number 1

By Sandy Kennedy
Originally published in *Mainsheet*—February 1989

Contrary to popular believe....hull number 1 is alive and well in Grand Fortks, North Dakota.

Some time ago, an article in *Mainsheet* indicated that the original prototype Catalina 22, #1, had been destroyed. No so. Bob roller of Grand Forks, North Dakota, is the proud new owner of the very first Catalina 22, and the boat is still in excellent sailing condition. She has enjoyed a long life, with many owners in the Midwest.

Hull #1's life began when Frank Butler designed and built her in 1969. Butler took her to the Chicago Yacht Club for her first outing, and he sailed her in the "One of a Kind" race that year, before selling her. Butler has not revealed where she placed in the race.

Her first owner was Warren Wong of Rochester, New York. He sailed her on Lake Pepin, then sold her to Albert Spottke of Minnetonka, Minnesota in 1971. She continued to cruise Lake Pepin but had no name.

Sometime later, Spottke sold the boat to Gleen Webster of St. Paul, Minnesota, and she was finally named *Mayfly*. In 1975, Michael Mackany purchased *Mayfly* for a reported \$5,200. He pained her bottom, gave her a new tiller, and added some new sails before selling her to Fritz Stuneck in 1984. She was renamed *Song*. This year, the first Catalina 22 was purchased by Bob Roller of Roller Office Supply in Grand Fortks. Bob says her original jib and main were made by Hanna Sailmakers of Costa Mesa. A letter from Bob to Loal (*MainBrace* Editor) dated October 24, 1988, reveals the following:



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“After talking with Frank Butler yesterday, I’m even more amazed at how unaltered this boat is after twenty years. It’s pretty much the original condition now as when it was sailed in the Chicago Yacht Club race, except for the replacement of the marine pump-out head with a Porta-Potti and painting over the dark blue waterline with bottom paint. I plan to restore the boat after I’ve sailed it a season. We plan to keep it at Leech Lake Next spring, as about five families in the area have recently purchased cruising boats and look forward to keel hauling next year. We’ve named her *Genesis*, which the definition in Webster’s explains as the coming into being of anything.”

Unfortunately, we have no pictures of *Genesis* under sail, but, hopefully, Bob Roller will share some with us next time.



Left: original vinyl cushions.

Above Right: original spinnaker pole, mast and deck hardware.

Below: Notice absence of mainsheet traveler.



Catalina 22 Production Milestones



July 1969, the first Catalina 22 is built in North Hollywood, California. Frank Butler hopes to build 100 boats if all goes well.

February 1975, hull number 5000 is built.

May 1977, a flat-sided mast becomes standard on new boats.

February 1980, *SAIL* magazine names the Catalina 22 as "Trailer-able Boat of the Decade".

September 1980, hull number 10000 is built. The Catalina 22 is built in plants in California, Florida, England, Australia and Canada.

July 1985, the Catalina 22 "New Design" is introduced beginning with hull number 13343.

1987, the wing keel is offered as an option.

February 1990, hull number 15000 is built.

January 1995, the Catalina 22 MK-II is introduced beginning with hull number 15348. It features an enlarged cockpit, deck and interior, fiberglass encased keel.

February 1995, the Catalina 22 is named as one of the five charter members to the Sailboat Hall of Fame.

June 2004, the Catalina 22 Sport is built beginning with hull number 15540 and makes its debut at the National Championship Regatta on Lake Lanier, Georgia.

August 2010, after relocating from Woodland Hills, California to Largo, Florida, production of the Catalina 22 Sport resumes with hull number 15727.

July 2019, 50-year production anniversary of the Catalina 22.

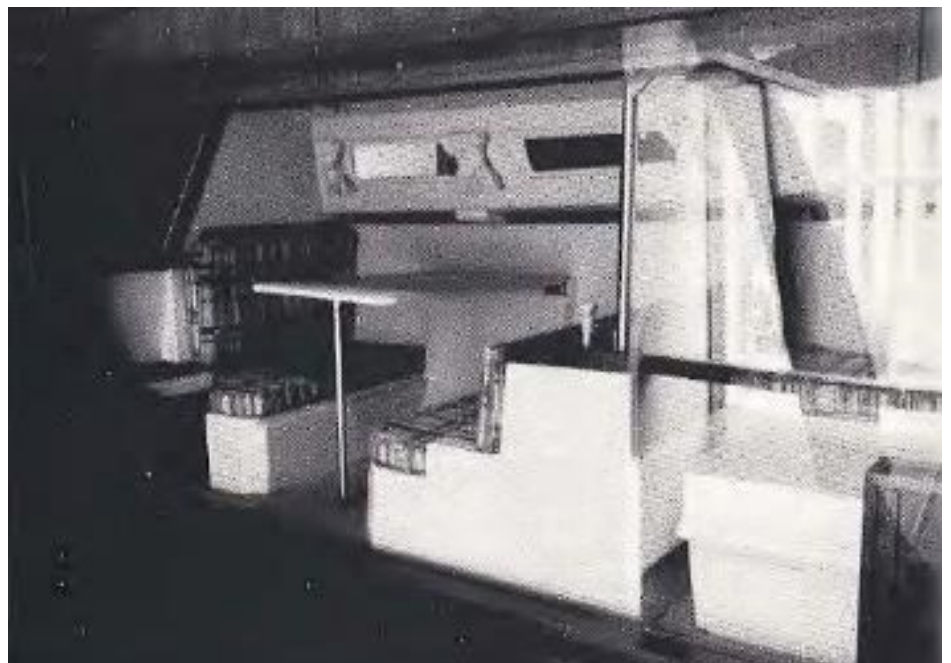


The last Catalina 22 built in California (#15726).

World's Largest Half Model

A Catalina 22 full-sized half-model was set-up in 1992 at the Ventura County Maritime Museum at Channel Islands Harbor, California. The full-sized Catalina 22 was cut in-half and mounted on a plaque seven feet tall and 25 feet long. Visitors could step behind the plaque and see how the boat is fitted out below. This half-model Catalina 22 was donated by Catalina Yachts at the grand opening of the museum. A plaque introducing this exhibit reads in part:

"The Catalina 22 has introduced thousands to the pleasure of sailing and cruising small boats. Often referred to as the 'Model-T' of cruising sailboats, the Catalina 22 was conceived by Frank Butler in 1969. This boat was the first to be produced by his company, Catalina Yachts. To date, over 15,000 Catalina 22s have been built. This accomplishment deserved SAIL magazine's award as 'Outstanding Boat of the Decade'".



Catalina 22 (Original)

The original Catalina 22 model, built from 1969 to 1985 with over 13,000 hulls coming off the production line, was one of the most successful sailboats ever built.

The Catalina 22 is a boat that does everything pretty darn well. It is easy to trailer. It is easy to rig. It is easy and inexpensive to maintain. It is fun to race. It is enjoyable to cruise and day sail. And due to the love and care provided by their owners, many Catalina 22s built back in 1969 are still sailing around the country and looking fantastic!

A benefit of owning a Catalina 22 is the availability of parts. Parts are available from Catalina Yachts, Catalina Direct, e-Bay, and from other owners who have decided to part-out their neglected boats.

Another benefit of owning a Catalina 22 is access to the Catalina 22 National Sailing Association and its the *Catalina 22 Technical Manual*.

The racing members of the Catalina 22 National Sailing Association can proudly boast that there has been a Catalina 22 National Championship Regatta every year since the first event was held in 1973 in California.

The original Catalina 22 model, especially hull numbers less than 500, continues to be the preferred model for racing as racers actively seek out the light-weight boats with thin keels to maximize their competitiveness on the race course.

Most of the Catalina 22s built were swing keels. A fin keel with a 3' 6" draft was an option. A wing keel was never offered with this model, although there may have been a few boats where the swing keels were replaced with wing keels.

The swing keel, along with the associated lifting and pivoting hardware and keel cable require regular inspection and should be replaced at first sign of excessive wear and tear...especially if the boat is used in salt water.

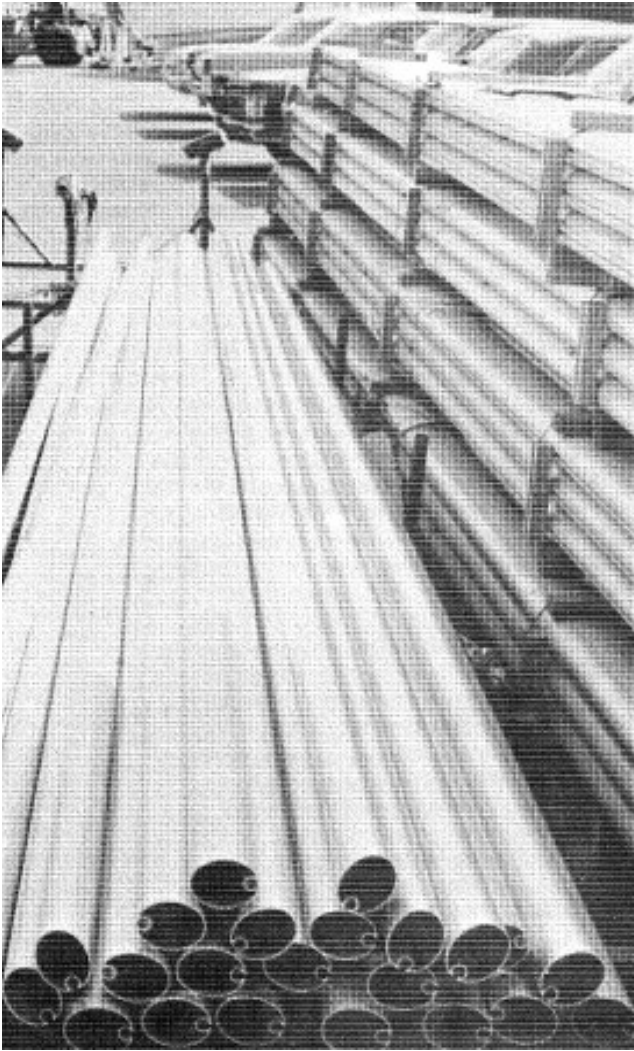
Although the target weight of the swing keel is 550 pounds, the mass production of the boat during the early 1970s resulted in some variation in shape and weight of the swing keel. The swing keel is preferred by racers.

The photograph below shows Beattie Purcell skippering hull #1 at the "One of a Kind Regatta" in the early 1970s on Lake Michigan. The photo was obtained from the article "Catalina Yachts: One Big Family" by Steve Mitchell and printed in **Good Old Boat** magazine (Volume 4, Number 1) in January/February 2001.



From 1969 through 1977, an oval shaped mast was standard. For all boats built as of May 1977, a more robust mast with flat sides was introduced and offered as standard to better support use of a Genoa 150% sail. Many racers prefer the original, overall mast due to its lighter weight and flexibility.

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The picture above from the Spring 1977 MainBrace publication shows a stack of original oval masts.

There is more to sailing a Catalina 22 than racing. The Catalina 22 sailors who like to cruise in the boat are proud to see the Northern Gulf Coast Cruise and other week-long cruises continue to attract a high number of boats. The Northern Gulf Coast Cruise, for example, continues to attract 20 to 25 Catalina 22s every year for a week-long sailing adventure along Florida's emerald coast.

Although the original Catalina 22 has its issues, the boat is very well built and can take a lot of abuse. The demand for used Catalina 22s remains strong because of their relatively inexpensive price tag and easy access to spare parts and knowledgeable resources.

Owners who perform good maintenance practices on their original Catalina 22 have a boat that will be enjoyed for many years to come. For anybody purchasing a Catalina 22, the *Catalina 22 Technical Manual* has been available since the mid-1980s to help provide restoration and maintenance tips.

Some Catalina 22 owners have gone to extremes to restore and upgrade their Catalina 22. In the early 2000s, Catalina 22 owner Chip Ford developed and maintained a website dedicated to the restoration of his boat "Chip Ahoy".

The Fall 2007 issue of "Boatworks" magazine (page 11) wrote:

"How much does it cost to restore an old boat? Chip Ford -- who is in the fifth year of restoring a 1974 Catalina 22 in Marblehead, Massachusetts -- appears to be a glutton for punishment. Not only does he want to know exactly how much it costs, but he's gone through the painful step of creating a Web site, www.chipford.com/cost.htm, to document every last penny spent on his boat. It's a sobering display that we probably shouldn't even be telling you about. All we ask is that you don't let it discourage you from tackling your next project."

Chip Ford ("Chip Ahoy" #3282) kept a record of every item he has purchased and installed. As of his final project in 2015, Chip's total investment his 1974 Catalina 22 had reach over \$40,000.



Chip Ford enjoys showing off his beautifully restored Catalina 22 "Chip Ahoy"



Catalina 22s racing on Lake Huntington at 7,000 feet in the High Sierra Mountains, California, 1981.



Catalina 22 Fleet 58 Gone With The Wind Regatta with 19 Catalina 22s participating. The event was held on Lake Lanier near Atlanta, Georgia the weekend of September 22-23, 1984. The regatta was won by Mickey Richardson. Photograph from Winter 1984-1985 Mainsheet.



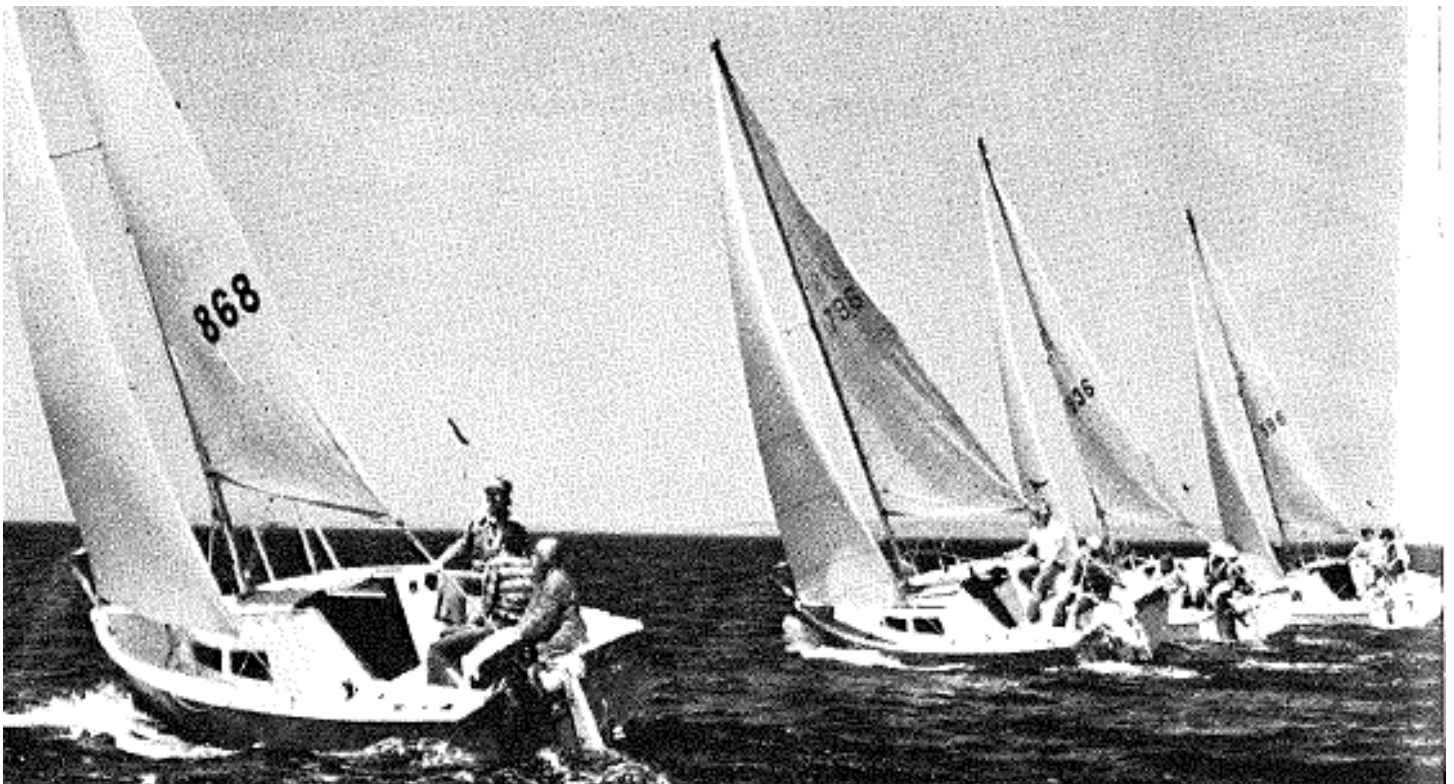
The Cruise after the Nationals—the Catalina 22 National Cruise was held in July 1984, following the National Regatta and included a sail on Western Lake Erie from Maumee Bay to Put-In-Bay, approximately 28 miles.



1974 National Champion Gene Carapetyan and his unidentified crew displaying their racing style. Photograph from the October 1974 MainBrace.



Nine boats braved the end of a hurricane as Mitch Richardson sailed #4530 to victory at the Southern Regional Championship Regatta held in Jacksonville, Florida the weekend of October 4-5, 1975. Photograph from Winter 1976 MainBrace.



At the 1976 Nationals, Orjan Westerlund (#868), Skip Code (#1796), Ed Heyman (#1636) and Jim Lawson (#596) going to weather. Photograph from Summer 1976 MainBrace.

Catalina 22 New Design

In what was perhaps a very bold move in 1985, Catalina Yachts redesigned the Catalina 22 after 16 years of production and over 13,000 hulls built and sold. In July 1985, a newly designed Catalina 22 rolled off the production line for the 1986 model year.

Although the Catalina Yachts' brochures never referenced the 1986-1994 Catalina 22 as the "New Design", the reference to "New Design" most likely originated within the Catalina 22 National Sailing Association as a way to differentiate it from the original Catalina 22 (built 1969-1985). The 1986-1994 Catalina 22 model probably should have been tagged by the builder as the Mk-1, but may have been an oversight. Or, perhaps Catalina Yachts did not want to change the Catalina 22 name plate to help the new boat follow the production success of its predecessor. Regardless, the reference to the 1986-1994 model as the New Design has stuck.

For Catalina Yachts, designing a new Catalina 22 was a balancing act. On one hand, they probably did not want to change the boat too much and have potential buyers see new boat as an entirely different boat, which might negatively impact sales. On the other hand, Catalina Yachts probably wanted

to update the appearance and expand the appeal of the Catalina 22 to remain competitive in the booming 1980's sailboat marketplace.

The Catalina 22 New Design introduced a long list of new features and improvements for the Catalina 22 brand. Many of the new features and improvements that originated in the New Design were carried forward to the Mk-II and Sport and remain as standard some 30 years later.

Comparing the Catalina 22 New Design with the original Catalina 22, Catalina Yachts retained a few very important design elements of the original boat. The hull, swing keel, rudder, and boom remained the same to support participation in one-design racing. The mast was also the same, but shortened by three inches to accommodate a slightly higher cabin trunk. The running and standing rigging design are almost the same, although some variation in location and length to make it work in the newly designed deck plan. The highly desired cabin trunk "pop-top" feature was also incorporated into the New Design.

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Beginning with the 1988 model year, an optional fixed wing keel was introduced with a draft of 2 feet 6 inches. The wing keel model created a little controversy within the Association as there was concern the wing keel design would outperform the swing keel design. Eventually, critics were put at ease and the wing keel was accepted for one-design class racing.



Anchor Locker - incorporated into the foredeck, the anchor locker is large enough to accommodate an appropriately sized anchor, chain and rode. This feature was continued forward with the Mk-II model, but not the Sport.

Cabin Trunk - very similar in appearance to the original Catalina 22, except a little bit taller, resulting in a little more room below.

Windows - a new window designed was introduced to eliminate leaks by removing the aluminum frame. Windows are glued and screwed. Although leaks are possible, you usually don't hear New Design owners complaining about window leak problems.



In the mid to late 1980s, Catalina 22 racers were starting to take note of the significant variation of weight between boats. Feedback from several sailors identified that the New Design was approximately 400 pounds heavier than the original Catalina 22. The New Design weighed-in at approximately 2,700 pounds versus 2,250 pounds, on average, for the original Catalina 22. For years, the members and the officers of the Association discussed many ways to address this issue, including setting a minimum weight, a separate class for the New Design, a handicap system to accommodate the three keel types - swing, fixed, and wing. After much discussion, nothing changed, and the racers continued to embrace the original Catalina 22 model.

In the Fall 1985 Mainsheet magazine, Catalina Yachts wrote that the deck and interior of the Catalina 22 New Design were redesigned to incorporate some of the features found on larger boats in the Catalina line.



Forward Cabin Hatch - built into the forward slope of the cabin trunk instead of on the foredeck. This designed eliminated the problem with leaks. For the 1986-87 model years the forward hatch is fiberglass. In the 1988-1994 model years, the forward cabin hatch is strong Plexiglas to allow light in the v-berth.

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The forward cabin trunk hatch design was carried forward to the Mk-II and the Sport.

Cockpit Gas Locker - one of the biggest issues with the design of the original Catalina 22 was the cockpit storage of gas containers allowed gas fumes into the cabin. The New Design features a separate storage locker on the port side to accommodate a standard six-gallon outboard fuel container. This design was carried forward to the Mk-II and Sport.

Internal Halyards Lead Aft - running of rope halyards through the mast, and four turning blocks to run the halyards to the cockpit is standard in the New Design. An optional winch or two located at the rear of the cabin trunk could be ordered. This design was carried forward to the Mk-II. The Sport includes internal halyards, but not the turning blocks as standard equipment.

Coaming - one of the design elements of the New Design that was not thought out was its design to accommodate use of the winch for the jib or genoa. The coaming design is too narrow, and cleats were located to the aft of the winch, instead of to the inboard side of the winch. This aft location of the

cleats meant the person working the foresail had to usually sit aft of the winch and on the low side, instead of across from the winch and on the windward, to cleat-in the sail.

Cockpit Drainage - two scuppers located along the transom allows any water to quickly exit the cockpit floor. This design meant that leaves would no longer clog up the drains, allowing standing water to build up. The cockpit floor has a gradual slope downward to aft to help direct the water to exit at the rear of the boat. This design was carried forward to the Mk-II and Sport.

Traveler - the standard stern pulpit included a built-in traveler. This eliminated the problem of having to drill holes to tighten the traveler. The traveler track and car were also redesigned. This design was carried forward to the Mk-II and Sport.

Rub Rail - was increased in width.

Galley - the most significant design change to the interior was location of the galley with its forward location between the main cabin and the v-berth area. The galley includes a location for a stove to starboard, a location for a small plastic trash can to port, and a sink in the middle.

Cooler - stepping into the cabin, a 48-quart cooler with a teak step, serves a dual purpose as step and cooler.



Floor - the floor of the interior has been slightly raised, and is entirely flat, all the way to the porta-potty. Two teak boards provide access to the bilge. To make up for the slightly raised floor, the cabin trunk was also slightly raised.

Shelves - missing are the port-side and starboard-side shelves that were located beneath the deck.

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Storage Lockers - there is plenty of storage on the New Design - beneath the v-berth, settee, stove area, and cockpit. The storage area below the v-berth and settee are lined so contents cannot get wet from water in the bilge.

Electrical Panel - moved to the inside starboard bulkhead, where it can't get kicked or easily damaged.

The well-thought-out design, along with many great features inside and out, the Catalina 22 New Design remains a highly sought after model for first time buyers, and for Catalina 22 sailors who enjoy extended cruising.

Owners of the New Design model tend to be very pleased with the boat. They are very well built, and the design still has a modern appearance.

Why I Like the New Design Catalina 22

By Kent Overbeck

I like the large pop-top design and the ability to leave the cover on in the lowered position while under sail if the rain continues.

I like the large slanted forward hatch. It gives more room in the V-berth while providing great ventilation.

I like the separate, sealed off, fuel storage compartment. No more fumes in the cabin.

I like the ability to remove and lay the back of the aft port seat under the cockpit creating a long and very large sleeping area when you drop the table.

I like the new windows that don't leak like earlier models are prone to do.

I like the aft cockpit scuppers that drain through the transom.

I like the improved (in my opinion) pulpit and push pit design.

I like the way the cabin is designed. Galley is much better, and the starboard settee is wide for its full length so you can use it as a bunk.

I like the storage easily accessible under the settee.

I feel that overall, it is a better constructed boat. It should be since it weighs at least 500 more pounds.

I like the wide rub rails.

I like the very nice anchor locker not available on earlier models.

Original Catalina Yachts New Design advertisement from Fall 1985 **Mainsheet** publication.

REDESIGNED Catalina 22 



The New Catalina 22
It was a bold move to redesign the world's most successful 22 footer, but it really paid off, proving a good thing can get better. The new 22 uses the same hull and rig, to maintain the one design class rating so popular in C-22's.



Interior
The interior represents new thinking in a 22 footer. A handy built-in galley, a water tank that can be removed to be filled, a built-in trash can, and a removable ice chest are among the notable features, but the most common comment is that she feels so much bigger.



Deck Layout
The deck and interior are totally redesigned to incorporate some of the features found on larger boats in the Catalina line, an anchor locker forward, internal halyards, lead aft, and external enclosed fuel tank locker, an improved forward hatch and many others.



The introduction of the new Catalina 22 should insure the continued growth of the active Catalina 22 National Sailing Association.
n8 1985

The NEW 22

By John Herning
From *Mainsheet*, Winter 1985

Dave Vickland of Farallone Yachts was kind enough to show me the newly remodeled Catalina 22. I was really impressed. Here are some of the changes.

On the outside, there are plastic windows which hopefully won't leak, cam cleats for the jib sheets, and anchor locker in the foredeck, a new traveler which is easy to use, and internal halyards led aft to the cockpit. Stock equipment includes a boom vang, a split backstay, a bow pulpit, a stern pulpit and ladder, stanchions with lifelines, running lights, a steaming light and an anchor light.

The jib winches, jib sheet tracks and blocks, and cleats for the dock lines are oversized, looking like they belong on a Catalina 25 or Catalina 27. The forward hatch on the front of the cabin, the cockpit scuppers through the transom, and the external compartment for the gas tank are designed like the ones on the Catalina 25.

On the inside, usable space has been increased by eliminating the shelves on the sides, the floor has been raised and flattened, and there is a bilge. The galley, between the main part of the cabin and the v-berth, has a sink (with water) and a trash bin on the port side and a counter for a stove on the starboard side. The step down from the cockpit is a removable Igloo cooler. In addition to the V-berth,



there are two (yes, two) quarter-berths big enough for full-sized adults.

The interior has some nice touches, too. Carpeting is stock. The storage lockers are lined so the contents won't get wet. There is no hump where the keel retracts. The electrical panel is on the inside of the starboard bulkhead, where it can't get kicked.

This boat is really a nice piece of engineering. There isn't room to walk forward on a Catalina 22 with lifelines, you say? But there is! If they raise the floor you won't have enough headroom, you say? But you do. The quarter-berths can't be that large, you say? But they are. The one on the portside is very cleverly designed and uses the dinette seats and table and the top of a storage locker located aft of the dinette seat under the cockpit seat.

You will marvel at this boat when you see it and may fall in love with the Catalina 22 all over again.



A Comparison of Wing Keels and Swing Keels

By Tom Page, Chief Measurer
From *Mainsheet*, Winter 1985

This past spring, I had an opportunity to get some first-hand knowledge of a wing keel Catalina 22 competing against some swing keel Catalina 22s. Bob Baker, a new Fleet 4 member, recently purchased #14694, a wing keel model. His boat has all the normal racing controls plus, after the first race day, inboard genoa tracks and a set of Hart racing sails.

Bob is a very experienced skipper who has competed in the Snipe, Lightning, Star, and Hobie 18 classes. After competing against him in several races, I would rate him a very good skipper. In my opinion, he could hold his own in any level of Catalina 22 competition, including the National Championship Regatta.

Conclusion:

Bob Baker's boat, right now, is pretty close to the race-prepared swing keel Catalina 22s on Folsom Lake. Baker's sails probably are the best on the lake, his bottom is smooth, new gelcoat, and his skippering seems first-rate, yet he hasn't been able to beat the swing keel boats under normal wind



conditions. The swing keel boats seem to have a slight edge in pointing ability and upwind speed. Off the wind, Bob's boat seems just a tiny bit faster; whether this is due to the wing keel or his super-roach mainsail, I'm not sure. Baker's keel is quite smooth, stock from the factory, but a little fairing would probably help. Bob reports that his boat does not develop marked weather helm when the wind picks up. This sounds similar to the fin keel Catalina 22s.

Overall, from the comparison I was able to observe, I would judge the wing keel Catalina 22 to be a little slower than the swing keel versions. Could a wing keel Catalina 22 win the Nationals? Perhaps, given good preparation, good sailing, and good racing luck, which is what it takes to win in any boat. Could the wing keel boats dominate the class? In my opinion, no way.



Catalina 22 Mk-II

By Don Boyko

When Catalina Yachts came out with the third generation of the popular Catalina 22 for the 1995 model year, they called it the "Mk-II", and it was probably the most controversial Catalina 22 due to its wider hull at the deck.

Although there was a major redesign of the Catalina 22 in 1986, the Catalina 22 New Design retained the original hull and swing keel. See photograph below with Mk-II on the left and New Design on the right.

The Mk-II has a completely new, and wider hull. The photo shows the Mk-II hull sides angles further out when compared to Catalina 22 New Design.



The swing keel is completely different. Although basically the same design, profile, and mounting hardware is used, it's no longer cast iron, but made with a stainless-steel support frame, lead ballast, and encased in a smooth fiberglass shell.

The wing keel was retained. However, the Mk-II's wing keel was borrowed from the Capri 22, and some came from the factory with a one-inch stainless steel bolt molded in for the attachment of a lifting harness.

The hull-to-deck joint was also completely redesigned with a rounded mating flange that is fully bonded with no caulking to worry about drying out and leaking. Having been out now for 20 years, this change has proven to be an effective improvement.

One of the most visible changes with the Mk-II's was the elimination of all exterior wood.

The absence of the familiar teak trimming gave the Mk-II's the personality of a Clorox bottle some say. Many of the Mk-II's used a smoked Plexiglas sliding hatch. Owned a 2006 model with a solid fiberglass sliding hatch.



The interior was also a major redesign with the elimination of the dinette, giving her a more open interior. A small oval table covers the keel trunk.

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The Mk-II's were Catalina Yachts' answer to the lower priced competition from Hunter and MacGregor boats of similar size. Price is often the sole decision-maker for many first-time sailboat buyers, and the Mk-II's showed some cost savings. The redesign stern pulpit eliminated two vertical supports. The interior quarter berth cushions are a one-piece design covering two compartments.



Another cost savings was made with the plastic framed forward cabin hatch.

Catalina Yachts also offered a mast-raising system on the Mk-II's. It consists of a gin pole that slides into a receiver hole at the base of the mast, and baby-stays that attach to the sides of the mast with "T"-fittings, and pelican hooks on the opposite end that attach to the tops of the cabin-top mounted turning blocks for the mainsail and jib halyards.



The sliding galley returned, but in my opinion, served more as a marketing tool, and we've found better use for the space it took up on our Mk-II.

The popular pop-top from the first two Catalina 22 versions is gone, but it was replaced with a hinged sliding hatch assembly, and an enclosure is also available.



Time proved the Catalina 22 Mk-II was no threat to the established racing community, but she has excelled in the cruiser arena.

After a 15-year production run, manufacturing of the MK-II ceased in 2010. The few hundred Mk-II versions built generally demand premium prices, and a clean Mk-II doesn't stay on the market long.

Catalina 22 Sport

During the 2001 C22NSA Annual Meeting in Fort Walton Beach, Florida, the membership had identified that the Catalina 22s in production since 1986 were heavy and non-competitive on the race course. The New Design model (1986-1994) was heavier and had an optional wing keel making the boat slower on the race course compared to the original swing keel model. The Mk-II model (1995-2010), although a lighter than the New Design, was 8 inches wider at the deck (e.g. shrouds more outboard = less pointing ability) and also featured an optional wing keel. These two models, unfortunately, were identified by racers in the Association as boats that were not competitive against the original Catalina 22.

Later that year, Pam Slaton (Commodore) and Dale McCaffety (Chief Measurer) initiated contact with Catalina Yachts. Possible plans for a new Catalina 22 sailboat, designed to more closely reflect the characteristics and weight of the original Catalina 22, were discussed.

Catalina Yachts listened to the request from the C22NSA Board and then worked carefully with Chief Measurer Dale McCaffety on the many pre-production design details of the new boat. With hull

number one (built 1969) still at the Woodland Hills, California factory, the Catalina Yachts design team frequently referenced this boat to make sure the hardware on the Sport were in the same location as hull #1.

In June 2004, the first Catalina 22 Sport, hull number 15540, made its debut immediately following the Catalina 22 National Championship Regatta in Atlanta, Georgia.

Sometime around 2010-2011, production was moved to Largo, Florida and the first Sport hull number built was 15727.

In response to feedback shared with Catalina Yachts, Frank Butler wrote “we are making a change in the production line to build the Sports on the East Coast. We are going to have tighter control, and these comments really help.” Butler also wrote “I am going to watch weight of the boat and the keel, and a lot of little things to make it a much better boat.”

The swing keel is the only keel option available on the Sport. No wing keel. No fin keel. A carry over from the Mk-II production line, the swing keel for the Sport is built around a large stainless-steel support frame with lead encased with smooth fiberglass jacket to make it more maintenance free from rust. Along the lower trailing edge, the stainless-steel

frame exits the keel and provides a connecting point for the keel cable. A greater portion of the weight of the keel is located in the bottom of the keel, giving it greater stability in stronger wind conditions. Some of the early Sports had spacers installed by owners on the keel to ensure a snug fit when the keel was lowered.

Compared to the previous three generations of Catalina 22s, the Sport has the smallest cabin interior due to a shorter and more narrow cabin trunk profile. However, this

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created more room in the cockpit and wider side decks. The cooler-as-a-step feature remains standard, as it has for the past 30 years. There is no galley. There is no pop-top. The only teak is the bulkhead, bilge access cover, and cooler step. The vinyl interior cushions are standard and gives the cabin a Clorox bottle appearance. However, Catalina Yachts also offers cloth cushions in various colors, as an upgrade, that will nicely add color to the interior, making it much more inviting.



The interior cushion sizes are excellent. The v-berth cushions in the Sport is as long as the v-berth in the Mk-II, although two inches less in width. The two side settee cushions on the Sport as long as they are in the Mk-II. Surprisingly, the cushions are wider by five more inches.

The porta-potty is under the v-berth insert, and you must work your way around the keel trunk into this very cramped area.

A strong, all-fiberglass forward cabin truck hatch is located directly above the porta-potty, providing interior ventilation, and giving foredeck crew solid support when setting the whisker or spinnaker pole.

There is plenty of storage below the v-berth and settees.

The large, open area below the cockpit is all storage, and accessible from the cabin and from the cockpit port-side hatch.

Whereas the cabin is smaller compared to earlier models, at 6 feet and 10 inches in length, the cockpit of the Sport is at least a half-a-foot longer than all earlier models. The cockpit is bigger than those found on most 25-foot boats.

The flat coaming provides skipper and crew the opportunity to sit comfortably “outboard” when the wind picks up. The gas locker is to starboard and can hold a six-gallon fuel tank. The locker does not open up to the interior. The port hatch opens up to the enormous space below the cockpit.

A Catalina 22 Sport Tuning Guide, authored by Tom Clark and Rob Fowler, is available on the Association’s website to provide a good starting point on how to tune the boat for improved performance.

In the 2017 Catalina 22 National Championship Regatta, a Sport finished second in the Gold Fleet and ahead of many past Catalina 22 National Champions. Proving, this boat can be very competitive against the older hulls.



How Old is Your Catalina 22?

The hull number of a Catalina 22 will reveal its age.

The chart below provides a ball-park estimate of the age of a Catalina 22 based on its hull number.

Boats built since 1972 should have their hull number engraved in the upper right-hand corner of the transom.



Photo by Dale Mack.

Model Year	Hull Number		Model Year	Hull Number
1970	1		1993	15286
1971	322		1994	15347
1972	804		1995	15348 First MK-II
1973	1912		1996	15370
1974	3144		1997	15390
1975	4680		1998	15431
1976	5679		1999	15450
1977	6646		2000	15464
1978	7976		2001	15475
1979	8270		2002	15480
1980	9247		2003	15500
1981	10208		2004	15540 First Sport
1982	10531		2005	15550
1983	11935		2006	15582
1984	11999		2007	15627
1985	13142		2008	15703
1986	13143 First New Design		2009	15724
1987	13827		2010	Production moved to Florida Mk-II Discontinued
1988	14371		2011	15727
1989	14802		2012	15747
1990	14943		2013	15756
1991	15195		2018	15782
1992	15248			



The “Grand Old” Catalina 22 National Sailing Association How It All Started

by Tom Winans

Founder of the Catalina 22 National Sailing Association



Skippers have asked me from time to time, down through the years, why I started the Catalina 22 National Sailing Association in 1971. Recently I was asked by your “MainBrace” editor Rich Fox to write something for your 50th Anniversary about why I started the National Sailing Association. “How It All Started?” My hope is that at a minimum you will find it amusing here and there.

I met Frank Butler in an unusual way which much later I personally found to be amusing. It is the story of how I was sold my first sailboat by a “sneaky” Frank Butler. It started out with another icon of the sailboat racing world, Tom Linskey. “Scuttlebutt Sailing News” reported that quote: “When Dave Ullman won three 470 World Championship titles (1977-78, 80), he did it with (crew) Tom Linskey, himself a dinghy legend from California.”

The first time I saw Tom Linskey he was testing a Coronado 15 for Frank Butler, who was watching the action from a Marina del Rey dock. My Dad and I were on another dock, also watching the show. It was in 1967.

Frank noticed that we were very interested, and he came over to us and talked to my Dad and I about the Coronado 15. At the time, I knew who Tom Linskey was from reading about his racing victories, but I did not know who Frank Butler was. And I did not know that the skipper of the beautiful high-aspect sailboat we were watching was none other than Tom Linskey.



Frank made his way over to our dock and joined us. Standing on that dock and watching the test-sailing of the Coronado 15 with Frank Butler and hearing him rave and rave about the boat is what sold us that boat. Frank did not tell us he was raving about the boat that he designed and built. He acted like just another sailing enthusiast who happened to be down at the marina when this young fellow, Tom Linskey, happened to be “showing off” his sailboat handling skills by tacking in and out of narrow channels between row after row of boat slips in Marina del Rey, Los Angeles. Frank left. We stayed. We were mesmerized by Linskey’s sailing

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prowess. He was amazing. He made it look so easy, so graceful. When Linskey came up the gangway, we paid him his due. We praised him lavishly, and it was sincere praise. He asked where did Frank go? “Who is Frank?” “You mean you didn’t know you were talking to the man who designed and built this boat? The owner of Catalina Yachts?” I thought “Aw, Frank, you got me!” That is how it all started, with Frank Butler putting one over on my Dad and me.

I am sure Linskey does not remember his “demo sail” that sold us a beautiful Coronado 15. And he could not know that his sparkling “ballet” in that lively little boat ultimately led to the founding of your Catalina 22 National Sailing Association. Sparkling means “shining brightly with flashes of light.” That is how I remember my first glimpse of a Coronado 15.

Watching Tom Linskey sail like the champion he was destined to become — that made a powerful impression on my mind. The scene still shines in my mind’s eye to this day. That demonstration sail was one of the most beautiful things I had ever seen — the gracefulness and rhythm of the boat tacking back and forth to get out of those narrow channels. The glistening, crisp white jib snapping from side-to-side and filling with the wind. His expert single-handed orchestration of a sleek, smart, bright, blue and white racing sloop dazzled me.

Now I wanted to have a Coronado 15. It was worlds away from the Omega 14 that I had learned to sail in. The Omega 14 was like a mule while the Coronado 15 was like a thoroughbred. You could tell it had agility, speed, and spirit. (By the way, “tricky” Frank Butler built the Omega 14 too, something that I also did not know at the time.)

About a year after I had been sailing and racing my new boat, I sailed my own (co-owned) Coronado 15 named “Duck Soup,” singlehandedly in and out of those rows of expensive luxury boat slips at Marina Del Rey. I was very nervous in such tight quarters, a bit clumsy working the sails, but successful. I did not crash my new boat, thank God. When I wanted to sail singlehanded, I would tow my boat with my new 1968 VW down to the marina.

And God, how I loved racing my Coronado 15 for those two glorious years that followed, 1968-1969, with my father as crew. Then my world really started to change when my dad and I bought Catalina 22 “Sunspot,” sail number 407.

It seems like too big of a coincidence that I was present for testing of Coronado 15 hull number 1 in 1967, and then again for Catalina 22 hull number 1 in 1969. I cannot remember if either of the boats’ mainsails had sail numbers on them. (See my story about Beattie Purcell in the Spring 2021 issue of “MainBrace.”)

We went down to the factory sometime in 1970 and met up with Frank Butler in his office. He personally gave us a tour of his factory. He asked us what sail number we wanted, showing us a list of the boats in production. The available sail numbers were all in the 400s. There was lucky number 7. Mickey Mantle was number 7. Sure worked well for him! Our sail number had to be number 407.

A young Tom Winans, watching poetry in motion as young Tom Linskey sailed his boat, had fired my imagination. Maybe I could someday be a Champion? If I had never witnessed Tom Linskey sailing a Coronado 15 that day, I would have never met Frank Butler, never bought a Coronado 15, and never bought

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a Catalina 22, never started the Catalina 22 National Sailing Association. And never been a National Champion.

After cruising around for a while in our Catalina 22, my competitive urge would not go away. I found myself racing boats in the harbor who did not know they were racing me!

I had gotten started racing by competing in my Coronado 15 in regattas in the ocean off the Channel Islands Harbor and on San Diego's Mission Bay, then on lakes in the High Sierras and at Morro Bay. I fell in love with class racing. It is a cliché, but I had been bitten by the bug. I had raced Coronado 15s and there was no turning back. It was challenging and very exciting. What could be better than being young, free, and sailing a wonderful racing boat like the Coronado 15 every minute you got the chance?



NATIONAL CHAMPIONS in Catalina 22 Class for 1973: Crew of Number 407 "SUN SPOT" (left to right) Tom Winans, Karen Steimle, and Dick Winans, of Anacapa Yacht Club, Channel Islands Harbor, California.

Of course there were NO class races for the Catalina 22 because there was NO National Sailing Association to host them. So I did the natural thing to do, I started the Catalina 22 National Sailing Association. I decided to start it off with a bang, so I did something rather audacious. "Little old nobody me" got an appointment with the Man himself, Frank Butler. I told him my idea. I told him I would like to call a big race to kick things off. I asked him for a mailing list of all Catalina 22 boat owners in California. He gave it to me! Talk about being audacious, then I asked him for money! To my everlasting surprise, he instantly had a check written for \$100 for postage. Imagine, one hundred dollars!

I went home and contacted all the C-22 owners in my local area, asking them to come to a meeting if they were interested in forming a boat owners' club. I called the club a "fleet." They elected me Fleet Captain, and announced we were Fleet #1 of the future CATALINA 22 NATIONAL SAILING ASSOCIATION! It is pretty funny to me now: We were Fleet #1 of a National Sailing Association that did not exist, a rather dubious honor.

Next, I said we needed to fire up some imaginations to give this a jump start. I asked the new Fleet 1 membership to help me host the first "Catalina 22 California State Championship Regatta." Talk about audacious. But what a gung-ho bunch of skippers and family crews! They jumped on the idea and started planning a big spaghetti, garlic bread, tossed salad and wine dinner. Thinking back I find that hilarious! Leave it to sailors to think of a big regatta in terms of an opportunity for lots of free food and wine. (Do not worry, everyone paid, even the Fleet 1 hosts.)

At the time this was all happening, I had wanted to start a business. I had very little money, so I hit upon the crazy idea to move out of my apartment to save money. This I did by buying my father's 3/4-ton pickup truck and cab-over camper and moving into it. My payment to my dad and mom was one-third the amount I was paying for rent. I was in business! I had a little money freed up in my budget for the purpose of starting a business. Okay, now we are cooking!

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So I started a local sailing newspaper serving the Channel Islands Harbor in Oxnard, California. Remember how you were young and single and thought you could do anything? I have never forgotten what the old-timer editor of another local newspaper said to me when he heard the news. It was pregnant with meaning that passed right over my head. He said, "I wish you rots of ruck."

But back to the creation of your association. You could say that your National Sailing Association started out in the back of a camper. I sat at my little dinner table and addressed envelopes late into the night. Well, long story short, Fleet #1 called a race, and they came — 36 California Catalina 22s and families, making Catalina 22 history.

After the first day of racing, I called the first meeting of all California Catalina 22 boat owners who were present that night, and discovered they too were gung-ho. That evening while eating mushy spaghetti and drinking wine, they launched the National Sailing Association. I am not sure if the big hungry crowd out there in the Ventura Yacht Club knew what pandemonium was going on in the tiny galley of that clubhouse. Fleet #1 did not have experience trying to cook for so many people (or for anyone for that matter), all of which people were starving after racing all day.

We tried to make spaghetti in a huge pot, about two feet deep. That was a big mistake. The noodles on the bottom turned into mush, the noodles on the top would not cook. We had to start all over using smaller pots. The sailors and their families had to do with garlic bread, and then after a bit the salad came out, while they all had to wait for the main dish. I guess you might say we served them a 3-course meal. I think I told you they were all starving to death. It is amusing today, but it was almost crying time in the kitchen that evening. What outrageous stress! Lucky, we had plenty of wine for the adults.

In the following days, now that we had an association, I sat in my camper at night and divided up the United States into ten regions, and started assigning fleet numbers: Fleet #2 was Fresno, CA; Fleet #3 was Long Beach, CA; Fleet #4 was Sacramento, CA; Fleet #5 was King Harbor, CA. Then we started rapidly branching out: Fleet 6 was Seattle, WA; Fleet 10 Capitol-Chesapeake Bay, MD; Fleet 11 Tulsa, OK; Fleet 12 Albuquerque, New Mexico.

Trying to be a one-man army, things got hectic for me fast, as more and more fleets sprang up around the country and checked in to request a fleet number. I found this entry in an old copy of "MainBrace" that today I think is amusing from my perspective of, in the beginning, trying to herd cats. Notice how Dallas Fleet mentions "still in waiting" for a fleet number.

DALLAS FLEET

Captain's Cove Yacht Club &
Catalina 22 Fleet No. (still in waiting),
Dallas, Texas — Lake Ray Hubbard.

And now you know the answer to the question. Bottom line, because I wanted to race in class competitions, I started the Catalina 22 National Sailing Association. But it turned out that there was more to it than that. There were things I could not have foreseen at the time when we were just getting started.

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Today I have arrived at the time in life when one has to do two difficult things (1) take stock of "A Life" and (2) downsize. The first one is too hard to face, so I had started to work on number 2. I was emptying a fully loaded dresser drawer the other day, and on the very bottom of all the stuff and junk, I found the July 2002 issue of "MainBrace." I would say that 18 or so years is about right for deep cleaning of a person's dresser drawer, wouldn't you?

I started reading it immediately, much more interesting than cleaning out a drawer. Turns out that this would be a good issue for me to discover during a time of "taking stock," so I got trapped. The July 2002 issue is particularly striking because the cover is a full-page montage of snap shots of skippers, crews, family members, and even a toddler is seen in the lower right-hand corner. It reminded me of how my young wife Linda and I day sailed in the harbor with some sort of portable toddler's crib anchored inside the cabin of our Catalina 22. This was in 1978. We sailed inside the harbor with one eye on the crib and one eye on the boat traffic.

You see, Gene Ferguson, the then-editor of "MainBrace," noted in his column that this issue was about the "people side" of the 2002 National Championship Regatta. Gene pointed out that "There's more to it than just competing for the top position. The most fun part is meeting new people and forming closer bonds with those you know but only see once year." (at the annual National Championship Regatta). He went on to say that the next issue would be "devoted to the cruising aspect of the Association." This is just what I needed to hear that day. It cheered me up. Taking stock is not so bad if you focus on the positive things!

When I started the Catalina 22 National Sailing Association, I had only one goal in mind: (1) to sail my boat in one-design class races. But as I helped to grow the Association my goal expanded to three goals. The second goal became: (2) to create a family-oriented or family-style boating association. And as time marched on: (3) to make sure that in the future the fledgling Association would not fail. Gene's column gave me great pleasure because it reminded me that I had accomplished all three goals. Now that is the kind of "taking stock" that I like to take!

I had looked around the boating scene in 1971 and saw only racing associations made up of some very hot boats and very hot skippers. I looked at my Catalina 22 and saw the potential for something different. I saw a multipurpose and adaptable boat. Both racers and cruisers could enjoy this sailboat. I wanted goal number 2 for your Association so badly that I wrote your original slogan and placed it below the masthead on the Association's stationery and envelopes. I wanted to burn this idea into the minds of the leadership: "The family-oriented sailing, cruising and racing association." I hoped a slogan like this would help to achieve a balance; that is, something for everyone - racers, cruisers, day sailors and their families and friends. I note with great satisfaction that 50 years later the catalina22.org website has the slogan I wrote right up there at the top of the home page.

Then as I stood there looking through this old issue of "MainBrace," I came across "Through the Lens" by Cindy Nettles, subtitle "Catalina 22 Lone Star Regatta." She opened her piece with "What I know about sailing you could just about fit inside the period at the end of this sentence. By the end of my day on the bay with 34 sailboats surrounding me, I had found a new passion: to learn the sport, the art, of sailing." That is exactly what I was hoping would happen as a result of the creation of a National Sailing Association of Catalina 22

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boat owners. It would start very small and then grow and grow as good people were smitten by the sight of a spectacular fleet of Catalina 22s sailing together on a beautiful lake or bay.

As you know, as his life changes, a man changes. By 1975, I had a wife, and by 1977, I had a child. I was now a family man. My goals changed. I wanted families to have a healthy, outdoors, physical activity that would create family fun and togetherness, and create lasting friendships. For me it was no longer just about racing!

I believe that too has happened. In large part, writer/photographer Cindy Nettles cinched my second goal as “done” when she wrote in her article in that old issue of “MainBrace”: “I overheard a family celebrating their crossing of the finish line with the words, “See what we can accomplish if we all work together?” As you all know, working together is what it takes to sail a sailboat, and also grow and care for a big association.

Today, now that I am 77, it gives me a lot of pleasure and even a sense of pride to see how successful both the Catalina 22 and its National Sailing Association have been over the past 50 years. All of you members and officers, past and present, should feel proud too. Goal #3 accomplished.

I want to thank your editor Rich Fox for reminding me of the great times I had sailing my Catalina 22 and helping to build your National Sailing Association. I look back at my sailing years and fondly remember so many special people and events that my Catalina 22 “Sun Spot” provided that made life good. Looking back I can see that life’s never been better than those 10 years that I lived, breathed, and dreamed Catalina 22 National Sailing Association sailing and racing.

I think this will be my last installment in “MainBrace,” so it is time to say, “Fair winds, old friends. Stay safe as you cruise and race your beloved Catalina 22s and be especially kind to your loved ones and all our beautiful rivers, lakes and oceans.”



Launch of the Catalina 22 National Sailing Association

On August 19 and 20, 1972, the first Catalina 22 Class race was held in the form of a California State Championship Regatta. Catalina Yachts founder Frank Butler was eager to jump start Catalina 22 racing and referred to the event as the first "nationals". With 36 Catalina 22s on the start-line in two fleets, the 1972 regatta was a fun way to get Catalina 22 families to come out to race and formally launch the Catalina 22 National Sailing Association. Tom Winans, Captain of Catalina 22 Fleet 1, was elected as Acting Commodore and is considered founder of the Catalina 22 National Sailing Association.

In Third Quarter 1972, the first issue of the *MainBrace* newsletter included a visionary statement of the C22NSA by newly elected National Commodore Carl Drow, who wrote:

Dear C-22 National Association Members and all other C-22 Owners:

Assuming the position of commodore of the Catalina 22 National Sailing Association is much like giving out birth announcements. You do it with great pride but with many unanswered questions in your mind. This Association owes a great debt of gratitude to Fleet No. 1 and Tom Winans for its conception and initial nurturing, but it will need the help of many people and fleets before it can really take its place among the mature Associations throughout the country.

It might be appropriate for me to outline what I would hope to be the goals of the Association for this coming year and in doing so solicit the advice and suggestions from all members regarding priorities for action. Goals assume purpose on the part of the person or persons attempting to achieve them and I believe the Association has some very important purposes.

First of all, it should be clear that our craft is a unique compromise of performance and comfort and those of us in leadership positions in the association need to recognize that people who have selected the Catalina 22 have done so with the all-around potential of the boat in mind. Keeping that in mind, I believe the Association should strive to meet the needs of both racing and cruising sailors and, above all else, promote the family characteristics of the boat both by protecting the investment of the owners (by setting up strict one design specifications for the boat while encouraging ingenuity and creativity in improving the class) and by providing cruising sailors with opportunities to share their experiences and skills with other boat owners.

I believe that experiences shared by Fresno Fleet No. 2 can serve as a model of how fleet and Association activities meet the needs of a wide range of interests and people.

A short eighteen months ago the Fresno fleet consisted of 3 boats and no organization. Today we have 21 boats all of which participate in one way or another in fleet activities. We found that most of the people who were acquiring Catalina 22's were relatively new sailors and in many cases were shying away from racing and other activities which would tend to cause them anxious moments. Our big push was to get these people involved in learning how to handle their boats without pressuring them into feeling inadequate if they didn't race. It is true that at the present time over half of our fleet actively competes and most of the others are building their skills and confidence at such a rapid rate that we feel they will soon be racing.



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The key, however, to any success that we may have had in building a strong local fleet has been in the range of activities in which we have participated. For example, we have a potluck on a monthly basis. We have organized and enjoyed group cruises to Lake Mead (5 days, 800 miles), Lake Tahoe (10 days, 400 miles), San Francisco Bay (3 days, 300 miles), and weekend excursions to Morro Bay and the Channel Islands. Why have a trailer-able boat if you don't trailer it? In addition, we have an active racing calendar in association with the Fresno Yacht Club. Incidentally, we believe it to be of great advantage to belong to a NAYRU affiliated sailing organization.

It is imperative that local associations band together to form state and regional groups for the purpose of sharing information and activities. Your National Association will assume leadership in dissemination of information and organizing regional and national regattas, but unless the disseminated information is acted upon and unless the National Association gets feed-back from local groups, our hopes for maturity will not come to be. Look for the following positive actions on the part of your National Association:

The development of one design rules for class racing by January 1973.

The publishing of a membership and ownership roster so Catalina 22 owners can organize wherever they are.

The dissemination of cruising information and first hand experiences of Catalina 22 owners.

The announcement of the location and rules of participation for the first North American Championships for the Catalina 22 National Sailing Association.

I hope to meet and sail with many of you in the future.

Good Sailing,

*CARL DROW
Commodore, Catalina 22 National Sailing Association
Fleet No. 2, Fresno, California*

Catalina 22 National Sailing Membership has its Benefits

The Catalina 22 National Sailing Association is much more than a group of owners who put on a National Regatta each year. It is all about the owners, their families, and their friends who share a common enjoyment of the boat. Whether it's the thrill of the chase around the race course, or the new friendships that are formed during the week long cruises, Catalina 22 sailors who join and become active in the C22NSA find that it offers many benefits that help make sailing more fun in a Catalina 22.

Leadership and Organization - each year, the membership elects members to serve as officers to lead the Catalina 22 National Sailing Association and to manage its business affairs. The Board of the C22NSA consists of Commodore, Vice-Commodore, Rear Commodore, Secretary/Treasurer, Editor, and Cruising Captain.

Fleet Development – The Association makes it easy to start a fleet in your area and to enjoy organized sailing activities with other Catalina 22 owners. Simply find three Catalina 22 owners, have each join the Association, submit a Fleet Charter Application, then utilize Association resources to help promote Catalina 22 cruises and races.

Camaraderie – Membership provides you with the opportunity to develop and share a unique camaraderie with other Catalina 22 owners. Whether you race or cruise, you will enjoy the camaraderie as a member of the Association.

Regattas – The Catalina 22 class has a very active racing calendar that includes regattas at the local, regional, and national level. Membership in the Association is a requirement to participate in the Catalina 22 National Championship Regatta. This annual event attracts approximately 30 to 50 Catalina 22s and their skippers and crew from across the United States each year.

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Cruises – Ownership of a Catalina 22 makes it easy to trailer to other geographic areas to participate in Catalina 22 cruises that you will learn about from the MainBrace magazine. Catalina 22 cruises can be found on the East Coast, Northern Gulf Coast, West Coast, and Great Lakes region. Also, in Oklahoma and Kentucky. Catalina 22 cruisers leave no lake unexplored.



Special Awards – each year the Catalina 22 National Sailing Association recognizes exceptional members based on their contributions and participation. Each of the award winners, except for "New Racer" and "Betty Gay Clements Women's Memorial Trophy" will be determined from information and nominations received from our membership and will be presented at the at the C22NSA Annual Meeting.

MainBrace – Receive the official publication of the Catalina 22 National Sailing Association. MainBrace has been in continuous production since 1972 to help keep our membership informed of Catalina 22 regattas, race results, cruises, technical tips, and serves as a forum for Catalina 22 owners.

Website - A very vibrant and up-to-date website is maintained at www.catalina22.org to help keep all Catalina 22 sailors and enthusiasts informed about Catalina 22 activities, technical tips, and Association news. The website has been available since 1998 and had a major update in 2011 to include feeds to social media.

Technical Manual – The 2006 Edition of the Catalina 22 Technical Manual is available to C22NSA members on CD-ROM (and file download) as a set of Acrobat Reader PDF files that are viewable with most web browsers. Updates were added in 2014 2017 and 2019. With over 700 pages of content, the Catalina 22 Technical Manual provides over 500 articles featuring technical tips, color photographs and drawings prepared by other Catalina 22 owners — it is a great investment and a must-have for new Catalina 22 owners.

Catalina 22 National Sailing Association Milestones

1971

Tom Winans is named Captain of Fleet 1 and also named as Acting Commodore of the Catalina 22 National Sailing Association. Tom sails the Catalina 22 "Sun Spot" (#407).

As the C22NSA is being formed, the first roster of "acting" officers are named, and include:

Commodore - Tom Winans
Secretary/Treasurer - Marj Berg
Race Committee Chair - Jim Linville
Trophy Committee Chair - Ed O'Hearn
Publicity Chair - Dick Winans

1972

With 59 members, the Catalina 22 National Sailing Association is officially formed. Carl Drow is named as Commodore.

The Catalina 22 California State Championship Regatta, with 36 boats in attendance, is held in outside of Channel Islands Harbor, California, and won by Carl and Pat Drow and daughter Kathy aboard "Impetuous". The regatta establishes a foundation for the first National Regatta the following year.

The first *MainBrace* is published in Third Quarter 1972 as a "complimentary" issue. The Catalina 22 "Impetuous" (#886) sailed by Carl & Pat Drow is featured on the cover. Fleet Reports from 8 fleets.

1973

Four issues of *MainBrace* are published - January, April, July and October. Tom Winans is Editor.

Under the leadership of National Commodore Mark Cruiz, the first One Design Rules Proposal is published in the January issue of *MainBrace*. The C22NSA Constitution and By-Law documents are

being formulated. These documents become official in 1974.

On August 25 and 26, the first Catalina 22 National Championship Regatta is hosted by Fleet 3 (a.k.a. "The Keelswingers") and the Seal Beach Yacht Club in Long Beach, California. It is organized by Dick Comstock. 45 boats participated in the five-race event. The event is limited to jib and main only. The entry fee is \$10 per skipper.

Tom Winans with crew Karen Steimle and Dick Winans win the first National Championship Regatta.

The fixed keel model was approved to be eligible to race with the swing keel model. Approximately one fixed keel boat is built for every 20 swing keel boats built.



A proposal to increase the luff of the Genoa sail to a maximum of 24' 4" to 26' 4" is approved. The LP remains at 12 feet. (Note: spinnakers are not class legal). A motion to require outboard motors to remain on the transom during racing fails to gain enough votes as an amendment to the One Design Rules (16 Yes, 20 No). A proposal to increase the lower shroud diameter to go along with the upper shroud size is passed.

(Continued on page 60)



MAIN BRACE

FIRST QUARTER JANUARY 1, 1973 VOLUME 2 No. 1



Official Publication
of the
Catalina 22 National Sailing Association

Thank You!

For Choosing -



Catalina

(213) 875-1946

Yachts

NORTH HOLLYWOOD, CALIFORNIA 91605

8211 LANKERSHIM BLVD.



Above: Roughing it out on the English Channel in the Alacrity 22. Below: Frank Butler, Founder and President of Catalina Yachts, rigging a Catalina 22 for a Wet Wednesday Race in Channel Islands Harbor, California. Photographs from MainBrace—April 1973.



NOTICE

CATALINA 22 NATIONAL CHAMPIONSHIP

The Queen Mary came to Long Beach so why not you and your Catalina 22?

Plans are underway for Fleet no. 3 to host the 1973 National Championship Regatta in Long Beach. The date for this race of all races is August 25th and 26th.

The sailing weather in Long Beach at that time of the year is excellent and should provide some exciting ocean racing. The prevailing westerly is usually brisk (10-18 knots), the sky clear, and the temperature warm.

For those of you who might have been wondering about a summer vacation, why not consider participation in the first Catalina 22 National Championships preceded or followed by visits to Disneyland, Knotts Berry Farm, Marineland, and the Queen Mary or if you prefer sail 26 miles across the sea to beautiful Catalina Island.

What ever your plans might be, we hope they will include a trip to Long Beach California in 1973.

Complete information on marina facilities, places to stay and places to go will be mailed to each fleet shortly after the first of the year.

SEE YOU THERE

Please detach and return with your entry.

ENTRY FORM

TO: Keelswingers, Fleet No. 3
c/o John Frazee
2609 Deerford Street
Lakewood, CA 90712

CATALINA 22 NATIONALS INAUGURAL REGATTA

Please enter my yacht in the Catalina 22 Nationals - Inaugural Regatta.

NAME _____ CLUB _____
ADDRESS _____ PHONE _____
BOAT NAME _____ C F NO. _____
SAIL NO. _____ ENTRY ENCLOSED \$ _____
Dinner reservations _____ \$3.00 adults
MUST BE PREPAID _____ 1.50 children 12 or under

Dinner will be a steak barbecue with salads, beans, rolls, butter, coffee and punch.
The club bar will be open for your pleasure.

**ANNUAL NATIONAL CATALINA 22 ASSOCIATION MEETING WILL BE HELD
FOLLOWING DINNER.**

Non-racing guests – If enough interest is indicated, a cruise will be planned for you.
Please indicate _____ .

I agree to conform with all the rules and regulations of the SLBYC and the Catalina 22 National Assn. and under other rules under which the regatta is sailed. I agree to hold Seal Beach Yacht Club, The Keelswingers Fleet, or the National Association, its officers, its directors, and its committeemen harmless of any liability of any nature whatsoever for accident or injury to myself, my crew or my boat. The entrant agrees to abide by the decisions of the Race Committee and Protest Committee and not to appeal unless given permission by Seal Beach Yacht Club and the Catalina 22 National Association. I agree to notify the committee boat or the Seal Beach YC immediately upon withdrawal from any race.

Skippers Signature

**INAUGURAL NATIONAL CHAMPIONSHIP REGATTA
(ORDER OF FINISH)**

Place	Skipper	Total Pts.	Fleet
1	Tom Winans	28	Channel Islands
2	Dick Comstock	34 $\frac{3}{4}$	Keelswingers
3	Gary Karlsrud	38	San Francisco
4	Brent Bennett	38 $\frac{3}{4}$	Keelswingers
5	Gary Ward	48	Channel Islands
6	John Sullivan	53 $\frac{3}{4}$	Sacramento
7	Bill Boerner	59	Del Rey
8	Dave Shapiro	62	Phoenix
9	Frank Cox	63	San Diego
10	Al Horn	69	Fresno
11	George McCorison	73	Fresno
12	Ron Redman	74	Keelswingers
13	Dana Fisher	77	Del Rey
14	Larry Saumer	80	Keelswingers
15	Jim Linville	88	Channel Islands
16	Mark Cruz	90	Sacramento
17	Dave Nemzck	104	Sacramento
18	Wallace McFall	104	Fresno
19	B. J. Eggleton	108	Garden Grove
20	William Jennings	112	Phoenix
21	Dwight Wilson	120	Sacramento
22	Jim Weiks	123	Keelswingers
23	John Frazee	124	Keelswingers
24	Dave Cusack	126	Sacramento
25	Gene Carapetyan	126	Scottsdale
26	Reece Cave	127	Sacramento
27	Ronald Tamon	134	Del Rey
28	Samuel Crabtree	135	San Francisco
29	Al Bates	146	Phoenix
30	Paul Timon	148	Keelswingers
31	Bill Long	149	Keelswingers
32	Walt Thompson	149	Keelswingers
33	Philip Wright	151	Scottsdale
34	Dennis Lynch	154	Channel Islands
35	Frank Herron	159	Sacramento
36	Ken Anderson	164	Sacramento
37	Edwin O'Hearn	189	Channel Islands
38	Dave Reynolds	44 + 3 DNS	Fresno
39	Domenic Geria	51 + 3 DNS	Keelswingers
40	Ron Thomas	54 + 3 DNS	Keelswingers
41	Jerry Joliff	67 + 3 DNS	San Jose
42	Glenn Sword	8 + 2 DNS + 2 DNF	Keelswingers
43	Harlin May	44 + 4 DNS	San Diego
44	Glen Tanaguchi	Dismasted before first race.	Fresno
45	Lowell Spencer	Disqualified. Sails did not measure.	Phoenix

(Continued from page 54)

Sacramento Fleet 4 hosts a San Juan Islands "Super Cruise" with 22 Catalina 22s participating that included 60 adults and 12 children. The Cruise is organized by Harry Gordon.

The first Great Lakes Cruise to Door County is held by Fleet 21 the weekend of August 10-12. Eight boats attend.

In the UK, the Catalina 22 is known as the Alacrity 22, and as the Jaguar 22 in Europe. The Catalina 22 National Association of America in conjunction with the Alacrity 22 Association of the United Kingdom and with Catalina Yachts Inc. of North Hollywood, California, and Russell Marine Ltd. of Essex, England announce preliminary plans for an international race to be held in October of 1974 in which the American nationals champion shall compete against the British nationals champion in matched Catalina 22 yachts.

1974

Work on the proposed Constitution and Bylaws continues, including the proposed establishments of Regional boundaries and Regional officers. It is published in the October issue of MainBrace.

Fleet 24 (Dallas) hosts the first Southwest Regional Regatta on Lake Ray Hubbard with 19 boats participating. Ken Patterson is first Regional Commodore of the Southwest.

The Nationals are held on San Francisco Bay during the weekend of August 21-23, with 29 boats participating.

Gene Carapetyan wins the Nationals sailing Lady Belay (#1707). Four boats lost their masts during the event.

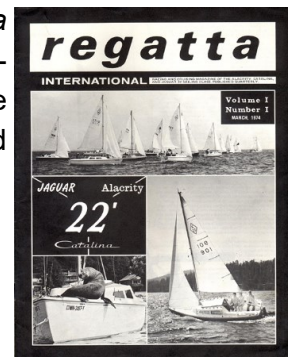
Doris Richardson (owners of Catalina 22 #962 and member of Fleet 4), submits to *MainBrace* Editor Tom Winans, a letter and pictures for her idea for a trailer keel guide and her idea for curtains for the

Catalina 22. In her letter to Tom, Doris also mentions that she, and her sons Leland and Lowell, had met Tom on the San Juan Cruise. (Note: Lowell is current owner of Catalina Direct.)

Catalina Yachts publishes a recommendation in *MainBrace* to Catalina 22 owners to change their lower shrouds from 3/32" to 1/8" 1x19 stainless steel cable and recommends that 3/4" spreaders with brackets also be replaced with the 1" spreader and the matching bracket new casting.

With over 100 boats in its fleet, Fleet 4 has a 48-boat raft-up on Sacramento's Folsom Lake.

Tom Winans launches *Regatta International* as the new international class magazine for the Catalina 22, Alacrity 22 and Jaguar 22.



The first International Race between the 1974 British National Champion (Alacrity 22) and the 1974 American National Champion (Catalina 22) is held.

1975

The Association has over 2000 members.

The Association increases annual dues from \$5.00 to \$7.50 per year.

A One Design Rules Committee is formed. Before the new Committee was formed, the rules were managed by the Officers of the Association.

The first Great Lakes Regional Regatta is held on Lake Michigan.

The first Tuning Guide is published.

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Joe Becker wins the Nationals.

Catalina Yachts and the Association Board tackle the problem of mast failure. Three masts were lost during the 1974 Nationals (San Francisco Bay). Eleven masts were lost during the 1975 Nationals (Dallas).

1976

The First Annual National Cruise, hosted by Fleet 6 in Seattle, is held in the San Juan Islands. It is scheduled the week following the National Regatta so that Catalina 22 owners may attend both events in the state of Washington.

Beattie Purcell and his sons Gary and Brent win the South Regional Championship Regatta.

The first National Cruise is held at the San Juan Islands.

Catalina Yachts announces it is making a new flat-sided mast.

Joe Becker is National Champion.

1977

The C22NSA endorses an amendment to establish a fixed keel fleet within the Catalina 22 class. The amendment passes.

Sally Brown wins the first "Women's Trophy".

Dick Durgan wins the Nationals.

1978

The C22NSA Board approves the new factory stainless steel spreader brackets for the original mast as an upgrade to the aluminum casting.

The C22NSA Constitution and By-Laws are amended to allow a greater participation by the membership in the nomination of Officers.



Dick Durgin, 1977 National Champion, with his championship crew, Nancy Durgin (left) and Ginger Buzherdt (right). And of course, the very fast "SCRIMSHAW."

The Board also identifies the need to put more emphasis on cruising activities and encourage the membership to organize cruising activities and submit cruising articles to *MainBrace*.

Carlos Canalizo is the first Catalina 22 Fixed Keel Division National Champion.

President Jimmy Carter sails aboard a Catalina 22 belonging to Regional Commodore Dick Cusack on Jackson Lake, Wyoming.

A proposed amendment to the One Design Rules for Mast Banding is published by Chief Measurer Sam Crabtree.

Bill Culp is National Champion.

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Priscilla Carter locks line as boat owner Dick Parker docks. Amy's governess, Mary Fitzpatrick, is with Rosalyn.

(Continued from page 61)

1979

The Catalina 22 National Sailing Association has over 2200 members. A rule to allow fixed keel boats to race with swing keel boats is passed. In addition, a rule to prevent raising the swing keel during racing is approved.

The first Gone With The Wind Regatta is held on Lake Lanier, Georgia.

The Nationals are held on Lake Lanier, organized by Grace Roe, and won by Beattie Purcell.

The East Coast Cruise (Chesapeake Bay) is held.

The Texas State Championship Regatta is held.

1980

The C22NSA has ninety fleets across the United States.

Bennie Smith is elected as the first lady Commodore, and she also helped organized Fleet 47 (Fort Worth, Texas). Bennie drives to make the C22NSA one of the largest, strongest and most effective one-design yachting associations in the U.S.

150% GENOA

WAS \$338.00

NOW \$238.00

"This sail is complete with sailbag, bronze hanks, 2 ton S.S. hydraulic pressed rings, rope (as opposed to wire) luff for better luff tension adjustments and is cut from 4.2 oz dacron cloth. I've sold dozens of them to satisfied C-22 owners nation-wide. The quality is excellent, the price is right!"—Tom Winans, owner and 1973 Catalina 22 National Champion, stands behind each sail 100%.

"TARGET SAILS"
by SAILBOATING NEWS
MARINE PRODUCTS DIVISION
 2710 Wendy Place
 Port Hueneme, CA 93041
 (805) 487-4442

Price good thru September, 1979
 Add \$5.00 towards shipping.
 Allow 4 weeks for delivery.
 Add 6% if Calif. resident.

50% deposit with order — C.O.D.'s ok.

Annual membership dues are increased from \$7.50 to \$10.

The C22NSA Board forms a Publicity Committee.

The membership votes to approve the use of spinnaker at all levels of racing. The first spinnaker fleet will be sailing at the 1981 Nationals.

Fowler and Nancy Hagler take top honors in the 133 mixed auxiliary fleet at the Michelob Cup on Lake Murray, South Carolina.

Jim Wilson is the National Champion.

The Catalina 22 is named "Trailerable Boat of the Decade".

(Continued on page 63)

(Continued from page 62)

1981

Commodore Bennie Smith traveled over 25,000 miles this year to promote the growth and development of the Association. Commodore Bennie Smith receives honorary Citizenship from the City of Annapolis and an award for outstanding devotion to sailing from the Governor of Maryland. Hal and Sally Smith win the Nationals.

Bob and Rob Smith build a scale model of the Catalina 22.



Dixie Hicks of the Sailor's Gazette suggests to Editor Sharon Napper that the Association compile a book of handy C22 tips that could be sold to members at a nominal fee.

1982

The Catalina 22 National Sailing Association celebrates its tenth anniversary.

Dale McCaffety wins the Southwest Championship.

Don Carsten wins the Region 4 Championship on Lake Erie.

Gerald Hayslip is Region 8 Commodore.

The C22NSA celebrates its 10-year anniversary.

Dick Woodside is National Champion.

1983

Catalina Yachts starts its own publication, *Mainsheet*, and invites the C22NSA to move the *MainBrace* to *Mainsheet*.



A National Cruise is held in Toronto, Ontario.

John Mies wins the Nationals on Lake Ontario.

(Continued on page 64)



(Continued from page 63)

Region 3 Championship Regatta Winners (left to right) John Barnett, Hal Smith, Mickey Richardson, Colin Barker.

1984

Dick King is appointed to the position of National Technical Advisor, a newly created position to maintain a close liaison with Catalina Yachts to aid in resolving technical issues.

John Mies wins the Nationals on Lake Erie.

Dick King is named Technical Editor.

Catalina 22 #12000 is sold.



1985

The first C22 Mid-inters Regatta is held in Florida and won by George Hatch.

Tom Paige wins the Nationals.

A re-designed Catalina 22 is introduced with hull number 13143 as part of the 1986 model year.



1986

The Board considers lengthening the term of office from one to two years and staggering the elections of officers.

The topic of weight discrepancies within the Catalina 22 begins to surface as some members are purchasing the older boats to get a lighter weight boat.

Ed Webb is National Champion.

David Hayslip wins the Southwest Championship Regatta.

George Hatch wins the Region 3 Championship Regatta.

1987

Catalina Yachts announced that a wing keel will be available, and the Board discusses how this will impact the one-design racing aspect of the Class as there is concern that the wing keel may be faster than the swing keel boat. The Board decides to perform sailing tests between the wing keel and swing keel to better understand the potential impact of the new wing keel design.

David Hayslip wins the Nationals on Chesapeake Bay.

Sandy Kennedy is Class Editor.

The National Cruise is held on Chesapeake Bay.

1988

The wing keel is approved for one-design racing by the Board.

There is growing pressure for a class minimum weight. The Board does not have enough information to propose a class rule change to allow a minimum weight.

Gene Ferguson is Region 8 Champion.

Mickey Richardson wins the Nationals.

Fowler Hegler is Region 3 Champion.

Catalina hull #1 is located in Grand Forks, North Dakota and owned by Bob Roller. It was previously thought hull #1 was destroyed.

The Association initiates a new "Special Awards Program" to recognize sailors beyond the racing activities. Awards are presented to the following members:

- ◆ Leadership Award to John Barnett
- ◆ Family Sailing Award to Gerald Hayslip Family
- ◆ Best Regional Commodore to Bob Kennedy
- ◆ Newest National Racer Award to Eric Howell
- ◆ Best Newsletter Award to Fleet 4
- ◆ The 20th National Finisher Award to the Scott Scale Family
- ◆ Best National Fleet Award to Fleet 108



The Board tackles one-design issues related to oversized main sails (larger roach) and a 700-pound variance in boat weights. There are discussions about establishing multiple classes, a minimum weight, and handicap ratings for the C22 to help equalize competition. (None are adopted).

(Continued on page 66)



The first technical manual called "Life Savers" is published.

(Continued from page 65)

The Association presents a plaque, containing signatures from C22 owners from all over the country, to Frank Butler, Sharon Day and Jerry Douglas as a "Thank You Catalina Yachts" for building the Catalina 22 for the past 20 years. Steve Snider wins the "Kansas Stampede" Nationals.



1990

John Mies wins his third National Championship at Youngstown, New York.

The National Cruise sets sail from Youngstown, New York to Toronto, Canada.

John Harrison wins the Catalina 22 Midwinters.

Joyce Seals is elected Secretary / Treasurer as Loal Scofield retires after 8 years of service.

1991

The Board proposed a dues increase from \$15/year to \$25/year.

The Nationals are divided into Gold and Silver fleets.

David Hayslip captures his second National title in Idaho.

Bob Baker finishes 3rd in the Gold Fleet sailing a wing keel.

Art Hutson is the first South Carolina State Champion.

Joe Waters wins the Midwinters.

The West Coast National Cruise is on San Francisco Bay; the East Coast National Cruise departs from Charleston, South Carolina.

Dick King receives the Leadership Award his work supporting "Technically Speaking" and the Midwinters Regatta.



1992

The position of National Cruising Captain is added to the Board of Governors.

An Advisory Committee is formed, consisting of Mickey Richardson, Gerald Hayslip, and Tom Page to help provide "expert" advice to the Governing Board.

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Pam Bishop and Catalina 22 racer Dennis Slaton are married at the South Carolina State Championship/Turkey Shoot Regatta at Lake Keowee. Less than a decade later, Pam would go on to serve as Vice Commodore, then Commodore. Dennis would go on to serve multiple terms as Chief Measurer, and together they would win a National Championship (2001).



The East Coast National Cruise is on Chesapeake Bay; the West Coast National Cruise is on the Columbia River, Oregon.

David Hayslip sizzles, winning his third Nationals at Jackson, MS.

Jane England presents the first “Betty Gay Clements” Women’s Trophy to Mary Gillett.

16-year-old Zachary Alyea finishes 5th in the Silver Fleet at the National Regatta.

1993

A minimum weight proposal is withdrawn in anticipation of the introduction of a new, lighter weight Catalina 22 to be introduced in early 1994.

Steve Mabry is appointed as the first National Cruising Chairman.

Cruises are held on Chesapeake Bay, MD; Columbia River, OR; Lake Michigan; Grand Lake, OK, and Santa Cruise, CA.

Roger Kerr wins the Nationals at Keystone Lake, Oklahoma.

1994

The Championship of Champions regatta is sailed in Catalina 22s. An effort was made to have Catalina Yachts bring 22 new Catalina 22 Mk-II for the event, but a fire at the Catalina Yachts plant did not allow production of the boats in-time for the event.

Joe Becker and the Windycrest Sailing Club are presented the US Sailing St. Petersburg Trophy for best locally ran regatta in the country—the 1993 Catalina 22 National Championship Regatta held in Tulsa, Oklahoma.



The Nationals are won by David Hayslip. Gene Ferguson wins Spinnaker Fleet.

Kim, Phillip and Jennifer Merlier are first recipients of the Cruising Family of the Year Award.

Sandy Kennedy (right) retires as Editor. Valerie Lefte is elected as Editor.

1995

Sandy Kennedy is recognized as a lifetime member in honor of her enthusiasm and contributions to the
(Continued on page 68)

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Association as Editor.

Sue & Rosser Bodycomb win the TX State Spinnaker Championship.

Gene and Cathy Ferguson win the Nationals in Chautauqua, NY.



The Catalina 22 MK-II is launched starting with hull #15348.

Catalina 22 MK-II #15355, skippered by Ed Webb, places 9th out of 34 boats at the Nationals.

1996

The 1996 Edition of the Catalina 22 Technical Manual is available.

A proposal passes making the *Mainsheet* Editor and National Cruising Captain members of the Governing Board.



Tom & Loretta Beaumont win the Region 2 Championship Regatta.

52 boats race in the “Lone Star” Nationals, won by Mickey and Lynne Richardson. Bryan Keatly wins Silver Fleet. Rosser and Sue Bodycomb win Spinnaker Fleet.

Jackson Yacht Club (Mississippi) hosts the Catalina 22 Magnolia Invitational.

1997

Terry Cobb wins the Nationals.

Dale Mack builds a “Catalina 22 Enthusiastic” website, putting the Catalina 22 National Sailing Association on the world-wide-web.

Fleet 77 (Fort Walton Beach, FL) is re-activated with Greg Haymore as Fleet Captain.1998

Due to limited space available for Catalina 22 articles, the C22NSA Board decides to publish *MainBrace* on its own beginning with the January issue that featured 24 pages. Gene Ferguson is named Editor. The C22NSA is no longer represented in Mainsheet.

1998

MainBrace is now available as a bi-monthly publication. Gene Ferguson is Editor.

Fleets 56 and 58 host the Nationals on Lake



Hartwell, it is won by Brad Wieland.

Bob and Trish Endicott along with Mickey and Dee LaGarde sail the June Moon Cruise setting the foundation for future Northern Gulf Coast Cruises.

1999

Fleet 58 on Lake Lanier held a Catalina Owner’s Celebration at the Southern Sailing Center in recognition of 30 years of continuous Catalina 22 production.

(Continued on page 69)

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The C22NSA Board rules that the Catalina 22 MK-II with a Capri 22 fin keel is not a class-legal boat.

Harvey Baker with crew Ken Beggett and Danny Zegler win the Nationals at Keystone Lake, Oklahoma.

The first Northern Gulf Coast Cruise is held.

2000

At the Region 8 Genoa Championship at Grapevine Sailing Club, Catalina Yachts President Frank Butler shared his story about how he got started in the boat business.

Dale Mack and Fleet 20 host the San Juan Islands Cruise.

Pete Harper wins the Nationals in San Diego, California. Julie Wilson is Silver Champion. Don Carsten is Spinnaker Champion.

Terry Cobb wins the Region 10 Championship.

Bob and Trisha Endicott are the Cruising Family of the Year.

Fleet 10 hosts the East Coast National Cruise.

2001

The C22NSA re-joins *Mainsheet* but also continues to publish and distribute *MainBrace* separately to the membership.

Gene Ferguson is presented with the C22NSA Lifetime Achievement award.

A new Catalina 22 Great Lakes Cruise is organized by Mike Bracket of Fleet 130. The cruise takes place on Grand Traverse Bay, Michigan.

Kim & Tony Orbeck are married during the East Coast Cruise.

Pam and Dennis Slaton win the Nationals at Fort Walton Beach, Florida. Sandy Zevin wins Silver. Pete Harper wins Spinnaker.

2002

Regatta Winners:

- ◆ Keith Bennett, Punch Bowl Regatta
- ◆ Chris Woolsey, Region 3 Championship
- ◆ Pete Harper, Region 8 Championship

Don Carsten wins Nationals. Pete Harper wins Spinnaker. Robert Gross wins Silver.

Bob Endicott is National Cruising Captain.



The Great Lakes Cruise sets sail around the Western Lake Erie Islands, Ohio.

The C22NSA Board led by Pam Slaton and Dale McCaffity initiate discussions with Catalina Yachts on the design and production of a new boat that eventually becomes the Catalina 22 Sport.

2003

Fleet 95 of Chattanooga, Tennessee hosts the first annual Catalina 22 Chattanooga Challenge with a turnout of 28 boats.

(Continued on page 70)

(Continued from page 69)

Pete Harper and David Rahberg win the Nationals and Texas State Spinnaker Championship.

Julie Wilson wins the Region 10 Championship.

2004

Mike Glover wins the Nationals on Lake Lanier. Bob Scott wins Silver.

Don Hare is the Region 10 Champion.

25 Catalina 22s sail the Northern Gulf Coast Cruise.



The Catalina 22 Sport (#15540) is introduced in June 2004 immediately following the National Regatta in Atlanta, GA.

2005

Greg DeGruccio and Wayne Buti inaugurate the first Catalina 22 Heavy Weight Challenge, featuring a Big Boy Trophy, at the National Regatta for owners of

the Catalina 22 New Design model.

Fleet 29 of Jackson, Mississippi is named Fleet of the Year.

Craig and Martha White are Region 8 Champions.

Pete Harper wins the Nationals. John Thomas wins Silver.

Robert Donehoo is recognized with the Sandy Kennedy "Spirit" Award.

2006

Dora McGee receives the US Sailing Arthur B. Hanson Rescue Medal for her role in the rescue of sailors during the Dixie Sailing Club's Punchbowl Regatta.

Members of the Association vote to rescind a requirement that a Catalina 22 owners must be a member of the Catalina 22 National Sailing Association for a period of at least 60 days prior to the Catalina 22 National Championship Regatta.

David Hayslip wins the Nationals.

(Continued on page 71)



(Continued from page 70)

Pete Harper wins Spinnaker Fleet.



Rachel Hadley wins Silver Fleet and receives the Betty Gay Clements Women's Trophy.

Kent Overbeck wins the Chattanooga Challenge.

2007

The 2006 Catalina 22 Technical Manual is introduced on CD format - Dale Mack is Editor.

The first Catalina 22 Junior National Championship Regatta, led by Don Carsten, Joe Waters, and Chris Kretz, is held in conjunction with the Catalina 22 Nationals on Western Lake Erie.

Reid Collins wins the Jane England Regatta.

Joe Waters wins the Midwinters. Frank Brown wins Florida State Championship.

Justin Chambers and Doug Thome win the Nationals – Gold and Spinnaker.

Bruce Sondys wins Silver Fleet.

Tommy Smith is Region 2 Champion.

Erik Slockers is Regional Commodore of the Year.

2008

Discussion begin on a new minimum weight proposal.

Emma Yin and Mitch Bullock win the Region 8 Silver Fleet.

Justin Chambers wins the Nationals, Matt Perry wins Silver.

Ben Lipari wins the National Youth Regatta. Max Lipari takes Second. Grayson Parker takes Third. Arina Cobb and Christina Meyers take Fourth.

Marcy Butz wins the Cocoa Match Racing Series with an all-women crew all under age 17.

The "Amigo Cruise" is held on Kentucky Lake.

2009

In October, a group of Catalina 22 sailors participate in the Apalachicola Cruise.

Matthew Bennett races in the National Regatta.

Justin Chambers wins the Nationals. Gayle Bullock wins Silver.

Bruce Sondys wins the Detroit NOOD Regatta.

2010

MainBrace goes paperless using Flip-Art software, due to growing cost of printing and distribution, and a declining membership.

The GRITS (Great Racing In The South) racing circuit is established by five fleets in three southeastern states—Alabama, Georgia and

(Continued on page 72)



(Continued from page 71)

Tennessee.

Jerry Butz wins the Midwinters. Mark Cline wins Silver.

Keith Bennett is Region 3 Champion.

Alice and Aldo Camacci are Cruising Family of the Year.

Dick Cline is Regional Commodore of the Year.

Justin Chambers wins Nationals. Norbert Falk wins Silver.

David Hayslip is Region 8 Champion.

2011

The Catalina 22 National Sailing Association completes a major update of its website, including the ability to host videos and a feed to Twitter.

C22NSA Editor Gene Ferguson receives the US Sailing Service Award, John H. Gardiner Trophy for his distinguished service and leadership in the promotion of one-design sailing and class organization.

Joe McFarland sails his Catalina 22 from Florida to the Bahamas.

Gene Ferguson retires from racing...he started racing in 1977.

Reid Collins is National Champion. Kevin Williams wins Silver.

2012

The Catalina 22 National Sailing Association turns 40 years old.

Catalina 22 sailors celebrate the lives of Dale McCaffity, Bennie Ann Smith (first C22NSA Lady

(Continued on page 73)



(Continued from page 72)

Commodore), David Torrissi, and Bruce Sondys.

Ben Miller wins the Texas Circuit Genoa Championship.

Bob Scott is National Champion. Lynn Van Hooser wins Silver.

2013

A special committee publishes a "National Regatta Event Management" document that outlines expectations of the Organizing Authority, Race Committee, and on the water race management.

A proposal is published to change the rotation of the National Regatta from Eastern/Central/Western geographic pattern to an Eastern/Western geographic rotation.

The Fort Walton Yacht Club hosts the 40th Catalina 22 National Championship Regatta in Fort Walton Beach, Florida.

Commodore Don Boyko and his wife Debbie represent the C22NSA at the Havasu Pocket Cruiser Convention.

Randy Pawlowski wins the Florida Travel Series.

Justin Chambers wins the Nationals. Chuck Weaver wins Silver.

2014

The *Catalina 22 Technical Manual 2014 Update* is available in July as a download PDF file.

After serving as Class Editor for 17 years, Gene Ferguson steps down. Rich Fox is elected as Editor.

Bob Worrall wins the Arizona Yacht Club's Birthday Regatta and Leukemia Cup.

Justin Chambers, Winn Story and Doug Thome win the Midwinters and Nationals.

2015

The web based *MainBrace* is introduced on the Association's website.

Larry Goolsby is presented the US Sailing Hanson Rescue Medal for his rescue of crew members Rob



Eaves and Tony Cellamare during the 2015 Dulphin Island Regatta where six people lost their lives during an unexpected storm.

The Coral Reef Sailing Apparel company is set-up as the official store for the Catalina 22 National Sailing Association.

Don Hare wins the Go For The Gold Regatta.



Randy Pawlowski wins the Nationals in Portland.

(Continued on page 74)

(Continued from page 73)

2016

Beattie Purcell, along with Ted and Dora McGee, are honored with the Lifetime Achievement award for their many years of service and contributions to the Catalina 22 National Sailing Association.

The *Catalina 22 Technical Manual 2017 Update* is available in November as a download PDF file.

Tommy Smith wins the Midwinters.

Nine Catalina 22s take part in Hooligan's Meandering Honky Tonk Cruise.



The Great Lakes Cruise is held on Lake Charlevoix and Little Traverse Bay, Michigan.

Keith Bennett wins the Punch Bowl Regatta.

Justin Chambers wins the Nationals. John Grzinich wins the Silver Fleet.

Ted & Dora McGee receive the Lifetime Achievement Award.



2017

Beattie Purcell passes away in Defiance, Ohio. A memorial is held in Fort Walton Beach, Florida. Beattie was Frank Butler's right-hand-man to promote sales of the Catalina 22 back in the 1970s.

The *Catalina 22 Buyer's Guide* is published in November to help prospective buyers learn about what to look for when buying a used Catalina 22.

Justin Chambers, Doug Thome and Wynn Story win the Nationals at Lake Worth, TX. Sam Beckman wins Silver.

The 20th Northern Gulf Coast Cruise is held.

Gary Allen and Mike Bracket win the Region 4 Championship.



2018

David Hayslip wins his sixth Nationals. Duncan McBride wins Silver Fleet. Randy Pawlowski wins Spinnaker Fleet.

Anita Kjalberg is appointed as National Cruising Captain.

(Continued on page 75)

(Continued from page 74)

2020

C22NSA Commodore Bill Heirendt and Secretary/Treasurer Dora McGee work with Frank Butler and Sharon Day of Catalina Yachts to secure the original Catalina 22 trophy for presentation at the 2019 Catalina 22 National Championship Regatta.

The *Catalina 22 Technical Manual 2019 Update* is released on July 1 as a download PDF file.

A world-wide pandemic (COVID-19) resulted in lockdowns and cancellation of a high number of sailing events around the globe. The Catalina 22 National Championship Regatta, to be hosted by the Fort Walton Yacht Club, was cancelled.

The C22NSA Store goes online.

The Catalina 22 Parts Catalog, Drawings and Measurements publication is launched on the website.

2019

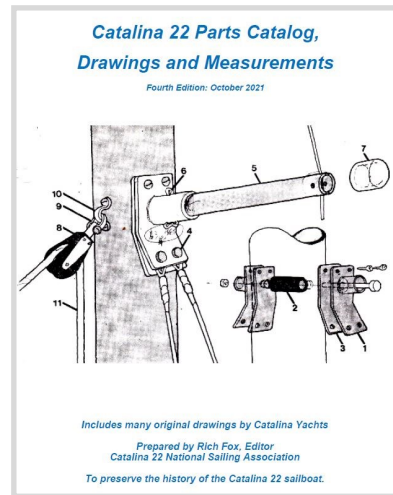
The National Championship Regatta and the 50-Year Anniversary celebration is held in Oklahoma City, Oklahoma.

Dennis Slaton, Mickey Richardson and David Hayslip are recipients of the Lifetime Achievement Award.



Catalina 22 Destinations is added to the website containing over 40 articles about member favorite Catalina 22 sailing destinations

Dennis Slaton is National Champion. Bill Apker is Silver Fleet Champion.



2021

The Catalina 22 diamond insignia is approved as part of the Class Rules.



Fifty years after founding the Catalina 22 National Sailing Association, Tom Winans writes a series of Association history-based articles for MainBrace.

Justin Chambers is National Champion; Richard Gailey is Silver Fleet Champion.

Rich Fox receives the Lifetime Achievement Award.

(Continued on page 76)

(Continued from page 75)

2022

Dora McGee is recipient of the US Sailing John H. Gardiner Jr. One Design Service Award.



The fifty year anniversary of the Catalina 22 National Championship Regatta is held in Fort Walton Beach, Florida and organized by Ted McGee. Gold Fleet winner is Keith Bennett. Mark Heinold wins Silver Fleet. Keith Bennett wins Spinnaker Fleet.

C22NSA Cruising Captain Stuart Weist and family host the Catalina 22 Cruise to the Apostle Islands.

Liz and Eric McCafferty host the Charleston Cruise.

Mike Bracket and Rich Fox host a Catalina 22 Rigging Seminar at the North Star Sailing Club in Michigan.



Members approve updates to the Constitution and Bylaws that help streamline the operation of the Association.

The Classes loses a Great One—former Commodore and Editor Gene Ferguson passes away.



2023

The Nationals are held on DeGray Lake, Arkansas and organized by Ron Nash. Keith Bennett is the National Champion and also wins Spinnaker Fleet. Bobby Edmond wins Silver Fleet. Both winners represent the Dixie Sailing Club on Lake Martin, Alabama.

Katie McBride is elected Region 8 Commodore.

The Catalina 22 National Sailing Association publishes “Welcome to Silver Fleet” to help encourage new racers to participate in the Catalina 22 National Championship Regatta.

Randy Pawlowski wins the Midwinters Regatta.

Mike Bracket organizes and hosts the Great Lakes Cruise on Grand Traverse Bay, Michigan.

The Rules Committee presents two new rulings — one to allow a head foil as a component of a furling system for Silver Fleet entries at the Nationals. The second ruling requiring keel cables must be 3/16” inch diameter.

Mark Heinold and Dora McGee launch a new Silver Fleet perpetual trophy for the Nationals.

C22NSA: Board of Directors

In 1972, the Catalina 22 National Sailing Association was formally organized to coordinate nationwide Catalina 22 one-design class racing, inter-fleet cruising activities, and to serve as a central media for distribution of information and publicity related to Catalina 22 yachts.

The Association is managed by a Board of Directors consisting of:

Commodore

Vice Commodore

Rear Commodore

Secretary / Treasurer

Chief Measurer

MainBrace Editor / Webmaster

National Cruising Captain

Members are elected to serve on the Board of Directors for a two-year term, except the Vice Commodore whose term is one year. The Board is responsible for maintaining the Class' Constitution/Bylaws, the One Design Rules, and managing the business affairs of the Association. In 1992, the position of National Cruising Captain was created in response to the growing interest in organized cruising activities.

The success of the Catalina 22 National Sailing Association can be attributed to the people who have served on the Board, provided leadership as Regional Commodores, and who have organized regattas and cruises. Without their contributions, the C22NSA would not exist today.

Commodore



The National Commodore shall preside at meetings, serve as Chairman of the Governing Board and appoint special committees as required. The National Commodore is elected to office in odd years and serves a two-year term.



Year Elected	Name
1971	Tom Winans
1972	Carl Drow
1973	Mark Cruz
1974	Sam Crabtree
1975	Bob Scoville
1976	George Hapsis
1977	George Kolb
1978	Dick Durgin
1979	Hugh Kelly

Year Elected	Name
1980	Bennie Smith
1982	Jerry de Laurentis
1984	Ray Laguna
1985	Mickey Richardson
1986	Gary Burger
1988	Jerry Hayslip
1990	John Barnett
1992	Brad Wieland
1994	Gene Ferguson
1997	Don Carsten
1999	Pam Slaton
2003	Keith Bennett
2005	Rich Fox
2008	Jerry Talley
2009	Ted McGee
2013	Don Boyko
2017	Bill Heirendt
2019	Duncan McBride
2021	Duncan McBride
2023	Duncan McBride

Vice Commodore



The Vice Commodore shall be responsible for arranging the Association Championship Regatta and the Annual Meeting. The Vice Commodore is elected annually to office, and serves a one--year term.

Year Elected	Name
1971	Jim Linville
1972	Dick Comstock
1973	Sam Crabtree
1974	Bob Scoville
1975	Gary Kohler
1976	Dick Durgin
1977	Tom Milner
1978	Grace Roe
1979	Bill Dollison
1980	Paul Tuggle
1981	Jack Armistead
1982	Jim Douglas
1983	Jim Douglas
1984	Bill Joyce
1985	Joe Becker
1986	Tim Barnun
1987	Jerry Hayslip
1988	Ed Webb
1989	Kirk Walser
1990	Bob Wood
1991	Jane England
1992	Joe Becker
1993	Jerry Ingalls

Year Elected	Name
1994	Jim Holler
1995	Sue Bodycomb
1996	Gary Preston
1997	Pam Slaton
1998	Joe Becker
1999	Roger Shaw
2000	Beattie Purcell
2001	Veit Gentry
2002	Michael Wing
2003	Reid Collins
2004	Bob Gross
2005	Don Hare
2006	Chris Kretz
2007	Jerry Talley
2008	Beattie Purcell
2009	Bill Robertson
2010	Gay Bullock
2011	Don Hare
2012	Beattie Purcell
2013	Jerry Talley
2014	Don Woodhouse
2015	Don Waterhouse
2016	Bill Heirendt
2017	Don Hare
2018	Duncan McBride
2019	Brent Purcell
2020	Ron Jenkie
2021	Ted McGee
2022	Ron Nash
2023	Jim Hodson

Rear Commodore



The Rear Commodore shall be responsible for interfacing with the racing fleets of the Association. The Rear Commodore is elected to office in even years, and serves a two-year term.

Year Elected	Name
1971	None
1972	Bob Peterson
1973	Dave Shapiro
1974	John Sullivan
1975	George Hapsis
1976	Fred Polk
1977	Jack Moe
1978	Donna Surage
1979	Bob Muller
1980	Hal Smith
1982	Jack Armistead
1984	Jerry de Laurentis
1985	John Curtis
1988	Mark Lobo
1990	Bob Kennedy
1994	David Hayslip
1996	Marilyn Boemer
1998	Jim Deeter
2000	Lynn Buchanan
2006	Jennifer Brown
2012	Kevin Williams
2016	Don Woodhouse
2020	Lynn Buchanan
2022	Mark Goodwin

Secretary / Treasurer



The Secretary/Treasurer is responsible for all correspondence; records the minutes of meetings; maintains accurate and current records of members, fleets and Fleet Officers. Also notifies membership of special events and decisions affecting Association policy. Maintains financial records, deposits and disburses funds only by approval of the Governing Board. The Secretary/Treasurer is elected to office in even years, and serves a two year term.

Year Elected	Name
1971	Marj Berg
1972	Russ Robertson / Art Shorrock
1973	Tom Winans
1975	Fred Nelson
1976	Jack Moe
1977	Steve Kostanich
1978	Doug Jordan
1980	Darrell Shobert
1981	Tweedie Searcy
1982	Loal Scofield
1990	Joyce Seale
1996	Karen Miller
2002	Ted McGee
2006	Dora McGee

Chief Measurer



The Chief Measurer shall be responsible for coordinating all matters pertaining to measurement standards for the Catalina 22. He shall be the chairman of the One Design Rules Committee. The Chief Measurer is elected to office in odd years and serves a two year term.

Year Elected	Name
1975	Les McClaskey
1976	Sam Crabtree
1978	Carlos Canalizo
1979	Buz Owens
1981	Dennis Duncan
1982	Ken Smith
1984	Mickey Richardson
1985	John Barnett
1988	Tom Page
1991	Steve Snider
1993	Mike Wright
1996	Terry Cobb
1997	Dennis Slaton
1999	Willie Blevins
2001	Dale McCaffity
2005	David Hayslip
2011	Gayle Bullock
2012	Dennis Slaton
2017	Doug Thome
2023	David Hayslip

Cruising Captain



Cruising Captain shall be responsible for coordinating all matters pertaining to cruising functions of the Association. The Cruising Captain is elected to office in odd years and serves a two year term.

Year Elected	Name
1984	Bill Conway
1992	Steve Mabry
1998	Vacant
1999	Rich Fox
2001	Vacant
2002	Bob Endicott
2003	Rich Fox
2005	Kent Overbeck
2007	Mike Bracket
2011	Pat Noonan
2013	Floyd McKenzie
2017	Don Boyko
2018	Anita Kjallberg
2021	Stuart Weist

MainBrace Editor



The MainBrace Editor shall be responsible for the content and distribution of the MainBrace magazine of the Association. The MainBrace Editor is elected to office in even years and serves a two year term.

Year Elected	Name
1971	Tom Winans
1981	Sharon Napper
1983	Cathy Martin
1988	Sandy Kennedy
1995	Valerie Leffe
1997	Gene Ferguson
2014	Rich Fox

Webmaster

In 2013, the position of Webmaster was created to manage the Association's website.

Year Elected	Name
2013	Ted McGee
2016	Chris Edwards
2017	Ted McGee
2018	Rich Fox

MainBrace

MainBrace is the official publication of the Catalina 22 National Sailing Association. It features officers' reports, technical articles, members articles, racing and cruising notices, fleet reports and many other topics of interest to the Catalina 22 owner.

MainBrace began as a newsletter in Third Quarter 1972 for members of the Catalina 22 National Sailing Association. It has been remained continuous production for over 40 years. The first issue of *MainBrace* clearly identified its purpose:

"The name of your National Association magazine comes from the nautical term "Splice the Main Brace" which freely translated means "Let's have a celebration, the hard work is done!" The main brace is the brace on an old sailing ship which resists the greatest amount of strain, and it is connected to the main yard from which the main sail hangs.



The editor chose this name because (along with your support) this magazine should serve as the main brace on the great white sail that drives our Association onwards towards growth and success. In the old days and frequently in the new days (!) the captain would allow a round of rum or whatever that was handy, in recognition of the crew for withstanding extra strain of work, storm, and severe exposure to cold and wet. This magazine "C-22 Main Brace" will be our Association's way of celebrating the fun and work of sailing, cruising, and racing the spunky Catalina 22. We hope you will "Splice the Main Brace" with us for each issue of the MAIN BRACE."

In 1983, *MainBrace* became part of the Catalina Yachts *Mainsheet* publication – a magazine about all Catalina Yachts models that is available to all Catalina Yachts owners. Since 1983, *Mainsheet* continues to be published and distributed 4 times a year. As Catalina Yachts produced more and more different models, the space available for the Catalina 22 National Sailing Association became less.

In 1998, the C22NSA made a decision to return to publishing *MainBrace* separately from *Mainsheet*. The C22NSA published *MainBrace* magazine six times a year without any annual dues increase. Gene Ferguson was named as *MainBrace* Editor.

In 2001, the C22NSA Board decided to offer its members the option to subscribe to *Mainsheet* for an additional fee beyond the C22NSA annual dues. This also allowed the C22NSA to publish articles in *Mainsheet* and maintain visibility with the other Catalina Yachts one-design associations.

From 1998 to 2010, *MainBrace* was published and distributed by mail to all C22NSA members.

In 2010, due to higher distribution costs and lower membership count, the decision was made to stop distributing a printed *MainBrace* to the membership. Instead, *MainBrace* became available on the Association website in PDF format, allowing members to easily download, save and print the publication at their convenience.

MainBrace & Mainsheet covers through the Years



1972



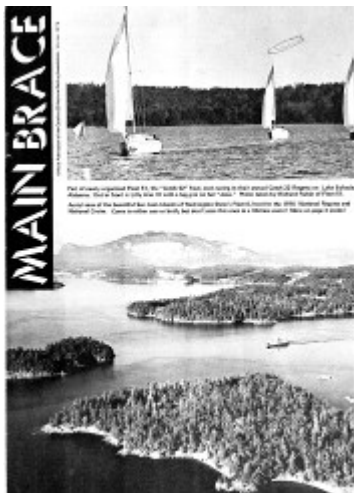
1973



1974



1975



1976



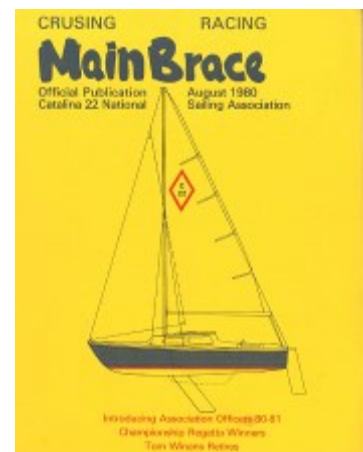
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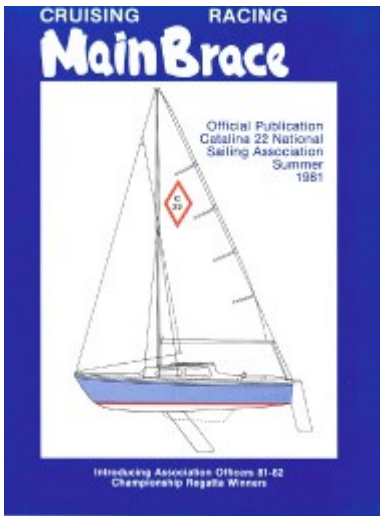
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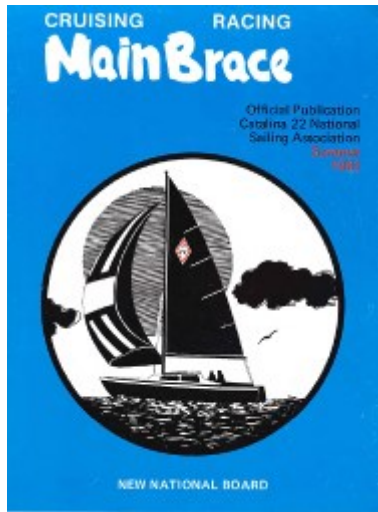
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1980



1981



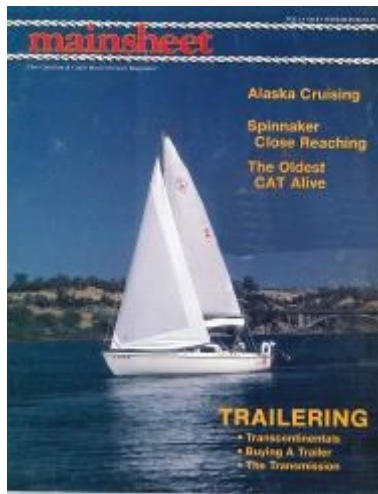
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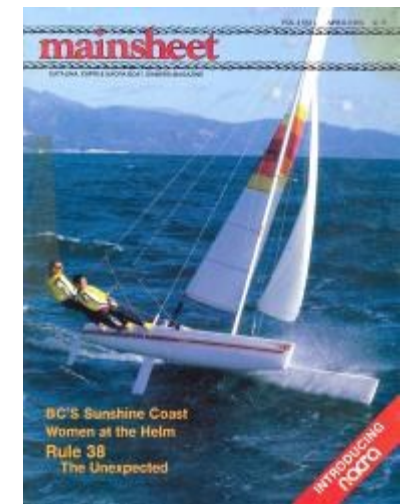
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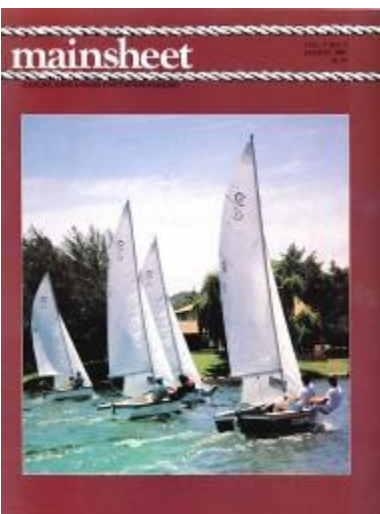
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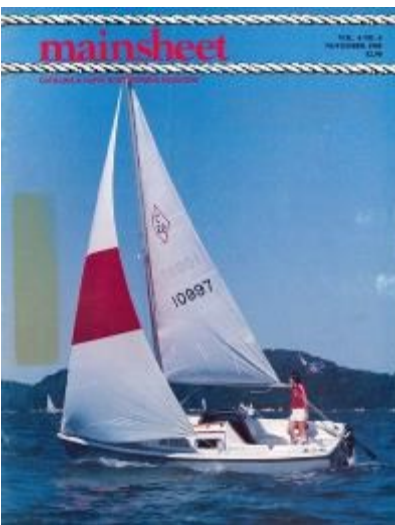
1985



1986



1987



1988



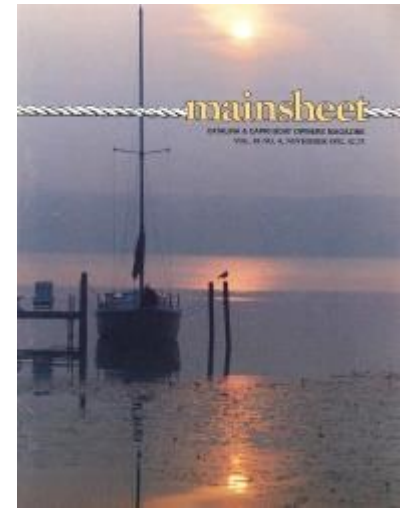
1989



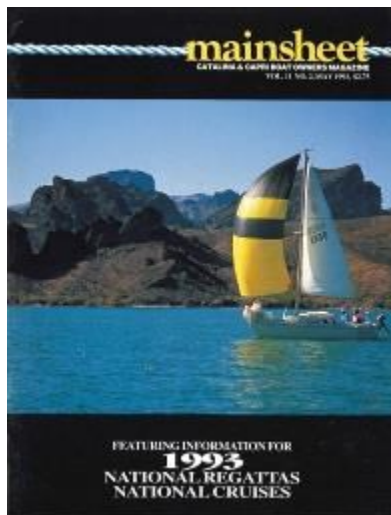
1990



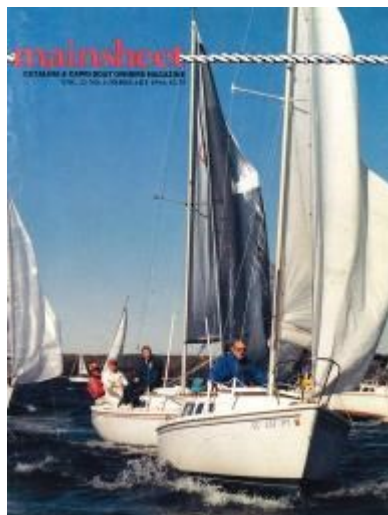
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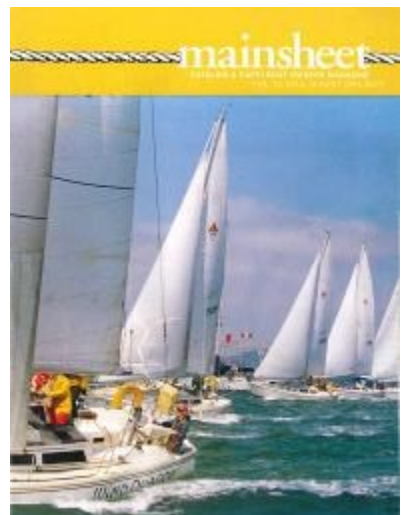
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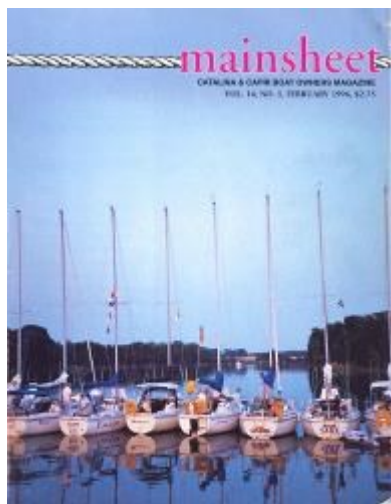
1993



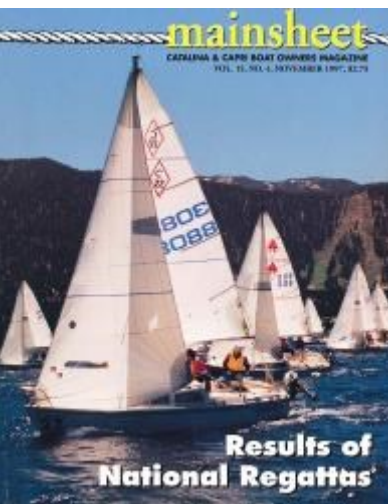
1994



1995



1996



1997



1998

MainBrace The CATALINA 22 Publication



1999

MainBrace The CATALINA 22 Publication



2000

MainBrace The CATALINA 22 Publication



2001

MainBrace The CATALINA 22 Publication



2002

MainBrace The CATALINA 22 Publication



2003

MainBrace The CATALINA 22 Publication



2004

MainBrace The CATALINA 22 Publication



2005

MainBrace The CATALINA 22 Publication



2006

MainBrace The CATALINA 22 Publication



2007

MainBrace The CATALINA 22 Publication



2008

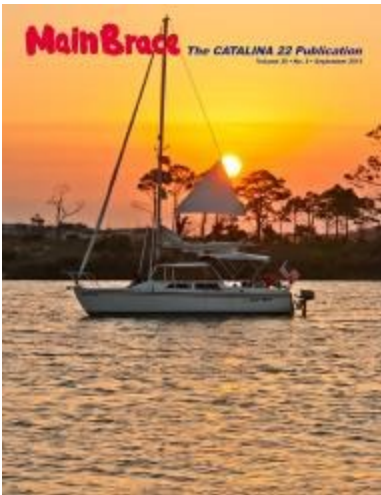
MainBrace The CATALINA 22 Publication



2009



2010



2011



2012



2013



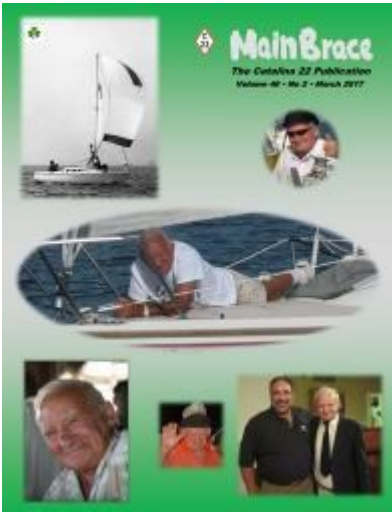
2014



2015



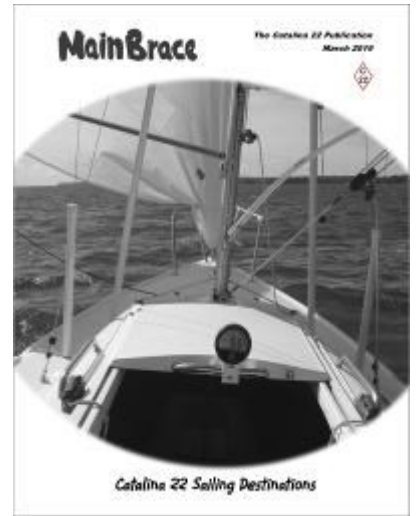
2016



2017



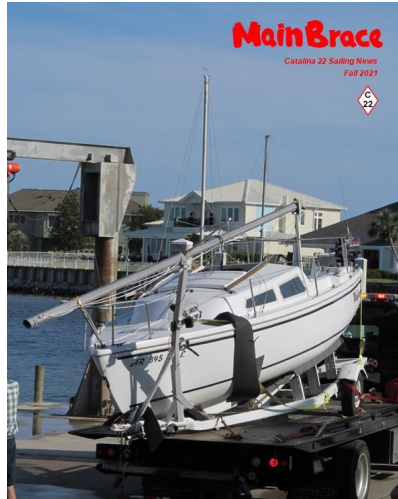
2018



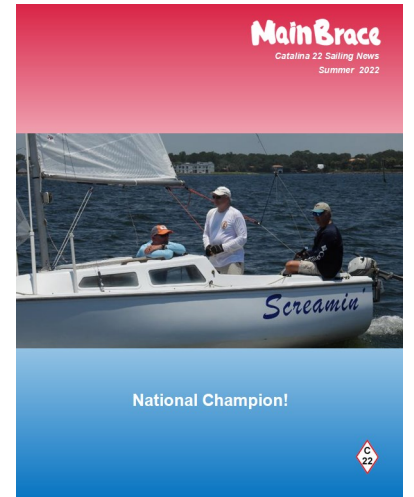
2019



2020



2021



2022



2023

Catalina 22 Technical Manual

A benefit of membership in the Catalina 22 National Sailing Association is the ability to purchase the 500+ page *Catalina 22 Technical Manual*. The most recent version, the 2006 Edition was completed in 2006 by Dale Mack. The 2006 Edition is supplemented with the 2014 Update, 2017 Update, and soon to be released 2019 Update.

The *Catalina 22 Technical Manual* is the most complete resource available with technical tips specifically about Catalina 22s for Catalina 22 owners. The current publication include chapters on—checklists, keel, rudder, rigging, topside, cockpit, below decks/, interior, biminis, outboard motor, electrical, trailers and trailering, sails , racing, cruising, hints and tips, and reviews.

Today, the *Catalina 22 Technical Manual* remains a very popular publication that is only available to C22NSA members for an additional fee. The 2006 Edition is available in PDF format as a CD or download from the C22NSA website. The three updates are available only via download.

How did the *Catalina 22 Technical Manual* get its start? The very first *Catalina 22 Technical Manual* was not called the Technical Manual, it was called *Lifesavers: Catalina 22 Boating Tips*.

Let's go back in time to the 1980s when Melanie Gottlieb, Editor of the *Lifesavers* (the first Technical Manual) publication, wrote:



At the Catalina 22 Nationals in Chesapeake Bay, I met Catalina 22 Board member Loal Scofield. We talked of the responsibilities of her volunteer position, and I told her that I'd like to help. Loal had the perfect project for me, and I was excited to be involved with such a worthwhile venture.

Loal started me on a large project compiling a book of helpful hints for Catalina 22 owners. This publication (Lifesavers) is the result of our efforts to bring you information on a wide variety of topics including boat care, trailer modification, safety, equipment modifications, tuning, repair, cruising, racing, organizing fleets, and the rules and regulation of the Catalina 22 National Sailing Association.

A great majority of the information came from MainBrace or Mainsheet magazines. We thank the individual boat owners who originally submitted the information, the huge job of researching material done by Lister Hill of Montgomery, Alabama, and appreciate the Magazine's release of the information so we could pass on to you in one handy volume.

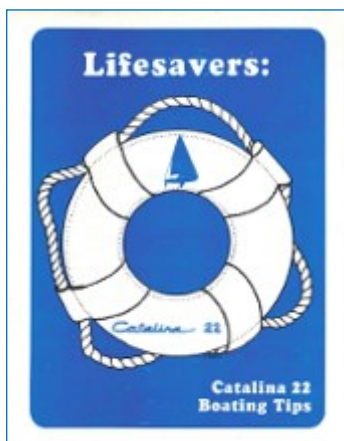
In 1996, Dale Mack prepared what is known today as the *Catalina 22 Technical Manual*, building on the much of the information published in the 1988 *Lifesavers*. Dale updated the Technical Manual again in 1996 and 2006. The 2006 *Catalina 22 Technical Manual* is the current publication with over 300 pages of content.

In 2014, C22NSA Editor Gene Ferguson released the 2014 *Update* with over 130 pages of new content. This was followed by the 2017 Update by C22NSA Editor Rich Fox with over 110 pages.

In recognition of 50 years of Catalina 22 production, the Technical Manual 2019 Update will be available in July 2018 with over 100 pages of new content.

We say "thank you" to all the Catalina 22 owners who contributed to all seven editions of the Catalina 22 Technical Manual.

Catalina 22 Technical Manual Publication History



Edition 1
1988
Melanie Gottlieb, Editor
90 pages



Edition 2
1996
Dale Mack, Editor



Edition 3
2001
Dale Mack, Editor



Edition 4
2006
Dale Mack, Editor
309 pages

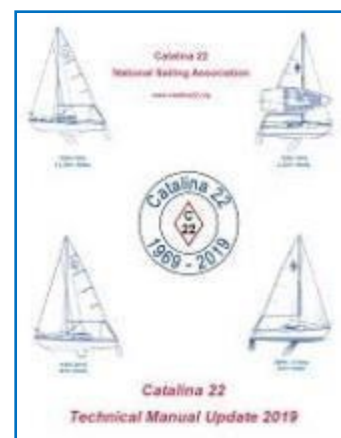
The articles in the *Catalina 22 Technical Manual* were written by Catalina 22 owners for Catalina 22 owners. With over 700 pages, this is the largest Catalina 22 technical library available.



Edition 5
2014 Update
Gene Ferguson, Editor
139 pages



Edition 6
2017 Update
Rich Fox, Editor
118 pages



Edition 7
2019 Update
Rich Fox, Editor
148 pages

“Hi Alexa...I need some help with my Catalina 22.”



The Catalina 22 was first built in 1969 by Catalina Yachts with over 15,780 boats built since its introduction.

The Catalina 22 Technical Manual is a publication by the Catalina 22 National Sailing Association with over 500 articles written by Catalina 22 sailors for Catalina 22 sailors. The 700+ page Technical Manual is a must-have for anybody new to Catalina 22 ownership.

The Technical Manual is offered in PDF format, making it easy to search, read, print and save for future reference. You can spend hours searching the internet, or have the most complete Catalina 22 library at your fingertips!

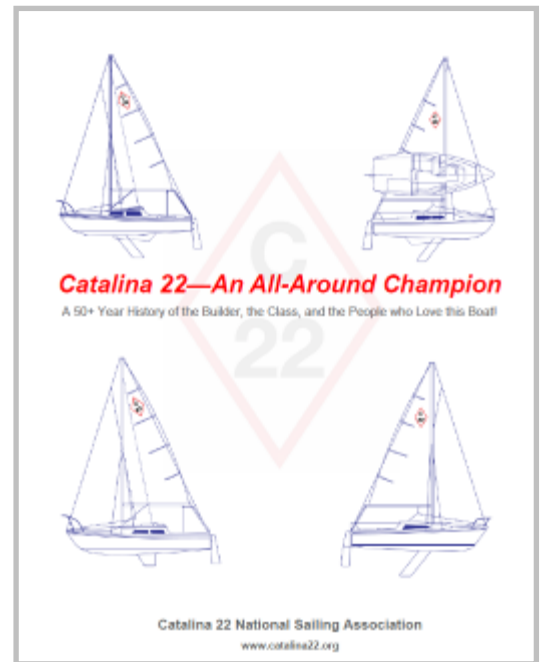
The Catalina 22 Technical Manual is available to members of the Catalina 22 National Sailing Association. You can go to www.catalina22.org to easily join and purchase.

Publications



MainBrace is the official news publication of the Catalina 22 National Sailing Association. Over 230 editions published since 1972. **MainBrace** is currently published in January, April, July and October. A **MainBrace** DVD is also available for purchase. C22NSA members also get access to the **MainBrace** publication from the past two years.

Catalina 22—An All Around Champion is the official Catalina 22 history book with 140+ pages of insight into the Builder, the Class and the People who love sailing the Catalina 22.

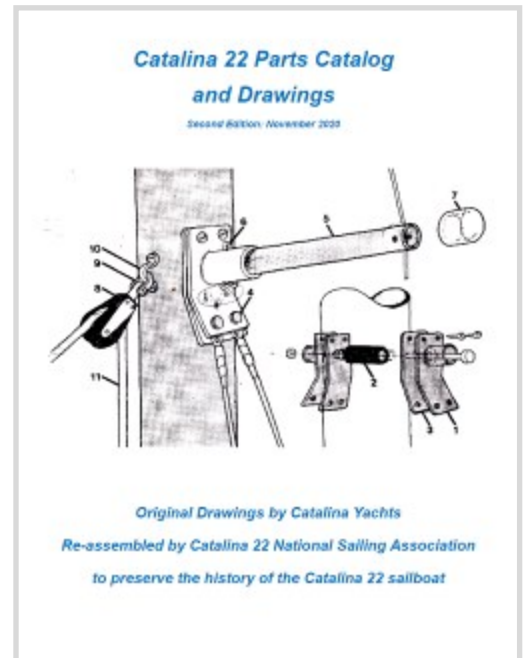


Catalina 22 Buyer's Guide is a great resource if you are thinking about buying a Catalina 22, this 13 page publication will provide helpful insight into what to look for, tips, and questions to ask the seller. Also available is a Catalina 22 Estimated Value Tool, an interactive Excel spreadsheet to help provide an estimate of what a Catalina 22 may be valued at based on model type, year built, and general condition. You can also find original OEM brochures for each model. The Buyer's Guide now features reviews of each Catalina 22 model.

Catalina 22 Parts Catalog, Drawings and Measurements

features original drawings by Catalina Yachts and reassembled into a PDF document to preserve the history of the Catalina 22 yacht. Topics include Foredeck, Midship Stanchions, Lifelines, Tiller, Cockpit-Traveler Systems and Mainsheet Systems, Masthead, Spreader Bracket Assembly, Mast and Boom Assembly, Split Backstay with Tension Adjuster, Jiffy Reefing and Boomvang, Curtains and Carpet, Companionway, Table, Light, Cockpit and Galley Drain Assembly, Retractable Keel.

C22NSA membership required for access.



Catalina 22 Sailing Destinations

Destinations features member written articles (PDF format) about favorite Catalina 22 sailing destinations from all four corners of the United States and favorite places in-between. Destinations include Apalachicola, Florida; Arkansas River; Bahamas; Cape Cod; Catalina Island; Cave Run, Kentucky; Chesapeake Bay / Middle Chesapeake Bay; Door County / Sister Bay / Green Bay; Florida Emerald Coast; Florida Keys; Harding Lake, Alaska; Kentucky Lake; Lake Charlevoix, Lake Erie; Lake Superior; Lake Michigan; Lake Ontario; Lake Texoma; Maine; Middle Chesapeake Bay; Nashville Percy Priest; New York Long Island; North Channel-Canada; Pacific Northwest; San Juan Islands.

C22NSA membership required for access.

Catalina 22 Pine Island & Charlotte Harbor – A Tale of Two Trips

By Joe McFarland

2012 – Another fine year for sailing the Irish Rover in the Florida waters. This story starts with neither Pine Island nor Charlotte Harbor but instead a trip I had been readying for to sail the Dry Tortugas. The story “begins” in the early sailing season of 2011.

I had begun serious research on a group of islands known as the Dry Tortugas and more importantly, on how to get there. The islands are just over 60 nautical miles due west of Key West, FL. I won't bore you with the details however I will declare it is a place in which I'll eventually wish to visit. The waters there are clear, the fish plentiful, the diving/snorkeling well recognized, and the trip over most challenging for a small boat – it has been done before but like always, weather plays a significant role.

11/11/12 Sunday

0001 - I find myself halfway through Florida's I-75 toll road (also known as Alligator Alley) stopped along side the road with my fishers kit and out of gas – “Happy New Year!”. This would be the second time in just a few years I had missed the “Last Exit” to reach US-41 before the toll road entrance, only this time I did not have enough fuel in the Blazer-Alor to reach Miami. No problem, there was enough in the Zodiac and Generator fuel cans to get me to the next (and only) gas station where I would spend an additional \$1 per gallon (must be a convenience charge). Once in Miami I filled up and made way for KW. Note: I prefer to make the 100 mile trip south in the middle of the night to avoid traffic and to arrive just before dawn where I may take a 2-4 hour power nap before starting the day.

During the week prior to the trip I had again watched and recorded the weather daily. It was not in my favor however I am always hopeful until the last minute. In this case there was a cold front following me down from Ohio where it would be at its apex in two days during my journey west before it would start to let up. With my time frame, I could leave a few days later and ride out the tail of this cold front as I did last year on my trip to Bimini. I would have to see what the forecast held on the day of my arrival in KW before making the final decision.

0800 - Awakened in the back of the Blazer-Alor on a very comfortable day. I am well rested and ready to check the weather forecast. It remains grim but I still have the hope there may be a friendly weather window in the next few days. I head to the local West Marine for my last provisioning and to have the crew there help diagnose a problem I'm having with my newly installed Standard Horizon GX2150 radio (the NMEA 0183 was not communicating with my Garmin 4415 GPS) plus this would give me a bit more time to watch the weather.

At the boat store, I rounded up the local electronics expert who helps me with the wiring issue. It appeared to be correct per the schematics however it still is not displaying the AIS ready vessels which I know must be in the immediate area since I'm surrounded by nothing but boats and coxas. When I installed the radio, it was in my metal barn and about 100 miles from any boat so when it didn't register boats then, it was no big surprise. But in KW and still no signals, it was time for a chat with the seller. In the end, I had failed to attach the antenna to the radio for testing. You mean I need to attach the antenna to receive radio signals???? As you can tell my field of expertise is not in electronics.



Memorial Day weekend 2011 - The Irish Rover #431 at the end of four days of rest for the trip to the Dry Tortugas. Inside stripped and cleaned, cabin top stripped and re-bedded all rigging, new radio, new antenna, automatic bilge pump installed, also stripped and re-bedded all windows. Note the tinted glass – Thanks Chip for the excellent and spot-on article in the March 2010 Volume 38 No 2 Catalina 22 News Letter. It was a great help!

(Continued on page 30)

**Northern Gulf Coats Cruise—
A Collection of Stories 1998 to 2017**

From the narrows of Fort Walton
to the dock at Wolf Bay Lodge

Through barges, yachts, and jet-skis
that we're forced to dodge

There's anchors, dinks and beach chairs
and other stuff we lose

Read all about it,
the Northern Gulf Coast Cruise




Owner's Manual for all four Catalina 22 models built by Catalina Yachts.

C22NA membership required for access.

CATALINA 22 MK II


OWNER'S MANUAL

Catalina 22



Owner's Manual and General Handbook

Owner's Manual



Catalina 22 Sport

1977 Catalina 22 Owners Manual

Foreword

This manual will serve as a guide to the features that are special to the Catalina 22 model. The manufacturer has designed this manual to be used in conjunction with a GENERAL HANDBOOK. Before or after reading this manual, please be sure to read the GENERAL HANDBOOK which discusses general care and maintenance procedures that are applicable to all our boat models, and also includes practical sailing and safety tips.

The manufacturer would like to take this opportunity to wish you season after season of sailing enjoyment in your new Catalina 22. We have prepared these notes with that goal in mind, believing that knowledge of your boat and awareness of safety procedures will lead to increased sailing pleasure for you and your family.

COMMISSIONING

The launching and rigging of the Catalina 22 is best handled by experienced boat yard personnel under direction of your authorized dealer. However, if you are not in a location where he can assist you, the steps to prepare your new boat for sailing are not difficult, and you can do it yourself by reading this manual and the General Handbook and following the recommended procedures.

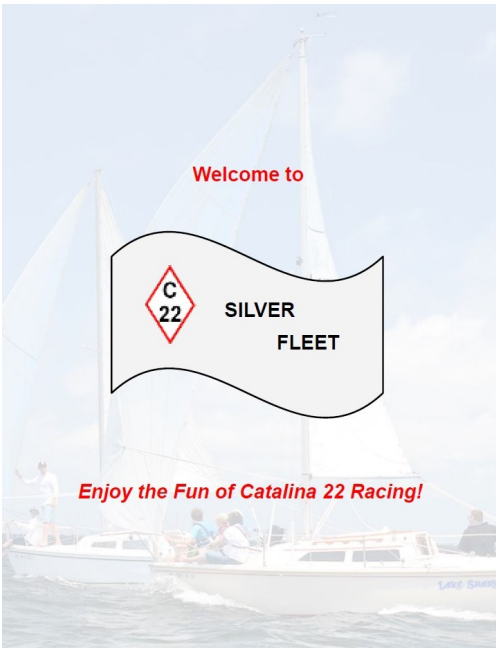
Be sure to read the section on trailering and launching (pages 3 and 9 in this book and pages 6 through 11 in the General Handbook) before towing your boat to the launching site.

STEPPING THE MAST

When trailering your boat, always try to undo as little rigging as possible. For instance, in the case of the Catalina 22 it is necessary only to undo the two forward lower shrouds and the forestay before lowering the mast.

1. Before raising mast, ensure that halyards are neatly tied down and that they are on proper sides of the spreaders. You should never attempt to raise the mast unless the upper shrouds (those that pass over the spreaders) and the aft lower shrouds are attached to the deck fittings and the turnbuckles well "stamped" into their barrels. The turnbuckles must not be completely tightened however, because slack is needed in the shrouds to enable the mast to be fully raised. The backstay should be attached to the transom fitting. The upper shrouds, aft lower shrouds, and backstay will keep the mast from falling over when it's raised, therefore, all of these must be attached to their respective deck fittings before the mast is raised.
2. Make sure that the shrouds and stays are not fouled. Backstay should lie clear of the transom. You may stop the mast on land or while the boat is in the water. It seems to be easier on land because the boat holds still. Also, it keeps other boaters from getting impatient while they wait for you to move out of the launch area so that they may then launch their boat.
3. Walk the mast aft and drop mast foot into tabernacle located on top of the deck, keeping mast in center line of boat.
4. Do not allow the mast to pry up on the tabernacle as it may break the prongs on the tabernacle due to the unnatural pressure.
5. One crew member should pull on a line tied securely to the forestay while another pushes up on mast and walks from cockpit forward. With the mast erect, attach the forestay and forward lower shrouds.





Welcome to Silver Fleet is full of very useful tips and information to help encourage new racers to participate in the Silver Fleet at the Catalina 22 National Championship Regatta.

National Regatta Articles features over 50 years of competitive Catalina 22 National Championship racing articles.



SAIL!
Event Draws Nation's Best Skippers to DeGray Lake

Original article from The Arkadelphian.com by Joel Phelps and re-printed here with permission.



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IRON MOUNTAIN MARINA — The nation's cream of the crop in sailboat enthusiasts convened this week at DeGray Lake for a highly anticipated racing event spanning six days of fun.

The Catalina 22 National Regatta attracted sailors from a number of different states, as far west as Vancouver, Washington, and as far east as Pensacola, Florida. Each morning the captains and their mates would undock at the Iron Mountain Marina and motor to the lake's main channel for the races. Motorists passing along the Highway 7 dike caught a glimpse of some colorful action as the vessels zig-zagged the course.

"This is a really big deal in the sailing world."

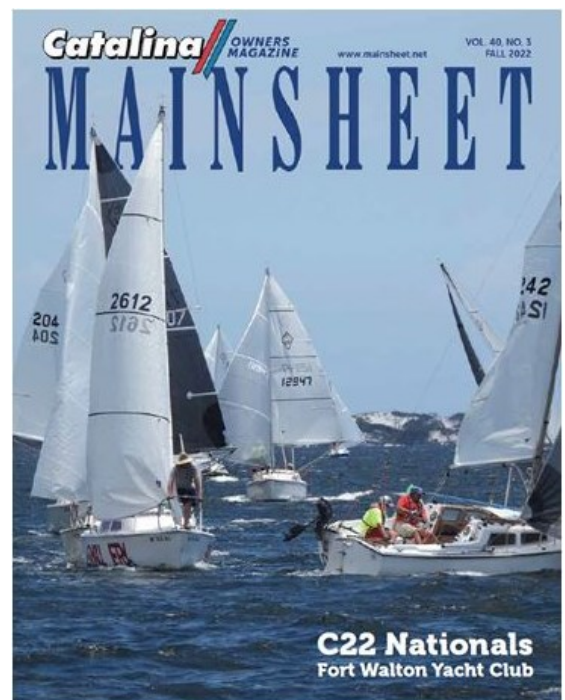
— Harriott Boddie, Shreveport, Louisiana

(Continued on page 5)



Welcome to **Catalina 22 University** where you may learn more about the Catalina 22 and the Catalina 22 National Sailing Association.

When you join or renew your C22NSA membership, you have the option to purchase a subscription to Mainsheet magazine published by Eagle Ltd. Although the Catalina 22 class has a regular presence in Mainsheet, the magazine covers many of the other sailboat classes built by Catalina Yachts. Mainsheet is published quarterly and offered in an electronic (PDF) format or a printed format.



One Design (Class) Rules

In January 1973, the first One Design Rules Proposal was published in MainBrace. Here is the foreword of the 1973 proposal as it appeared in MainBrace:

The one design rules which the Rules Committee is proposing are presented with the assumption that they will have to be added to or modified at some later time. We feel that it is imperative that rules be adopted early enough in the year so that those who wish to compete in National competition will have an opportunity to adequately prepare themselves.

The Fixed Keel model will be permitted to race in the '73 Nationals but it is the intention of the Rules Committee to exclude them from the Nationals after 1973 in the attempt to maintain the "One-Designness" of the class. A vote of the general membership in attendance at the '73 Nationals will decide this question. It is hoped that an open discussion will take place with regard to this matter and that the results of such discussions will be communicated to the Rules Committee.

The procedure agreed upon at the National Association Meeting in August was as follows:

- ◆ *The rules committee will publish a set of proposed rules.*
- ◆ *Fleets and individuals will communicate their reaction to the rules committee.*
- ◆ *The rules committee will take these reactions into consideration.*
- ◆ *A final set of rules will be published early in the year.*
- ◆ *These rules will govern class racing until the '73 Nationals.*
- ◆ *The '73 Nationals will be raced under these rules.*
- ◆ *Changes in the rules will be made at the '73 Nationals.*

It is obvious from reaction already received that we shall never reach a unanimous opinion about the rules and that changes in the rules will be a consideration of the National Association from some

time to come. In our deliberations we attempted to keep two things in mind.

First, One Design Rules are for racers and consequently we hoped to make the rules comprehensive enough to keep the racing truly one-design, keeping in mind also that only about 10 per cent of any class population are avid racers. Further that it is the activity of the racing class and the one-designness of the boats that tend to hold up the value of the craft.

Secondly, we wanted to make racing attractive to people with moderate amounts to spend on the activity and who wished to keep it a family-oriented activity. In order to do this, we felt that we should establish rules which would prevent radical changes in the boat yet allow some creativity.

C22NSA: Rules Committee

The One Design Rules Committee was established to administer the Catalina 22 Class One Design Rules and provide a process to change the rules when needed. The members of the One Design Rules Committee consist of long-time C22NSA members from all corners of the United States.

Proposed changes to the Class One Design Rules may be submitted by C22NSA members to the National Measurer, who will then initiate a review process with the Rules Committee. Members also have option to make changes by submitting a proposed change to vote by the members of the Association.

36 C22's Sail in California State Championship

The following article appeared in the first edition of *MainBrace* in the Fall of 1972 and was written by Tom Winans.

On August 19 and 20, 1972, outside of Channel Islands Harbor, California, the first Catalina 22 "nationals" were held in the form of a California State Championship Regatta. Approximately 50% of all C-22 owners lived in California and 9 of the 12 existing fleets were California based, justifying California as the site of the first "nationals."

This first year, the very young C-22 National Sailing Association mustered enough strength and manpower to promote this race state-wide in California, but promised that all C-22 owners in the US would be contacted and invited to participate in the Nationals for 1973. Hopefully, a cruising-style event will be held simultaneously to attract the non-racing sailors and help draw us all together.

The California State Championship Regatta was attended by a whopping 36 Catalina 22's, the largest turnout of C-22's ever staged. The regatta was hosted by the Channel Islands C-22 Fleet No. 1, under the direction of Tom Winans, Fleet Captain and Acting Commodore for the new National Association. The regatta was coordinated by Fleet No. 1's Jim Linville, Race Committee Chairman for the event. The race committee boat was run by Ron and Josie Harrison of Anacapa Yacht Club, whom we all owe a debt of thanks.

Five races in all were staged with two classes being permitted; a Main and 150% Genoa Class, and a Main & Jib Class. Fourteen skippers elected to sail in the Main and Genoa Class and twenty-two owners sailed in the Main and Jib division.

On Saturday, August 19th, Carl Drow from Fresno's Fleet No. 2 and Gary Karlsrud of East San Francisco Bay's Fleet No. 13 showed the jib sailors how to make their boats move in light airs and perfectly flat seas. This was an unusual weather condition for the



Channel Islands area and the heavy weather sailors took a beating from the inland lake skippers who came from such places as Folsom Lake, Sacramento, and Millerton Lake, Fresno. Gary Karlsrud sailed a first to finish race to open the regatta, but was subsequently disqualified in the second race that day. Due to the DSQ, Karlsrud's boat, "Freya," sail No. 5, finished fifth overall instead of the first or second place potential his record warranted. (Karlsrud: 1,DSQ,4,1,7)

Carl Drow, who was elected Commodore of the Catalina -22 National Sailing Association for 1972-73 at the business meeting Saturday night, sailed a sterling series of races with a low total score of 15 points to win the State Championship title in the Jib Class. (Drow: 4,2,1,6,3)

Second place honors were taken by Ken Viaggi and wife Sarah from San Jose, California, who sailed their boat No. 1362, "Viaggianno," in some of the first racing fun she has ever tasted. (Viaggi: 3,9,2,8,2). Brent Bennett and wife, Linda, from Huntington Beach, in boat No. 539, "Quetzalcoatl," placed third overall, and Reece Cave skippered "Pau Hana," boat No. 597 from Folsom Lake Y.C., Sacramento, to fourth place.

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The second day of racing was greeted by a brisker wind and longer courses. The race course was a triangular Gold Cup course with distances around the course varying from four to ten miles. There were at least two weather legs on each course and good deal of reaching and running. In the Main and 150% Genoa Class another DSQ situation cost Dave Hicks of Fresno's Fleet No. 2 a first-place victory. Hicks' boat, the "Kathy B", out-sailed everyone in sight with a fantastic overall record (Hicks: DSQ,1,2,1,2) but ended up third after the penalty of disqualification in a barging incident in the start of the first race. Jim Linville's boat "Popeye," No. 37 of Channel Islands Fleet No. 1 was the eventual winning yacht. (Linville: 6,2,1,3,3) Second place honors went to Tom and Dick Winans of Fleet No. 1 aboard "Sunspot," number 407. (Winans: 4,5,6,4,1) Dave Reynolds of Fresno, Fleet No. 2, piloted his boat No. 861, "Sqrooital," (pardon the expression!) to a fourth-place position. (Reynolds: 3,3,9,2,4) And Mark Cruz, Fleet Captain of Sacramento's Fleet No. 4, captured a fifth-place trophy in "Marks Ark," sail No. 94, by sailing a fairly consistent fifth place series of races. (Cruz: 5,4,5,5,7)

After the regatta on Sunday, Carl Drow, new Commodore of the C-22 NSA., was carted away by his Fresno Fleet "Wild Bunch" and tossed off the docks into cool Channel Islands Harbor. Cool? Carl surfaced and acted like a seal for all of three seconds and then scrambled out of the water as fast as his flippers could carry him!

Class	Place	Skipper	Sail#	Boat Name	Points
Jib & Main	1st	Carl Drove	886	Impetuous	15.75
Jib & Main	2nd	Ken Viaggi	1362	Viaggianno	24
Jib & Main	3rd	Brent Bennett	539	Quetzakoati	29
Jib & Main	4th	Reece Cave	597	Pau Hana	35
Jib & Main	5th	Gary Karlsrud	5	Freya	35.5
Genoa & Main	1st	Jim Linville	37	Popeye	14.75
Genoa & Main	2nd	Tom Winans	407	Sun Spot	19.75
Genoa & Main	3rd	Dave Hicks	92	Kathy B	20.2
Genoa & Main	4th	Dave Reynolds	861	Sqrooital	21
Genoa & Main	5th	Mark Cruz	94	Mark's Ark	26

The First "Official" Catalina 22 National Championship Regatta

This article originally appeared in the 1973 *MainBrace* and was written by Tom Winans, Editor

A records number of boats sailed across the start line on August 25, 1973. at Alamitos Bay, California, to make national association History as the very first national Catalina 22 Class competition got under way. Forty-five boats participated in all, with some of the lake sailors having never competed in an ocean race before!

Five races were hotly contested over the weekend in generally light winds, 1 to 2 knot currents, and light chop. . . challenging sailing conditions for both lake and ocean sailors alike.

Following the races on Saturday, a great steak bar-b-que was served at Seal Beach Yacht Club and subsequently the annual National Association General Membership Meeting was held, presided over by National Association Commodore, Carl Draw. As part of the program, a beautiful trophy was awarded the "Keelswingers" Fleet Three for hosting the "most successful regatta of the year 1973". which indeed the Nationals turned out to be! Also, Sacramento's Fleet Four was awarded a similar FLEET TROPHY for hosting the "most outstanding cruise of 1973". . . the cruise to the San Juan Islands.

Each of the top five winning skippers was requested to send *MainBrace* a photo of himself and his crew, plus an account of his impressions of the race. Three skippers made the deadline and their stories follow. Hopefully our next issue can contain the photos and stories of the two skippers who are unfortunately not represented this time around.

A special salute goes to Fleet 14 of Phoenix, Arizona, which got together six Catalina 22"s to represent them in the Nationals, more boats than any other single fleet outside the State of California could muster. Nice going, Fleet 14. At the same time, *Main Brace* would like to recognize Fleet 14's Lowell Spencer and his young crew — daughter. They sailed to 5th place overall, having won their share of individual races in the regatta, only to be disqualified after the regatta was over because their mainsail did not measure in. This was truly an unfortunate turn of events and Lowell Spencer's fine performance should not go unrecognized. Nice sailing, Lowell. Next time you will obviously be "up there" again, and if it's "light airs" in 1974, you will probably skunk us all!



“Sun Spot” Wins First Catalina 22 National Championship Regatta

This article originally appeared in the 1973 MainBrace and was written by Tom Winans, Editor

When I emerged Sunday evening, August 26th, the winner of the Catalina 22 Nationals, I was as surprised as anyone. My crew (consisting of my father, Dick Winans, and girlfriend, Karen Steimle) and I had talked it over during the sail back to Alamitos Bay that final afternoon, but though we were certain we had placed high, we could not figure out if we had "squeaked" into the first place slot or not. So many boats had been sailing so well, and there were so many boats competing, that I don't believe anyone really knew who the winner was at that point. It was mind boggling to try and keep track of the other guys' total points.

When the winner turned out to be me, I almost couldn't believe it. I had not been able to win even one of the five races in the regatta. Those other skippers — Dick Comstock, Lowell Spencer, Brent Bennett, had all been extremely "hot." But I had remained consistently in the top finishers . . . Which someone once remarked was my trademark ("Mr. Consistency" he called me, among other things!) and consistency had done it again.

When I returned from the Nationals to my own harbor, our Fleet Captain Bill Long asked me to tell our fleet how it felt to win a national championship. I tried to explain, saying that I had wanted to win a national regatta more than anything else I could think of. I had raced steadily for 5 years in regatta after regatta, practicing for the day I might "put it all together" and maybe have a chance to win a Nationals. And when I finally did it ... the hard way, too, I might add . . . and they were actually handing me the first-place trophy, I felt . . . well, how can I explain it? I smiled so big, and so long, that the muscles all over my scalp began to twitch and jump! I must have switched on "happiness muscles" I'd never used before!

Well, it would have been nice if you guys had let me win at least one of those races! I lost the battles but won the war, I suppose.

Part of "Sun Spot's" victory I would have to attribute to pure good luck. Each of the top finishing skippers had blown one race badly before it was all said and done. I blew mine in the opening race on Saturday morning! My heart and the hearts of my crew sank as we realized we had "bombed out" before the regatta had even gotten started.

In this first race, the wind had shifted and turned the start line into a port tack-favored line. I saw this, as did most of the other sailors, but I was afraid to start on port for fear 44 boats would come across on starboard with all the rights-of-way, and thusly mow me down. As suspected, most of the fleet started on

(Continued on page 102)



1973 NATIONAL CHAMPIONS : Crew of Number 407 "SUN SPOT" (left to right) Tom Winans, Karen Steimle, and Dick Winans, of Anacapa Yacht Club, Channel Islands Harbor, California

(Continued from page 101)

starboard, but a handful of boats dared the port tack down at the leeward end of the starting line . . . and they got away with it! They were long gone when "Sun Spot" rounded the weather mark in about 25th place. But Luck was my Lady on board. The fleet went off on a wild goose chase following some mis-guided Pied Piper who shall go un-named! When they finally turned back in their search for the reaching mark, being among the last paid off. I got an insanely lucky 6th place out of that race! I was back in the running! (When other skippers "bombed" their own particular race, fate did not have it for them to pull out of it "smelling like a rose.")

The other part of "Sun Spot's" victory I attribute to several factors. One, my crew, whom I thank very, very much. They worked hard, they tolerated their captain when he made requests of them that in saner moments, you'd even think twice about asking a 175 I.Q. gorilla to do, and they were never defeatist when the going looked bad. Instead, they always egged me on.

Secondly, I owe a great deal to my own skipper and friend, Mr. Seattle Purcell. Seattle taught me most of everything I know about sailboat racing. And thirdly, I owe a debt of thanks to my sailmaker, Mr. Dave Ullman of Newport Beach, California. The Ullman sails I took to the Nationals are the finest suit of sails I've ever owned, and I feel that Dave's sails deserve a good deal of the credit for "Sun Spot's" consistency in the difficult light airs sailing that characterized both days' racing.

Lastly, but certainly not least, I want to thank Mr. Frank Butler and his staff of employees, for designing and building a boat that I could fall in love with. If I couldn't "communicate" with her, I know I couldn't make her foot fast, point respectably, and run like a mother! Catalina 22, Number 407, "Sun Spot" — she is the real champion.

National Championship Regatta

The Catalina 22 National Sailing Association is fortunate to have held a National Championship Regatta every year since 1973 with an average of 41 boats on the start-line. The National Championship Regatta is the premier event of the Association. No other Catalina Yachts class can claim this accomplishment. Two key reasons for the long-term success of the National Championship Regatta program are 1) ease of trailerability due to the swing keel and 2) commitment by the Board and participants.

Each year, members of the Catalina 22 National Sailing Association vote for the host fleet/club of the following year's National Championship Regatta. The C22NSA member who represents the elected fleet/club serves as Vice Commodore on the C22NSA Board of Directors.

The C22NSA rotates the National Championship Regatta around the United States to allow Catalina 22 sailors with better access to participate in the event.

Former Commodore Pam Slaton described the Catalina 22 National Championship Regatta—*"As always the National Championship Regatta is a week of intense competition, the renewing of old friendships and the development of new ones. Actually, the spirit of the event is one of a homecoming; one of bringing far flung family members together for a celebration. In the middle of this celebration we just happen to throw in a few friendly races, deadly serious, friendly races! I want to salute all of the fleet for the level of skill displayed in the regatta and their ability and willingness to conduct themselves as ladies and gentlemen! These two factors do not always go hand in hand, but they seem to be a prevailing element in our class. These are two of the most important reasons that Dennis and I have stayed devoted to the Catalina 22."*

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(Continued from page 102)

In recent years, the National Championship Regatta has included three fleets. The Gold Fleet for skippers who want to compete for the title of Catalina 22 National Champion. The Silver Fleet is for new racers. The Spinnaker Fleet is for those who seek a spinnaker-flying thrill. A skipper who wins the Silver Fleet at the State, Regional or National C22 regatta is expected to move on to the Gold Fleet.

Three keels have been used on the Catalina 22 – swing, fin, and wing. The swing keel is the most popular keel and was produced on over 90 percent of all boats manufactured since 1970. The fin keel was available as an option until the Mk-II was introduced. The fin keel is competitive and may compete directly against the swing keel. The wing keel was introduced as an option in 1986 with the New Design model, and carried forward with the Mk-II model. The wing keel has not proven itself as competitive as the swing keel in most conditions. Many wing keel owners sold their boats to acquire a faster swing keel boat to be more competitive in the National Championship Regatta. A Catalina 22 Mk-II with a Capri 22 fin keel was denied participation in the 1999 Catalina 22 National Championship Regatta.



The Class continues to struggle with two issues. First, should the Class impose a minimum weight on boats participating in the National Championship Regatta? A motivation for this is to further equalize the competitiveness of the boats as there is a variance of 400 pounds within the boats due to the nature of a change in materials and mass production by the factory.

A second issue is whether or not the outboard motor should be allowed to be removed during the National Championship Regatta. The motivation for this is to protect motors from being knocked-off during close crossings.

Regardless of age of boat, or model, Catalina 22 owners love to race them and have fun.

2005 Catalina 22 National Championship Regatta

By Pete Harper

Wow! It's hard to believe it has been just over a week since we were all at the C-22 Nationals on Lake Canyon, Texas. Last year after attending the Nationals on Lake Lanier, Georgia I thought it just couldn't get any better than the job Reid Collins and the Lanier Yacht Club, but somehow Bob Gross and the Lake Canyon Yacht Club managed to nudge the bar up a little higher this year. I can't say it enough how much I appreciate the efforts of the Vice Commodore and the host club in putting on such great events. Without their hard work this event would not be possible.

Going into this event David and I did not have very high aspirations. Since I moved to the Dallas area two years ago, we do not get much chance to sail together and Lake Canyon has not been very kind to us in the past with its fickle winds. Our goal for the regatta was to improve on our consistency and try for

top five finishes in all races. Notice I didn't say our goal was to win the regatta; instead our goal was to finish in the top five and let the final placing take care of itself. With the goal of top five finishes you approach things a little differently.

Good starts are a must, no third row or premature starts are acceptable. You need to get out in clean air and find the favored side of the course quickly. Also, with a top five strategy you need to sail conservatively and stay out of the corners. When you hit a corner, you have a 50% chance of being right, conversely you have a 50% chance of being really wrong. For the most part I think we accomplished our goal. Out of 11 starts our finishes were; Genoa: 1, 4 (race 2 disallowed), 1, 4, 5, 3, 1, 11 and Spinnaker 1, 2, 2.

Here is a brief-run down of what we did right and what we did wrong. In the first two races we were on a roll. We had probably the best two starts of the entire series. In race three in particular we saw a
(Continued on page 105)



(Continued from page 104)

shore header on Starboard and decided to start right at the pin and lead the fleet to the Left side. According to the game plan we nailed the start right at the pin sailed to the shore. As we got closer to the shore we continued to get headed until we tacked on a huge Port lift and fetched the weather mark in a single tack. In race 4 we had our first bad start. We started just above *Zydeco Woman* and got gassed badly off the start. Instead of trying to "Make" something happen we held on until a lane opened up on Port. David is always coaching me to be patient and not try to make something happen because that is usually when I make a mistake. We held on and picked our way up the middle. I think we were about 8th at the first mark. From here we were patient to pick boats off one at a time and resisted the urge to bang a corner and make it all up at once. We made our way up to the leaders and had a photo finish with David Hayslip and Jay Jones. We ended up losing out and had to settle for a 4th. In race 5 everything seemed to go to hell in a hurry. At the start we got jammed up on top of a group of boats at the pin end and were pushed over the line early. When I heard the RC call out bow 31 over the radio my heart sank for the regatta. Losing no time, we quickly jibed away and went for the pin end. Most of the original pileup was still on the line. I spotted a hole and we threaded the needle tacking to Starboard at the pin. With most of the fleet well ahead of us we had little choice for clean air. The Left had been kind to us earlier, so we decided to take our chances. This was one of the few times we ever went to a corner, with such a horrible start we had little to lose. Early on the Right was favored and we looked bad on the Left. With no other choice we stuck it out working our way up the shore making up time on the boats on the Left. Then our old friend the huge Port lift came back again, a little good luck never hurts when your down, and next thing we know we were footing for the weather mark. We managed to round in seventh and were back in the hunt. We made up some ground on the remaining legs and finished fifth.

We were very happy with the result considering how poorly we were at the start. Race 6 was another case of getting a reasonably good start and picking up the first shift. On Race 5 we watched Reid on *Chikin Ship* get away from the pack with a huge lead on the right. Stealing a page out of his play book we started at the RC boat end and as soon as we had a lane tacked to Port. The pressure filled in on the Right just as it had done for Reid and we were off to an early lead. We held onto that lead for the rest of the race and had another photo finish this time with Dennis Slaton and Justin Chambers. This time the dice rolled in our favor and we took the bullet followed by Dennis and Justin, the three of us could not have been more than 5 feet apart at the finish.

Now for what went wrong on Race 7. Going into the 7th and final race on Thursday we had an eight-point lead on Justin Chambers and a ten-point lead on Dennis Slaton. All we had to do is stay close to these guys and we had the regatta. The game plan was simple; don't let these guys get away from us. All three of us started at the RC boat. We were closest to the boat with Dennis and Justin just below us right where I wanted them. All three of us got off to a clean start. At the first crossing we were just ahead of both boats. Early on the Left looked really good and the three of us were way out on the Right side. We crossed several times and I tactically tried to push them further right to the unfavored side. About half way up the first leg I made my biggest mistake in the entire regatta. Thinking I had pushed them far enough to the Right side I broke my cover and went to the Left side. I thought the right was going to continue to be bad and got worried about David Hayslip who was doing very well on the Left. When we tried to get to the Left all we saw was bad air as the leaders chewed up the breeze. To make matters worse Dennis picked up a huge lift on the right and was back in the game rounding in the top three. We on the other hand were buried very deep. Later Gene Ferguson said we were 26th at the first mark, Ouch! With a huge disaster on our hands we didn't panic. We just focused on sailing the boat fast and picking off boats one at a time. I resisted the urge to bang a corner and worked our way up the

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middle. By the second weather mark we were in the high teens. By the last leeward mark, we were in 16th place and Dennis was in 2nd challenging David Hayslip hard for 1st. OK, this is it! We need to make up five boats on this next leg! Again, we resisted the urge to hit a corner and focused on going fast and picking off boats up the middle. The wind had freshened which was in our favor, *Hummingbird* loves the breeze. One by one we started to catch people, before we knew it there was a glimmer of hope. David Hayslip had done an excellent job holding off *Tar Baby*, all we had to do is catch a few more boats to hold on to our lead. In the last 50 yards we did it. First, we caught Dick Edwards on *The Patriot* in the fickle winds at the finish and then finally we caught Rosser Bodycomb on *Shaboom* who had over stood the finish on the Left. At the time we didn't know how we had done. We sailed back to the dock with an unspoken understanding between us that we had failed our goal, or more correctly I had failed our goal of finishing in the top five. David didn't say a word, but I could see he was mad.

David Rehberg and I have been sailing together for

ten years now. Since the first year I stole him away from his brother-in-law Jim Deeter for the Chautauqua Challenge in 1995 we have made seven trips to the C-22 Nationals Together. Out of those seven trips we have won either the Genoa or Spinnaker class five times. The consistency of our sailing at Lake Canyon and other regattas is due to David. When we were over early in Race 5 and I threaded the needle at the start I don't think there was a single word spoken between us. I just drive the boat and David handles everything else, I never have to worry if the tack is going to be clean or something is going to be fouled because David has always got it covered. David is also my strongest coach and critic; he doesn't give me an ounce of slack. We have an unspoken competition between us on the boat on who doesn't screw up. David won this time. Together we raise our game when it counts.

I'd like to also thank John Bartlett from Bartlett Sails. John has done a terrific job of supporting the Catalina 22 class. With the donation of a free suite of sails for the early registration, Way to go Dale! To the boat speed edge we enjoyed was all due in large part to the sails John provided. Working with John these past couple years on C-22 sails has been an educational experience for me personally. I grew up

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sailing on mostly Lasers and other One Design dinghy's. I have a good seat of the pants understanding of sails but don't understand the "Why" behind it. People will ask why I set a sail the way I do all that I can answer is, "It looks right" or better yet "It feels right". Talking with John I've come to understand the "Why" behind the "Look and Feel". John has been able to fix several problems I've seen in other C-22 sails I've used and come up with a great design that works in a wide range of conditions.

Thanks John for cutting me a terrific suite of sails for this year's Nationals.

2005 marks the ten—year anniversary of my participation in the C-22 Nationals. With the exception of Lake Tahoe in 1997 and Lake Hartwell in 1998 *Hummingbird* has managed to make it to the C-22 Nationals every year. Upon this anniversary I wanted to reflect on the past ten years of racing a Catalina 22. For me the Nationals have become an annual "family reunion" where I get to catch up with my extended C-22 family from across the country and meet new members. Going back to our first Nationals at Lake Chautauqua, NY in 1995 many of the same folks were competing this year—David

Hayslip, Dennis Slaton, Marilyn Boemer, and Gene Ferguson (on RC); to name a few. After attending a few regatta's you'll notice that the same names seem to be repeated on the leader board. I remember just edging Dennis out for third place in the final race way back in '95. I also remember Dennis kicking our tails in Ft Walton Beach in 2001. Sailing is a sport that rewards consistency and it take years and years of practice and experience to build the skills required to compete.

But what does the future hold for the C-22? While I consider myself still one of the youngsters of the fleet, we need to not lose sight of the fact we're not getting any younger. We as a class we need to work hard to rejuvenate the fleet. I'm very encouraged by some of the fresh blood we are getting in the class. I'm sure we will be hearing more from the likes of; Justin Chambers, Reid Collins, Jay Jones, Craig White, Rosser Bodycomb, Wade Bingaman, and Don Hare; in future Nationals. Craig White has demonstrated the addition of the Catalina 22 Sport we can pull in very competitive sailors from other classes. Compared to a lot of the One Design classes the Catalina 22 is a bargain. Now with the Catalina 22 Sport someone can be competitive right out of the box without investing years restoring an old boat. On the whole I think the future is very bright for the Catalina 22.





2019 Catalina 22 Nationals—A Family Vacation?

Article and photographs by Stuart Weist

This year team Lake Shark decided to embark on what would be an epic family vacation, the Catalina 22 Nationals! Planning started over a year earlier when I first floated the idea to the family. We had been racing locally (about 5 times) and I thought it might be fun to see what the “big guys” do. Everyone I talked to or could find online said it would be a great time and fun for the family. They could not have been more right. We started by having the family plan the route and extra activities for the week. Waterslides, sailing, mini-golf, and even a few museum tours were all on the list. The hotel was booked, and everything was all set for Fort



Gibson, Oklahoma, in June! But then as spring arrived the rain began to fall, and fall, and fall. Fort Gibson Lake was up over 30 feet and the club to host the event had to postpone it until later in the summer. Although disappointed we were able to cancel our reservations and adjust our family schedule for the new date. However, in the weeks before the event the waters were still too high, so the venue was changed to Oklahoma City! This sent the family scrambling to find a new hotel, activities, etc. The

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kids were disappointed and there was even talk of skipping it as none of us really wanted to go to another large city for vacation (we live in a rural town). However, we decided to make it an adventure and go anyway. The hotel was booked, and new activities were found. Water slides had been exchanged for a science museum and mini-golf became bumper boats, arcade games, and more mini-golf! It was set to be a great week.

We set off from Minnesota to Oklahoma just after midnight and to save cost we decided to drive straight through. We arrived in the later afternoon after a few stops and paying a number of tolls on the roadways. I must say of all the states I have driven through in my life Oklahoma sure does love their toll roads. As we arrived at the yacht club, we were greeted by friendly parking attendants who told us where to go. We parked and went inside to pick up our registration information. The Association did a great job! Both the Oklahoma City boat club and the TSA-LA-GI yacht club worked together to host the event. There were banners, flags, and plenty of beverages to drink. It was a great time. As we checked in, we were given our bow number for the front of the boat and a welcome packet in a cool bag. Joe Waters made small zippered Mylar sail cloths bags for all the competitors to have at check in so we could keep our papers safely in them. Inside our welcome packet was a sticker explaining the flags for racing (I still don't understand them all but more on that later) and a cool C22 belt along with the racing instructions. We were told where to park and where to bring our sails for measurements.



This is where I was sweating bullets. We had just driven over 800 miles one way and since I had never raced in anything other than PHRF I had never been through the measurement process. In the weeks before the race I pored through the class rules committing many of the sail measurements to memory and triple checking everything on the boat. I even had an electronic copy on hand in case there were any questions. After parking I grabbed the sails and headed back to have them measured. The class rules said no rigging until we were measured so the family sat down with some water and to relax. As I talked with the measurer my fears were quickly relieved as the sails measured in just fine. Surprisingly, he didn't need to check the boat as we were in the silver fleet and I had all the banding and things in place when we arrived. I had recently purchased sails for the boat to replace the original 30-year old set and I had checked them over myself a number of times, so I was glad to see them measure within class specifications. The whole measurement process was relaxed and fun. In fact, some of our other family arrived, just for a quick visit and meal, while we were going through the process. The measurer even answered their questions as well since they have never been sailing let alone in a national race. We got the official "OK" and I signed

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the measurement sheet so we were ready to go. The only snag was that my 110 Jib which was older was not made for a C22 and was not allowed.

Following measurements, we went to supper with family and came back later in the evening to rig the boat hoping it would cool down a bit. The temps all week were in the mid-90's to low 100's and for a bunch of Northerners it was HOT! Thankfully, the club provided all the water and Gatorade we could drink, which was a lot, through the week. In fact, they not only provided drinks but lunches as well. Each day there was a make your own sandwich table that worked awesome for the family. There was plenty of ice for the ice chests and even slips for all the racers. We were treated like royalty all week! After the days racing was done or while we were waiting for the race to begin the club had yard games like corn hole (bean bags) and giant Jenga,



adding a bit more delay. This would prove to be the story of the week with shifting winds and temporary delays. But while waiting we learned a new trick on the boat. The deck of the cockpit was getting way too hot for our feet, so we started putting some ice on the cockpit sole. It worked great to keep our feet cool and our spirits up.

The winds settled and the racing began with a bang. Our family was watching the start of Gold Fleet when two boats collided at the start of the race. They were both repaired and able to race again with no injuries. For the first race we held back to see how things worked. We finished in last place but within 30 min of the 1st place boat so our race counted. The second race we tried to stay with the pack. I followed another boat tack for tack and was right on their stern as we crossed the finish line. It felt great and the kids were excited to be competitive.

Tuesday the winds were poor and after a long shore side delay the racing was cancelled for the day. The family and I made the best of it and closed up the boat before heading out to explore the city. We had seen some of the great Downtown area earlier so this time we decided to see the OKC bombing memorial. It was a beautiful museum paying tribute

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connect 4 etc... The first Catalina 22 ever made was on display with the mast up for all to see and even climb aboard to check it out. I must admit I let a little of my inner nerd show as I explored it.

Racing started Monday with winds predicted to be variable at best. We loaded up and headed out only to be in a holding pattern for quite some time. These racers take their course layout and competition seriously. The club we raced with in the past uses channel markers for marks and you just get "close" to round them. The Race Master finally got a steady wind and set the course after hours of waiting. The racers lined up and the wind shifted



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to a moment that will forever be etched into Oklahoma's history. As we went through the museum our children kept saying, "How come we have never heard about this in school?". We did our best to answer but it is amazing how fast we forget our history as a nation. Following the museum, we walked the outside grounds a bit and talked about what my wife and I remembered from when we saw it on the news. It ended up being a great day and a great break from the boat for a bit.



Wednesday turned into a marathon day with four races! In the first race we identified who the front runners were and tried to keep up. With a wing keel we knew we were considerably heavier and slower, but our goal was to finish one race not last. That first race on Wednesday was another close one with us

finishing fifth! One of the Silver Fleet boats retired due to losing a crew member (they were okay). However, that first race on Wednesday had even more excitement as we looked over to see one of the Gold Fleet boats recovering their broken mast. Winds were high and our little wing keel did fantastic. Race two we did even better finishing just in front of another boat to earn a fourth place! Race three should have been better, but the captain (yours truly) made a huge mistake. We sailed well and finished well in front of the fifth place boat, so we thought. I had mis-read the course and finished on the wrong side of the committee boat. Once we were turned around and finished in the correct side, we again found ourselves in fifth-place. Race four found us exhausted but not wanting to make the same mistake again, so we followed the leaders and again finished in fourth-place. Thursday winds were predicted to be high gusting to well over 20 so we went back to the hotel exhausted and spent some time in the pool.

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Thursday morning came and we arrived at the marina still a little worn out from the day before. We readied the boat and the winds were a little lower than expected. Another racer realizing, we only had a 150 Genoa to use loaned us a 110 Jib, just in case we needed it. With winds seeming ok we decided to leave the big boy up and try to finish well. The final race started without a hitch and we were actually keeping up with the leaders for a time. However, we could not point as high and fell back just a bit deciding to try and take a different line through the course. It did not pay off and as we rounded the first mark, we were again in fifth. This is where things got interesting.

As we rounded the weather mark with the sails in tight out of nowhere a gust came across the lake and we were quickly knocked on our side so far that the keel and rudder came out of the water. My youngest was in the cabin and was tossed to the low side. My older boys and wife were clinging onto the lifelines holding on, not quite knowing what was happening. Green lake water began to pour into the cockpit and flood the port side coaming. Thinking like a dingy sailor I stood on the coaming (where the sheets are usually stored) and was able to release the main. The boat stood up and righted itself nicely. I made a quick check of the crew; everyone was okay and accounted for even if they were a little scared. The water began to drain from the cockpit and my phone was swimming for a time though everything seemed to survive. After regaining control, we rounded the mark and kept sailing. We slowed down a bit blowing the main if the boat heeled too far and I talked to the family about all we learned in our knockdown. We prepared ourselves to come in last again and rounded the final mark heading for the finish line. We again chose our own line around the course and got a huge lift from a

wind shift. It enabled us to point almost straight up the lake for a time and we regained the ground we lost. We made a final tack and again finished in fourth place! It was an epic day!

Back at the club we were all the talk. Apparently, everyone on the lake could hear us yelling and looked at the boat to see it lying on the side. The committee boat which was close by was looking for kids to be floating away from the boat. We talked about ways to avoid a knock down in the future and everyone was very helpful. Apparently, for those more hard-core racers, knockdowns happen some times and each has a unique way of handling it. Some release just the main, some the genoa, but all had a story to share. That evening was awards night. We were treated to some great southern BBQ and received multiple awards. Our family won the new racer award, and the boys all earned youth racing awards. They were given a really cool C22 medallion that my youngest can't wait to show his teacher at school. Our family also took home a fifth-place trophy for Silver Fleet.

Yes, I realize there were only 6 boats in Silver and one retired but bringing home any award for a family of five racing nationals for the first time felt great. Having never seen a national's race for any boat

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and not finishing last multiple times really helps to encourage both our family and me in our sailing skills. After everything was over, I asked my family if they would do it all again and everyone said yes, though they did want a break for a little while. Next year's nationals are in Florida and while I am not sure we will make it there you can be sure we will return in the future for another great time of racing.

Following the festivities our family left the boat on the trailer for an extra day and explored the science museum that had a ton of things for the kids to do and see. Oklahoma was a great family vacation and while yes, it was indeed about racing we did much more than just race the boat.

The kids learned some confidence and still got to have fun. We met some great people and had a fantastic time. Even the professional race organizer

said when it was all over that the C22 family was one of his favorite races as everyone is so friendly. There were people who brought trailers full of spare parts just to loan out if needed, and boats that were rigged for everything from full out speed to family comfort. I can say that we were the only ones with cockpit cushions and creature comforts on board, but we had a great time in style. The Catalina 22 is a perfect family boat in that it can be both raced and cruised. It has been a few weeks since nationals and already we are planning our next adventure. Not another race just yet but rather a week of exploring the Apostle Islands on Lake Superior. How many other classes of boats can both race competitively one day and still cruise comfortably that weekend? Not many that I know of. In the end I want to say thank you to Catalina Yachts, Frank Butler for the design of one of the greatest family boats ever, the Lake Hefner Boat club and the TSA-LA-GI yacht club for the hospitality as well as the Association for helping us to have a fantastic family vacation at the 50th annual Catalina 22 Nationals.





Silver Fleet – Give It A Try

By Duncan McBride, Commodore

It is a great day here in Oklahoma. The temperature is still in the nineties and perfect for doing boat repairs and making a new adjustment. Our hope is that we can get new sailors or even long-time sailors that just have never raced interested in racing and coming to a future national championship event.

Here is how the whole Catalina 22 adventure started for me and my crew. Back in 2016 my friend Mitch came over to the house one evening and we started talking about boats and sailing. Further into the conversation he said hey where is your computer, I want to show you something. We fired up the old laptop and he showed me a 1974 Catalina 22 that was for sale on sailing Texas. We looked at the ad and talked about what we could do with the old boat. Finally, we decided to give this guy a call and see if we could make a deal. I called him the next day and we bought the boat. After making arrangements to go get her we loaded up and traveled to Grapevine Texas to bring her home. We cleaned and made a few adjustments and took her sailing. We raced her in some of our local races and learned more about the boat. When Nationals came up that year, we talked about it. Neither of us had ever been to a national event but thought it sounded like fun.

We got her ready to go. Or at least we thought she was ready. We learned so many things that we might never have learned if we had not registered in the Silver Fleet and made this great trip. The people we met and knowledge we learned. We could not have met these people or made these contacts staying at home. Things we learned, new ideas for rigging the boat and different ways to set the boat up for different conditions. But this learning did not stop once we hit the water. The others would sail by and say hey you may want to move your blocks forward a notch or loosen your backstay a little. We received just as much information on the water. I have never met a more willing group of skippers and sailors that were willing to share their knowledge. We took all this information home with us and adjusted our boat and our way of sailing the boat. We could not wait for the next year of sailing to come.

We enjoyed our time at nationals so much that we decided to make the trip to California for the next years nationals. We entered the Silver Fleet again and were determined to do better than last year. We took all that we had learned and used it on the water. We won the Silver Fleet our second year trying. We had so much fun at these two events that we decided to host Nationals at our own club.

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My daughter Katie saw the fun we were having and said Dad I want to give it a try. I thought she meant hey dad I want to go with you guys and sail with you. But no, she meant dad I want my own boat so that I can try to beat you. So that was the beginning of Team *Bushwhacker*. She bought her own boat and entered the Silver Fleet. She has raced in the Silver Fleet for two years now and is learning new things each year. And she is getting harder to beat. We come home and tell her sister and the wife about everything that we got to do at Nationals. It has become a family affair. The whole family wants to go for the week of Nationals now. Each one of us has met new people and learned new places to travel to.

I tell you all this story because it all began because we took a chance and entered the Silver Fleet at the next Nationals and got off our duffs so to speak. You know you have thought about what it would be like to attend the Nationals. This is your chance. You do not have to be afraid. Enter the Silver Fleet. You will be matched with other like sailors with the same abilities and skills. This is how you can find out what you do and do not really know. I cannot express enough what a great time and adventure it is to attend.

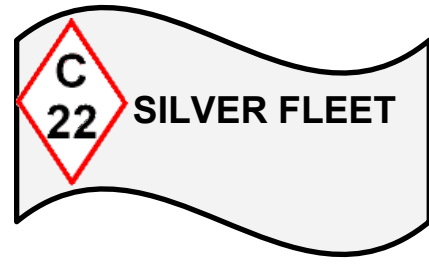
Entering the Silver Fleet at Nationals is not just about sailing. It is not just about the food and on shore events. It is about learning, enjoying the boats and the people that you get to meet. They will become longtime friends. Friends that you will travel with and take on future adventures with. The knowledge you will acquire is priceless. The fun times that you will have are unmatched. If you have any questions of any kind about entering, please call me or my daughter Katie. We will be more than happy to answer any questions or tell you about any of our adventures with traveling with the boats. So, give one of us a call and make plans to attend next year's Nationals.



The Silver Fleet perpetual trophy is awarded to the winner of the Silver Fleet at the National Championship Regatta.

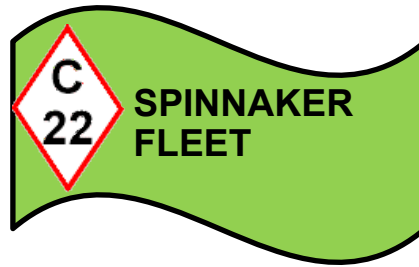


Year	Skipper	Year	Skipper
1973	Tom Winans	2001	Dennis Slaton
1974	Gene Carapetya	2002	Don Carsten
1975	Joe Becker	2003	Pete Harper
1976	Joe Becker	2004	Mike Glover
1977	Dick Durgin	2005	Pete Harper
1978	Culp / Canalizo	2006	David Hayslip
1979	Beattie Purcell	2007	Justin Chambers
1980	Jim Wilson	2008	Justin Chambers
1981	Hal Smith	2009	Justin Chambers
1982	Dick Woodside	2010	Justin Chambers
1983	John Mies	2011	Reid Collins
1984	John Mies	2012	Bob Scott
1985	Tom Page	2013	Justin Chambers
1986	Ed Webb	2014	Justin Chambers
1987	David Hayslip	2015	Randy Pawlowski
1988	Mickey Richardson	2016	Justin Chambers
1989	Steve Snider	2017	Justin Chambers
1990	John Mies	2018	David Hayslip
1991	David Hayslip	2019	Dennis Slaton
1992	David Hayslip	2021	Justin Chambers
1993	Roger Kerr	2022	Keith Bennett
1994	David Hayslip	2023	Keith Bennett
1995	Gene Ferguson		
1996	Mickey Richardson		
1997	Terry Cobb		
1998	Brad Wieland		
1999	Harvey Baker		
2000	Pete Harper		



Skipper	# of National Championship Titles
Justin Chambers	9
David Hayslip	6
Pete Harper	3
John Mies	3
Joe Becker	2
Mickey Richardson	2
Dennis Slaton	2
Keith Bennett	2

Year	Skipper
1992	Steve Snider
1996	Brian Keathley
1997	Chuck Alyea
1998	Terry Allen
1999	Terry Brown
2000	Julie Wilson
2001	Sandy Zevin
2002	Robert Gross
2003	Mark Bowen
2004	Bob Scott
2005	John Thomas
2006	Rachel Hadley
2007	Bruce Sondys
2008	Matt Perry
2009	Gayle Bullock
2010	Norbert Falk
2011	Kevin Williams
2012	Lynn Van Hooser
2013	Chuck Weaver
2014	Steve Montgomery
2015	David Hewitt
2016	John Grzinich
2017	Sam Beckman
2018	Duncan McBride
2019	Bill Apker
2021	Richard Gailey
2022	Mark Heinold
2023	Bobby Edmond



Year	Skipper	Year	Skipper
1981	Bill Vawter	2016	Justin Chambers
1982	Jack Armistead	2017	Justin Chambers
1985	Don White	2018	Randy Pawlowski
1986	Buz Owens	2019	Dennis Slaton
1988	Dick Edwards	2021	Justin Chambers
1989	Gene Ferguson	2022	Keith Bennett
1994	Gene Ferguson	2023	Keith Bennett
1995	Gene Ferguson		
1996	Rosser Bodycomb		
1999	Pete Harper		
2000	Don Carsten		
2001	Pete Harper		
2002	Pete Harper		
2004	Mike Glover		
2005	Justin Chambers		
2006	Pete Harper		
2007	Justin Chambers		
2008	Justin Chambers		
2009	Justin Chambers		
2010	Justin Chambers		
2011	Reid Collins		
2012	Bob Scott		
2013	Justin Chambers		
2014	Justin Chambers		
2015	Keith Bennett		

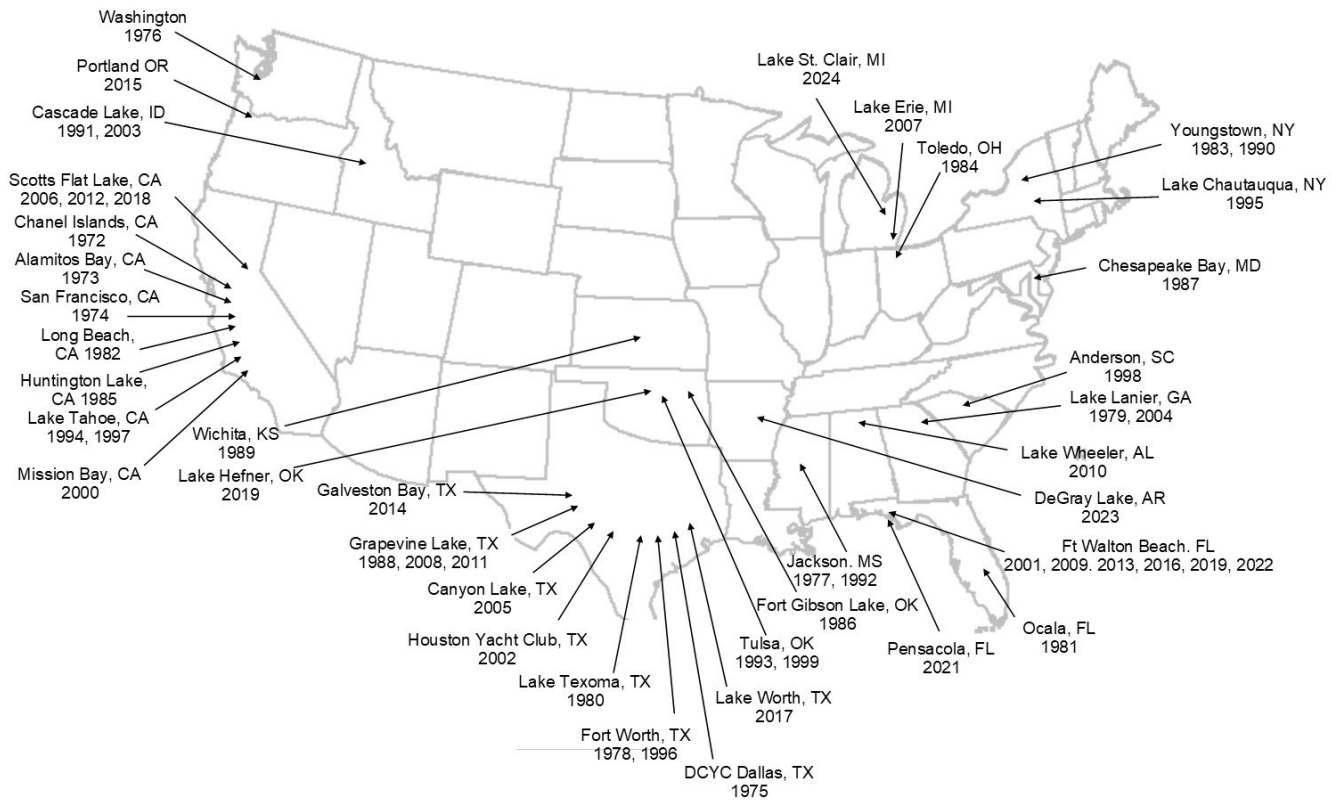
Locations of Catalina 22 National Championship Regattas 1972—2020

Year	Location
1972	Channel Island, CA
1973	Alamitos Bay, CA
1974	San Francisco, CA
1975	Dallas, TX
1976	Washington
1977	Jackson, MS
1978	Fort Worth, TX
1979	Lake Lanier, GA
1980	Lake Texoma, TX
1981	Ocala, TX
1982	Long Beach, CA
1983	Youngstown, NY
1984	Toledo, OH
1985	Huntington Lake, CA
1986	Fort Gibson Lake, OK
1987	Chesapeake Bay, MD
1988	Grapevine Lake, TX
1989	Wichita, KS
1990	Youngstown, NY
1991	Cascade Lake, ID
1992	Jackson, MS
1993	Tulsa, OK
1994	Lake Tahoe, CA
1995	Lake Chautaugua, NY

Year	Location
1996	Fort Worth, TX
1997	Lake Tahoe, CA
1998	Anderson, SC
1999	Tulsa, OK
2000	Mission Bay, CA
2001	Fort Walton Beach, FL
2002	Houston Yacht Club, TX
2003	Cascade Lake, ID
2004	Lake Lanier, GA
2005	Canyon Lake, TX
2006	Scotts Flat Lake, CA
2007	Western Lake Eric, MI
2008	Grapevine Lake, TX
2009	Fort Walton Beach, FL
2010	Wheeler Lake/Huntsville, AL
2011	Grapevine Lake, TX
2012	Scotts Flat Lake, CA
2013	Fort Walton Beach, FL
2014	Galveston Bay, TX
2015	Portland, OR
2016	Fort Walton Beach, FL
2017	Lake Worth, TX
2018	Scotts Flat Lake, CA
2019	Fort Gibson Lake, OK

Year	Location
2020	Fort Walton Beach, FL Cancelled due to Covid 19 pandemic.
2021	Pensacola, FL
2022	Fort Walton Beach, Florida
2023	DeGray Lake, Arkansas
2024	Lake St. Clair, Michigan

Locations of Catalina 22 National Championship Regattas as of 2024



Disclaimer: arrows point to the state where the Nationals were held, not to the exact city or venue of the event.

“Big Boy” Heavy Weight Challenge

By the late 1980s, the racers in the Association began to take notice that the older, low number hulls were lighter weight than the newer boats. This eventually led to a many on-going discussions (25+ years' worth) of the need for a minimum weight rule. In response to the weight issue, owners of the "New Design" model began to drop-out of participating in Catalina 22 regattas, including the National Championship Regatta.

In an attempt to encourage more "New Design" boats to participate in Catalina 22 regatta, Gregg DeGruccio and Wayne Buti (photo above) of Region 10 introduced the concept of a friendly match race event for the “heavy weights” of the Catalina 22 class. The “heavy weights” were defined as those boats with hull numbers 13143 through 15347. The match-race participants would compete for the Heavy Weight title and possession of the Big Boy Cup. The first and only Big Boy Challenge was held at the 2005 National Regatta. It was won by Greg DeGruccio. Unfortunately, the idea of the Big Boy Cup never made it beyond the 2005 National Regatta.



Racing and Cruising Do Co-Exist

Unlike any other sailboat and sailboat class in the world, owners of Catalina 22 sailboats can race and cruise their sailboats. The Catalina 22 is small enough that it can be easily trailered behind a family pick-up truck or SUV. A Catalina 22 can be rigged and launched in less than one hour without the need for any special lifting equipment. Yet, the Catalina 22 is large enough to allow owners to sail for an entire week with adequate cabin facilities. Owners can race their Catalina 22 on one weekend, then take their boat out for a weekend or weeklong cruise the following weekend.

Since its very early days, the Catalina 22 National Sailing Association and its members have always recognized the diversity of owning a Catalina 22—the ability to race and cruise.

Most sailboat classes either focus all their resources on racing, or all their resources on cruising. A few other sailboat classes may say they support racing and cruising, but deliver very little substance in terms of actual events that owners may participate. However, Catalina 22 sailors are part of a Class that not only has a very active racing program, but a very active cruising program. Our Class is fortunate racing and cruising have successfully co-existed together for over 40 years. And a lot of our members enjoy doing both. Can any other sailboat Class make this statement?

The First “Super” Cruise

Catalina 22 Fleet 4 (Sacramento, CA) organized the first Catalina 22 "Super" cruise. The Destination was the Washington San Juan Islands. Cruise organizer was Harry Gordon. Below are some excerpts from the October 1973 issue of *MainBrace*:

John Lawrence wrote:

"August 31, 1973 - A man with the soul of a poet once described the state of Washington as a beautiful woman that you can't touch. His reasoning was hard to miss for anyone who has lived there. Nature has provided a bountiful harvest of physical splendor, thanks to the eternal rain. And it's the infernal rain — no, more of a Chinese torture drizzle — that keeps the natives from completely ravishing her. But if you're a yachtsman, the splendors of sailing in the Puget Sound will cull your memories for a lifetime, as a group of 80 or so Sacramento-area sailors discovered this month. The odyssey was sponsored by the Sacramento Catalina 22 fleet, the largest sailboat group in the area. Twenty-two Catalina 22s were trailered to the port of Anacortes, midway between Seattle and Vancouver, B.C. From there, they embarked on a 12-day cruise of the San Juan and Gulf Islands, nestled like emeralds in the bright blue Sound."

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Dan Buckley wrote:

"Sacramento Bee Newspaper, 9/8/73 — Recipe for cruiser's delight. Preparation: Take 60 adults and 12 children, blend with 22 cruising sailboats at Anacortes, Washington, add saltwater to taste and gently circulate among the San Juan Islands for two weeks. Recipe serves 72 happy cruising sailors. The master chef for this recent nautical journey was Sacramento's Harry Gordon, who was the cruise organizer for a fleet of Catalina 22s to trail to Skyline Marina near Anacortes, and to cruise in the fabulous San Juan Islands, between that harbor and the storybook port of Victoria, B.C....."

Cruise organizer Harry Gordon wrote:

A family of four, a 22-foot sailboat, a desire to become involved in a mini voyage, and a sense of adventure: these were the ingredients which led to our first San Juan sailing vacation. In the summer of 1972, with our two sub-teen daughters, we trailed Anacortes and set sail on a cruise which would eventually lead to involvement by more than 75 eager sailors, 22 boats, and a score of amazed onlookers from Victoria to Maple Bay.

No family ever headed out to sea with greater enthusiasm, and we returned filled with heightened desire to share the adventure we had experienced.

Our Catalina 22 fleet — Fleet 4 of Sacramento — became willing listeners as we sang the praises of the San Juan and neighboring Canadian Gulf Islands. It was just a matter of time before we became involved in the largest, most rewarding organizational task of our lives.

Charts were the first priority, and we received excellent cooperation from the Canadian Hydrographic Service in Ottawa. The mails were also kept humming with an exchange of requests for materials, the returning literature arriving in neat stacks.

What a thrill our first day at Skyline Marina, Anacortes, Washington seeing the number of fellow sailors from our Sacramento fleet begin to grow, as we readied boats and crew. Throughout that first day everyone pitched in, lending a hand where it was needed or giving encouragement to a first mate not yet Page 6 Main Brace quite certain she'd remembered everything, while enjoying excellent Skyline facilities — restaurant, pool and hoist launch equipment.

It was not without some trepidation we watched our boats being lowered into the Washington waters; but as the number of our boats safely launched grew, so did our confidence.

No trip would be complete without a proper bon voyage party, and ours was no exception. We rafted up 22 strong, for our gala festivities. Frank Butler, of Catalina Yachts, sent us off in style with champagne. A local take-out restaurant delivered chicken, rolls, and salad; and the cockpit of "Sandpiper" was turned into an outstanding cooler, filled with ice, champagne and soft drinks.

The next morning, we awoke to small craft warnings, and the fog in Rosario Strait was holding visibility down to less than an eighth of a mile. We had planned to head out about eight a.m. to benefit from a slack tide, but hastily revised our plan, to wait for the fog to lift which it did at about ten a.m. At last we were on our way, American flags proudly flying!



Northern Gulf Coast Cruise: How It All Began

by Bob Endicott

Photos provided by Bob Endicott

When Trish and I came up with the original notion for what became the *Catalina 22 Northern Gulf Coast Cruise*, we never dreamed it would attract C22 sailors from as far away as Idaho, Colorado and even Canada. Nor did we dream that it would continue year after year, providing an annual reunion for many *NGCC* veterans, as well as an opportunity for those whose home waters are smaller inland lakes to gain coastal cruising experience and skills. Coastal novices could be secure in the knowledge that if things get dicey, there would be a wealth of physical and advisory assistance close at hand. The *NGCC* did indeed take on a life of its own and has continued to adjust and reinvent itself over the years to accommodate the desires of the participants and the loss of various destination points to storm or other calamity.

So how did it all begin? Let's go back almost twenty years.

We bought our C22, *Tequila Sunset*, in the summer of 1995. She was a 1985 model (#12759) one of the last of the "old-styles", and had been in the same family since new. She came with most of the options that we wanted in a "pocket cruiser", e.g. sliding galley with two-burner Origo stove, pop-top enclosure, porta-potti, etc.



Tequila Sunset, skippered by Bob & Trish Endicott

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The reactivation of Fleet 77 under the guidance of Beattie Purcell not long after, saw us begin to engage in some group activities locally. Early on, the cruising consisted mostly of raft-ups or perhaps a rendezvous at a waterfront restaurant. Before long, though, we began planning 2 and 3-night fleet gatherings at Spectre Island or some other local anchorage. As our experience and confidence increased, we began to dream of an adventure that would take us further afield. In 1997, we made a trip to Panama City, buddy-boating with friends in a Westsail 32. It was a great trip, but as a trip for a group of Catalina 22's, the two-day run each way didn't offer much in the way of places to socialize or take refuge should the weather turn unfavorable. So, if not east, how about west?

Before moving to Ft. Walton Beach, Trish and I had lived in Pensacola for 11 years and had sailed much of the local water with our previous little sloop, a Gulf Coast 18. We began thinking that west would be the direction to go. The next question was "How far?" We needed a destination. Some place worthy of a visit, where we could celebrate our accomplishment with a meal and libation. Some place we could reach and return from easily in a week, with allowance for a "weather day", if needed. In his *Cruising Guide to the Northern Gulf Coast*, cruising mentor Claiborne Young sang the praises of Wolf Bay Lodge, a bit east of Foley, AL. Good food and accessible by water. We had heard of the place when we lived in Pensacola, but had never driven over there. What better way to visit than by boat? We worked out the mileage and the trip seemed doable; about 160 miles round trip. We presented our idea to the Fleet. Mickey & Dee LaGarde, Ned Westerlund and Greg Haymore all signed on. We scheduled the trip for the full moon week in June '98 and dubbed it *The June Moon Cruise*. At the last minute, both Ned and Greg had matters arise that prevented them from coming, so it was just Trish and I on *Tequila Sunset* and Mickey & Dee on *Deja' Vu*. We were blessed with *spectacular* weather: southeast wind all the way to Wolf Bay, southwest wind all the way back! We couldn't quit talking about it when we returned and vowed to do it again next year. Ned and Greg swore they wouldn't miss the next one, and they didn't (indeed, Greg is the *only* person to have made *every single* NGCC to date)!

The next year, 1999, we decided to move the trip to May (typically less heat and more favorable winds than in June) and open up the cruise to all of Region 3. It was billed as the *Catalina 22 Northern Gulf Coast Cruise*. In addition to the four boats from Fleet 77, we also hosted Vernon Senterfitt, from Gainesville, FL, sailing *Mari-Lee*, Ted & Dora McGee, from Cumming, GA, sailing *Rhapsody in seA* and Grady Christian with his buddy Buzz, from Panama City, FL.

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Picture: Greg Haymore passes out the first ever Northern Gulf Coast Cruise t-shirts at the Quietwater Beach T-dock, Pensacola Beach.

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In 2000, we opened the NGCC to the National Association and had 15 participants. In 2001, we had 21. I believe the number has pretty much remained in the 18-24 range since.

One of the rituals we began in 1999 and repeated for several years following was the "fleet picture" from the Navarre Bridge. The year Ned was Cruise Captain, he even arranged for an aerial photo from a friend's private plane! As the number of attendees approached two dozen, creating a photogenic formation became increasingly difficult and, if the wind was behind us, nearly impossible, so the practice was eventually abandoned.

1999 was also the first year we had "Cruise shirts" that we all wore to dinner at Wolf Bay Lodge. Thanks to Greg and Nancy, the NGCC still enjoys annual shirts and many of us have a closet full!

We also tried to keep things interesting with awards and games. We had a *Cruising Large Award* for the cruiser with the most outrageously (pun intended, John and Anita) equipped C22. We also had a *McGyver Award*, which was given to the cruiser who demonstrated the greatest resourcefulness in overcoming some calamity during the cruise. From the start, the NGCC had a history of "cruisers helping cruisers", so this was sometimes a tough call. Later NGCC's featured scavenger hunts, the *Poker Crawl* and other such amusements.

In the early days of the NGCC, Fleet 77 didn't have the close association with the Ft. Walton Yacht Club that it has enjoyed for several years now. We would launch and retrieve at other local ramps and meet at a nearby Mexican restaurant after the Cruise to swap pictures and stories. As several of our Fleet members became FWYC members, we began thinking of FWYC as home, even holding our monthly meetings there. Their hospitality simplified many of the logistic aspects of hosting the Cruise.

Hurricanes, particularly Ivan in 2004, required us to consider new stops, as some marinas went away never to return and other new ones were built in different places. Wolf Bay Lodge burned to the ground in the early hours of December 7, 2008. Cruisers expressed interest in touring the Pensacola Lighthouse, the Naval Aviation Museum at NAS Pensacola and downtown Pensacola itself. The Butterfly House and Juana's Pagoda have been favorite stops at Navarre and in recent years the Pensacola Beach Yacht Club has been very generous with their facilities and hospitality. Over the years, the itinerary has been adjusted to meet the wishes of the cruisers. After all, it's *their* Cruise. We tried to give it just enough structure to give everyone a sense of being part of the group without dictating every little detail.

We think that the Northern Gulf Coast is one of the best places on the planet to sail a Catalina 22. The folks that come every May to enjoy these waters with the folks of Fleet 77 are what make the C22 NGCC one of the best cruises anywhere, year after year. The friends Trish and I have made in the Catalina 22 family, particularly through the NGCC, are still among our *best* friends. We are proud to have played a role in the origin of the Northern Gulf Coast Cruise and humbled by the status it has achieved over the years. Let's hope there are many more!

Fair winds to you all!

Bob & Trish Endicott

The Ballad of The Northern Gulf Coast Cruise

To the tune of The Wabash Cannonball (apologies to Roy Acuff)

by Bob Endicott
(with inspiration from the cruisers)
29 verses as of May 2013

Chorus: *From the narrows of Fort Walton to the dock at Wolf Bay Lodge
Through barges, yachts and jet-skis that we are forced to dodge
There's anchors, dinks and beach chairs and other stuff we lose
All part of the adventure called The Northern Gulf Coast Cruise!*

*Greg is sailing Almost Done with Nancy as his mate.
As we get into formation, he'll try to keep us straight.
He's absolute fearless, always loves a thrill.
He can flip his chicken and not even touch the grill!*

*Ned is our MacGyver. He's totally prepared.
For any kind of crisis, he's ready! He ain't scared!
If you've ever sailed with him, you just can't help but ask:
"With all the crap he's got on board, how does he go so fast?"*

*Here's to the crew of Ameline, Mickey and Dee LaGarde.
In all of our Fleet functions, they both work very hard.
They've always been great cruisers. They've been here from the start,
But since they started racing, they got a Purple Heart.*

*Bob sailed Tequila Sunset, but Trish is who's in charge.
He's got his bag o' homemade wine and thinks he's cruisin' large!
Keepin' him straight's a full-time job and Trish cannot retire.
She never knows when she might have to pull him from the fire!*

*Vernon comes from Gainesville. He sails the Mari-Lee.
He sometimes brings some crew along and sometimes it's just he.
He's made this trip since '99 and knows just what to do,
Takin' lotsa pictures and shootin' movies too.*

*Then there's Ted and Dora on Rhapsody in seA.
The first year they cruised with us, it was all about the speed.
We've been a bad influence. Our laid-back traits they've learned
And after several trips down here we've nearly got them "rurned".*

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*Then we have our good friend, Paul, a better man there ain't.
He calls himself the Hooligan, but he's more like a saint.
He's always doing kind things to make life good for you,
Like serving gourmet coffee on the Chattahoochee Coup!*

*And from the Rocky Mountains came the Connally's and Cay Cat.
They' weren't afraid of long-hauls, ya had to give 'em that!
They finally moved to Florida and brought their big boat too.
They've figured out a way to have their cake and eat it too!*

*Robert's on Line Dancer, from up on Lake Lanier.
His crew just kept improvin', each succeeding year.
He started cruising solo, then with Emily and his sis,
But now he's got the company of a bonny, bonny miss!
Kermit comes from Tennessee, but knows these waters well.
He's got a sense of humor, so we love to give him hell.
Now Kermit isn't one to boast or stretch the truth the least,
But he says he's got the fastest wing in the whole dad-gummed south-
east!*

*And of course there's Benny, with Karen at his side.
Bugaboo's calamities could make a grown man cry!
He always seems to get by, though the struggle makes him tire.
He wonders why it can't be something simple . . . Like a fire!*

*Waylon comes from Texas with his lovely First Mate, Clark.
They're both great navigators, 'cause they sure hit the mark.'
They made it back in one piece in spite of their close shave,
'Cause Clark now knows just what to do when Waylon yells "BIG
WAVE!"*

*Floyd is sailing Honey Do, his patriotic boat.
He proudly flies the stars and stripes like no one else afloat.
One year when back at Spectre, he thought the Cruise was done,
But then he learned on down the bay, his adventure'd just begun!*

*Beattie's our old master, the twenty-two guru.
He's always been a racer, but now he's cruising, too.
A Catalina icon, sailing's his first joy,
But he loves to sing as well... Just ask for Danny Boy!*

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*Then there's Ken and Tammy; Lo-ki brought them here.
When Tammy first tried cruising, there was a little fear.
Just about the time she thought she couldn't take no more,
She figured out she liked it and now she's plumb hardcore!*

*Bill is sailing Respite. He's another quiet guy.
If he's had any "train wrecks", he's had 'em on the sly!
We keep hopin' he'll do somethin' worthy of this song...
Hangin' out with Hooligan, It shouldn't be too long!*

*On the good ship Swizzle Stick, we have the Merlier's.
For all the miles they've cruised her, we give them highest praise.
They've sailed to the Bahamas, the Chesapeake and Maine.
We prob'ly shoulda let 'em just write their own refrain!*

*Cap'n Sparks from Lou-zee-ann is sailing on Petite.
He's got a couple hobbies and they're both pretty sweet.
He has to make the choice each day, which he'd rather do...
Go sailin' in his airplane or fly the 22.*

*David comes from Texas. His first cruise was a snap.
'least that's the sound his rudder made, before he'd turned a lap.
Robert had a spare blade, but too long by a hair,
So they broke out a chainsaw and made an Extreme repair!*

*Then there's Dan & Peggy, down from Illinois.
They've no tides to consider, when anchors they deploy.
They took advice from racers and stayed too close to shore
They woke up sittin' high and dry. They won't do that no more.*

*Louis sails St. Benedict and he likes cruisin' large.
He's always quick to help folks with never any charge.
Whether it's the MainBrace or some forum post he wrote,
You know dang well for certain, Man, he loves that little boat!.*

*Then we have Outrageous, cruisers many a day.
They've learned a lot of clever stuff and tricks along the way.
Of all their contributions, the finest that they made
Was showing us the best way to chill out in the shade.*

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*Eddie's here with Yee-haa and a dink to go ashore.
He'd tied off the painter, but the dink was there no more.
Jet-Skis to the rescue, embarrassing I'd think.
Ya know it ain't a painter, 'less you tie it to the dink.*

*Nan is sailing Wayward, Jean Paul is with her too.
They've both made the trip before, so they know what to do.
They'd love to pick and grin with us, 'cause they play music too,
But they can't fit the cello... on the twenty-two!*

*Deiter's on Wind Chaser with Evelyn as his crew.
He keeps that Sport immaculate. It's pristine through and through.
His only grief was barnacles, but that's now well in hand.
He learned that he could track 'em by their trails in the sand!*

*Pete and his mate Barbara are sailing Windabout.
They've had their share of crises, from fires to waterspouts.
Sometimes Barb would wonder "When does the fun begin?"
She must have got her answer, 'cause they came back again!*

*Jon is sailing This Side Up. Sometimes he brings his bro.
How Charlie could put up with him, I guess we'll never know.
When Charlie'd try to jump ashore or step off of the boat,
Jon would hit reverse to see if bro could really float!*

*Josh and Katie join us from Chickamauga Lake.
Whatever's been thrown at 'em, they've shown that they can take.
Josh gave up his burger and in the channel dove,
To push the "Brokeback Cajuns" off the dirt at Pirate's Cove!*

*Then there's Scott and Marilyn, down from Privateer.
Scott cruised other 22's, a new type every year.
He finally got a Mk II, so Marilyn would stop yellin'.
Now she cruises with him and helps him find his melon!*

Northern Gulf Coast Cruise Flashback 1999

By Ted McGee

I found this photograph from the original Northern Gulf Coast Cruise sailed in 1999 open to all Catalina 22 sailors.

There was a preliminary cruise that took place in 1998 that included two boats. Mickey and Dee LaGarde on *Deja Vu* and Bob and Trish Endicott on *Tequila Sunset*.

The preliminary cruise was a used to research the possibility of hosting a national cruise.

The original group from the first (1999) cruise consisted of:

- ◆ *Deja Vu* ~ Mike & Dee LaGarde (Mike is Captain of Fleet 77),
- ◆ *Tequila Sunset* ~ Bob & Trish Endicott (Bob is Cruise Captain),
- ◆ *Antidote* ~ Ned Westerlund,
- ◆ *Almost Done* ~ Greg Haymore (Greg designed & printed the shirts),
- ◆ *Mari-Lee* ~ Vernon Senterfitt (Fleet Capt, Fleet 92, Gainesville, Florida),
- ◆ *Rhapsody in seA* ~ Ted & Dora McGee (Fleet 58, Lake Lanier, Georgia), and
- ◆ *Joyce O'Grady* ~ Grady Christian and Buzz Smith (sailed from Panama City, Florida to join Cruise).

Of this original group only two boats continue to make this an annual event. Dora and I on *Rhapsody in seA* along with Greg Haymore on *Almost Done*. Many others have joined this group over the years.



Northern Gulf Coast Cruise with IKE

By Joshua Landers

So, this was our fifth Catalina 22 NGCC cruise. We were seduced into our first cruise in 2010 by none other than the cruise-master himself Kent Overbeck. We fell in love immediately with it and cruised the sunny waters again 2012, 2013, and 2015, taking years off for various and asunder reasons.



This fall Ike starts kindergarten and we learned that it is a state law that the children must attend school or else one begins receiving letters from the state about truancy. Also, since Ike had his first sail at 15 days old, spent countless hours on a sailboat or near the water, sailed the winter Frostbite race series and all of the Wednesday night races so far this year, we (Katie and I) felt it was time to take him on this epic journey. We had been talking about this trip and our California road trip later this summer so much that he had them completely mixed up and was telling his teachers we were going to Florida for one day then to California for one day or we were going to Florida, CA.

For those unaccustomed the NGCC, it is a Catalina 22 sponsored event that takes place every year near Mother's Day weekend. The fleet launches from Fort Walton Yacht Club in Fort Walton Beach, FL and sails to Orange Beach, Alabam-ish, then returns to FWYC. Every other night is either a beach anchorage or at a marina so that you can get a shower or ice which are two cruising luxuries.

FRIDAY—Our cruise began with an 8-hour truck ride from Chattanooga, TN to Fort Walton Beach. We caravanned with Guy and Tina Campbell (and a hitch-hiking Marc Simons). I am sure we were sight blasting down the highway with such an odd (normal to us) looking boat behind the truck. We safely arrived and set up the boats in ~25 mph breeze. Katie was concerned with setting up the mast in that kind of wind. I told her to be ready and when we felt a lull, we would go for it. As soon as she got in the lee of the boat to the winch handle, she felt a "lull" and we went for it. I thought it was funny.

The wind laid down later that evening and we splashed the boat after eating at a complimentary cruise welcome tailgate. Ike had by now discovered hermit crabs and began his week-long decimation of that poor species. We had brought a critter catcher to hold whatever animal he may catch, and he filled it to the brim the very first day. We then taught him about catch and release. He taught us about keeping just one.

The cold front that had brought all of that wind forced us to use the tent for the pop-top that we had only put up once in all of the years that we owned *Per Diem*. We slept pretty good that night except for the clanging halyard mast on a boat adjacent to our slip, I was too tired to deal with it. We also learned that night that Ike grinds his teeth in his sleep and sounds like a pelican. We then learned how an electric fan can drown out all of that noise.

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SATURDAY— The next day it was forecast to be light in the morning then build all day to about 20 from the SW, which coincidentally was the direction we were headed. We decided to get going early and try to leave early. As usual that never happened, and we were some of the last to leave. Denny's, Publix, West Marine, Lowe's, ice, crab catch and release, etc. etc.

We had a pretty nice sail south down Choctawhatchee Bay, then rolled up the genoa and motor sailed with the main west towards Spectre Island. It was blowing pretty good by time we got to the island. There was a little carnage as one boat had their roller furler jammed and sailed around the lagoon a few times before anchoring away from everyone and sorting that mess out. We found a spot to beach anchor and in perfect fashion, I forgot to raise my rudder before hitting the beach. I quickly sorted that out then rammed the prop into the sand and stalled it. Nailed it. Luckily there were helpers and we got anchored.

It blew 20-30 all night long. I trusted my 12-pound Danforth or the beach behind me to keep us in one place all night. The bonfire was canceled, and we set up the lifesaver of a pop top tent to give us some refuge for the night. Ike and Katie taught me how to play a card game called Slamwich which kept us entertained down inside the belly of our small boat. We may have been the only ones having fun at that point.



SUNDAY— The day was beautiful, and we had a lot of water to cover to get to Little Sabine at Pensacola Beach. The super light west wind was right on our nose, so we motor sailed to Navarre Bridge. By then the wind had shifted more NW and we rolled out the genoa and shut off the motor. We had a wonderful upwind sail across Santa Rosa Sound (my perennial favorite) and only tacked twice. That was approximately 20 miles btw. Ike spotted the first dolphin which we told him was lucky and he insisted that it meant he could do whatever he wanted. We are still not sure we ever got that straightened out. It was blowing 15 to 20 by time we reached the Pensacola Beach Bridge and we were very happy our sail was over. We ate some dinner then took an Uber to Gulf Breeze so we could buy a new one burner stove to replace the one I had broken that morning while fixing it. Coffee is a must on this trip and yes 40 dollars on Uber was worth it for a 12-dollar stove. For some reason, that was a highlight of the trip as we had some very interesting conversations with some eccentric Uber drivers.

MONDAY— We walked to The Native Café for breakfast which is always a treat. The weather continued to improve that day as we slowly sailed west across Pensacola bay. The wind gradually built as it usually does in Florida as the day heats up. We blasted across Pensacola cut with Guy and Tina on *Forget Knot* and Chris and Amanda Edwards on *Islander* while dodging barges. The wind was great, and we actually sailed right up to the anchorage in Big Lagoon in front of Fort McRee. Katie and I beach anchored perfectly and we were quite proud of our-

selves. We were pumped to see the fellow Privateers Brian and Marc Simons on *Golden Fleece* in the anchorage. They were headed east down the ICW from Mobile Bay. Ike began his hermit crab plundering again and we had a Kentucky Derby style horse race in the sand. We then explored Fort McRee with flashlights and spooky ghost sounds. This is always by far the best day as we got to build a

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huge beach bonfire and enjoy the most beautiful location with our friends.

TUESDAY— We started the day slowly as we were only going to sail to Pensacola Yacht Club on the north end of Pensacola Bay while the rest of the fleet headed to Wolf Bay near Orange Beach, Alabama. We played on the beach all morning where Marc showed off some of his aerobic abilities and taught Ike some neat tricks while buried knee deep in the sand. Our little trio (*Per Diem, Forget Knot, Islander*) eventually sailed North in light easterly winds along the west coast of Pensacola Bay, we watched the Naval Air Station go by and received a private air show from the Blue Angels. We were quickly at Pensacola Yacht Club and Ike quickly noted the PYC logo everywhere. We were treated cordially with free dockage, clean restrooms, a white sandy beach (with some glass), a swimming pool (out of service) and free ice! We played all day on the beach then crashed early after gorging at The Oar House for dinner.

WEDNESDAY— I awoke early as usual to percolate the coffee before anyone else woke up. I noticed that Ike's sleeping bag and sheets were absolutely soaked as I remembered the gallon of water he drank before going to bed. Sensing the impending disaster of a day ahead of us, I searched out the club manager who then showed me the free washer and dryer. These guys are great! We sorted that mess out quickly. We helped Chris and Amanda haul

out *Islander* as they had to head back to Chattanooga. We then headed back south east towards Pensacola Beach into a light SE breeze. Guy and I decided to try to find Peg Leg Pete's by boat. We eventually found the tiny inlet on the south side of the bay. We squeezed in through some skinny water and was treated with a beautiful little community and free dockage. The food was great then when crossed the street an absolutely stunning beach. Needless to say, we stayed there all day. We eventually left for Little Sabine and had a nice evening cruise across the rest of the bay. Feeling somewhat ready for food that did not come from the sea, we had Pizza and ice cream for dinner. We were finally on island time and went to bed with the sun.

THURSDAY— Katie went to take a shower while Ike was sleeping. After he woke up, I had to go to the bathroom. I told him to stay on the boat and not to leave under any circumstances. Within minutes I was back at the boat, but there was no Ike. I ran over to Guy and Tina's boat since I figured he got bored and had moved on. No Ike. By now I was in a cold sweat fearing the worst. I looked in the water around the boat and boarded it a second time with no child to be seen. I hopped off the boat and began yelling his name in earnest. "Hey Daddy!" he laughed as he crawled out from underneath the v-berth bulkhead and our sleeping bags and popped his head out of the forward hatch. "I was hiding" he said. I calmly explained that it wasn't funny.

We had a long sail ahead of us that day, so we left early. We motored for 5 minutes to the Pensacola Beach Bridge. Once under it, we hoisted the main, rolled out the genoa, set the whisker pole and shut the motor off. We sailed downwind this way for over 3 hours until we reached Navarre Bridge. By now the wind had shifted slightly more south and we dropped the pole. We then power-reached for the next 3 hours back to Spectre Island. Guys said he saw 8 mph on his GPS. I saw 7 on mine. Once back to Spectre, I was going to show that anchorage how we could do it. This time I got the rudder up no problem, but again rammed the prop into the beach and

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stalled the motor. I chose to quickly throw the stern anchor at the beach and jump off the boat to set it. What I had not realized was that the boat had sprung back out into deep water and I was now in over my head. I yelled for Katie to come tie off the stern anchor. We salvaged the situation and I received perfect 10's from the spectators for my dive.

Only 7 out of the 20 some odd boats decided to stay the night since some forecasts predicted big weather that night and the next day. Not of that materialized and we had a relaxing beach bonfire with our small adventurous group.

FRIDAY— We were the last to leave the anchorage as we had decided to stick around Fort Walton for the next two days to play on the beaches. We motored to Fort Walton bridge then power reached north across Choctawhatchee Bay and then back to FWYC. We stowed the boat and prepared for the

rain storm. We drove over to Destin and spent a bunch of money on absolutely nothing at the boardwalk while we waited out the rainstorm. We caught a movie that was WAY too mature for Ike at the local AMC. By now, we were a little overloaded with civilization and wished we had just gone to Red Lobster with everyone else. That same halyard clanged all night even after my attempts to bungee it in the dark. The boat's battery died during the night which left our noise-canceling fans obsolete, and I won't even begin to describe the full porti-pottie incident. Maybe we were pushing this trip a little too far; after all we had 3 people on a 22-foot boat for nine days at this point.

SATURDAY— We decided to regroup and hit the beach. We hung out at Okaloosa Island public beach all day and recharged our human batteries. Ike learned what walking around in a swim suit full of sand all day can do to one's inner thighs. We learned what perfect parenting looked like. Ike and I

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took Katie out to eat for Mother's Day at Bortula's in Destin which was superb. We crashed early that night learning from our previous day's mistakes.

SUNDAY— Day 10 and the last day. We hauled the boat and prepared for our journey home. Ike caught a chameleon lizard and for some reason we let him keep it. (Can you say free entertainment for 8 hours.) We got out of town no problem and almost made it to Montgomery when the trailer tire exploded. Luckily, we were able to pull over quickly with no major damage. Of course it was the driver side tire on the interstate side of the trailer that blew. I went into full NASCAR mode and had the trailer ready to roll in 20 minutes.

Katie thought I was going to die working 3 feet from semis doing 75 mph and she was already spending the insurance money in her head. At one point I cracked myself in the jaw with the tire iron, bit my tongue and almost knocked myself out, but those are just details. Luckily, we were only 30 minutes from a Walmart with a tire service center and we got the tire fixed. We made it home the rest of the way with no incident, unloaded the boat, unpacked the car, and unpacked bags until 11 o'clock. Just in time to get plenty of rest for the next workday.

Epilogue: It was a wonderful trip. We survived 10 days with 3 people on a 22-foot boat and we all still love each other. The good times far outweighed the bad. It is just that the bad times make for a better story.

Great Lakes Cruise

Another popular Catalina 22 is the annual Catalina 22 Great Lakes Cruise, usually held in July. Since 2001, Catalina 22 sailors have participated in this week-long cruise and have sailed on each of the Great Lakes—Huron, Ontario, Michigan, Erie and Superior. A couple of the Catalina 22 sailors have sailed on all cruises on all five Great Lakes. Grand Traverse Bay (Michigan), Door County/Green Bay (Wisconsin), and the Western Lake Erie Islands (Ohio) have been the most frequent destinations for this annual cruise.

Cruising Planning, or the Great Lakes Cruise from Another View

By Mike Bracket

From MainBrace, November 2001

This article is the second in a two-part series on the Inaugural Great Lakes Cruise. In the September issue, Jim Hopewell shared his memories as a cruiser. This month, I will share my memories of the cruise from the perspective of the Cruise Leader.

I am primarily a day sailor and I do some club racing. I am not a serious cruiser and only spend few nights aboard each year. I sailed the East Coast Cruise twice with Fleet 10 and our fleet participates in weekend cruises with the Clinton River Catalina Association here in Detroit. We had discussed cruising Grand Traverse Bay on Lake Michigan so



Oququik (#10317) and Avery Marie (#15030) enjoying a morning sail. Photo by Debbie and Doug Keller.

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when Rich Fox asked about hosting a Great Lakes Cruise, I saw an opening. There had been a lot of discussion on the Catalina Direct List Server about sailing on Lake Michigan so I thought we might even get a few others to join us. I offered to organize the cruise and Rich accepted my offer. I really don't think I had much competition for the job!!

I downloaded the Cruise Planning Guide from the C22NSA web page and used it as my planning guide. Rich has done a magnificent job on the guide. Follow it and you can't go wrong. With the location of the cruise established, we began the detailed planning. Traverse Bay is not the "local" waters for Fleet 130, so we needed some insider information. I contacted Dennis Vitton who keeps his C-22, Gentle Breeze, at Suttons Bay. This was one of our projected stops. Through the magic of email, Dennis offered his local knowledge and suggested places to visit and confirmed my chart reconnaissance. He offered good suggestions on routes, marinas, places to visit, anchoring and more importantly, where you couldn't anchor. I decided that we would only anchor out one evening and spend most evenings in marinas. This completed the itinerary and basic planning.

I submitted the initial notice for the cruise submitted to Gene Ferguson for the February issue of the MainBrace, highlighting the dates and the general agenda. The full-page notice with entry form was included in the April issue of MainBrace. I also sent email notices to the Region 4 Road Warriors and posted a notice on the Catalina Direct List Server. This part of Michigan closes for the winter, so I was not able to contact any of the marina managers until late April. I did have an old tourism guide for the area that included the phone numbers of the harbors. It also provided many suggestions for activities besides sailing.

Establishing the fees and deciding what to do with the funds was the next challenge. The State Department of Natural Resources sets the slip fees at all public marinas in Michigan. And they do not allow reservations! This would be our biggest challenge and caused me the most concern during the week. I



Mike Bracket leading the 2001 Great Lakes Cruise.

contacted Tom Beaumont in Fleet 10 and asked him for some suggestions from the East Coast Cruise. I also contacted Bob Endicott and got some very good information on the Gulf Coast Cruise. I calculated the cost to stay at marinas 5 nights. I planned to provide two dinners, one the first night and one about halfway through the cruise. Additionally, I made arrangements with one of the local wineries in the area for two cases of their signature red wine. They would provide a special label for us but as a cost saving measure we made our own labels. Each boat received a bottle of "Catalina 22 Great Lakes Cruise" Special Reserve when they arrived. After the cruise, we also provided each boat with another bottle for the rack back home. Total fee was set at \$125. I handled the slip fees at each marina as this made it a bit easier for the cruisers.

In late April, my wife and I took a weekend trip to Traverse City, the center of our cruising area. Our mission was to contact the marinas, make the necessary reservations and complete the map recon with on the ground, face-to-face coordination. We confirmed the caterer for the opening night picnic and visited each harbor/town on the agenda. We gathered information and tourist brochures for as many attractions as seemed practical. This included numerous wineries and several artist studios, craft stores and quaint restaurants. I picked up maps from the local Chamber of Commerce and Visitor's

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Bureau and a regional telephone book. With a cell phone and the phone book, I felt comfortable we could meet any need while cruising. I also contacted Lowell at American Illustrator and placed an order for T-Shirts. Lowell has some great graphics for Catalina's and he gave us a much better price than any place locally. I did not have to confirm the exact count until 30 days prior to the cruise so we were able to minimize the "extras" we had.

When I received an application, I sent a confirmation letter and a package of brochures and maps. I maintained a contact list that included each person's emergency point of contact, name, phone number, email address etc. This would accompany me on the cruise and a copy was provided to each participant when they arrived at the start point. Each entry packet included the detailed itinerary and phone numbers for each stopping point. This was to insure everyone could be contacted in case of emergency.

I didn't know what to expect in terms of experience levels for the participants. Although most had never spent more than one night on the boat, all were experienced sailors. Most came from "lake sailing" and had never sailed in "big water". There was some natural apprehension the first morning, but this quickly disappeared. By that evening the apprehension was replaced with enthusiasm and confidence!

I think proper reception is a key element for a successful cruise. I spent most of the first day answering questions, helping rig boats and offer directions to the slips. Everyone was new to the area and simply providing directions to the grocery store, and the parking / launching areas got everyone off to a smooth start. Once boats were launched, Gwen Williams' brother provided courtesy Coast Guard Safety inspections for the fleet.

That evening we gathered for introductions and a picnic. While the caterer finished cooking, we introduced ourselves and I provided an overview of the cruise. We discussed safety and paired up the boats for mutual support while sailing. We conduct-

ed a safety meeting each evening. During the day, we maintained radio contact every hour while sailing.

As the cruise leader, securing slips for the fleet was a major challenge. Although I had spoken to each marina in May and then the week prior to the cruise, the marinas all operated on a first come- first served basis. This caused me more than a little concern!! Each morning, I would call the next stop on the phone and tell them we were coming. Then I would sail directly there to arrive by noon, or as close as I could, to secure and pay for the slips. Each marina operated a bit differently but thankfully, we got slips for everyone at each location.



Group Photo After Friday Night Dinner.
Photo furnished by Rich Fox.

The last day's sail was not too long, and everyone was in the marina by 3PM. Some skippers elected to haul out that evening in order to get an early start the next morning. For our final group activity, we all gathered at a local restaurant for dinner, sailing stories and pictures. All too soon, the Catalina 22 National Sailing Association's Inaugural Great Lakes Cruise was over, and the participants were headed home with promises to meet again next year. When I offered to host the cruise, I didn't know what I didn't know. In hindsight, it wasn't hard at all. Most of the work was done in a couple weekends. Local knowledge is important but not critical. I hope that after reading this you feel inclined to host a cruise in your area. It is a great way to meet folks in this great family known as Catalina 22 sailors.



Special Awards

In most sailing circles, it is often the racing success that is recognized in any substantial way. The Catalina 22 National Sailing Association (C22NSA) believes that many other aspects of sailing are important and deserve equal recognition.

In 1989, the C22NSA established an annual "Special Awards" program. The purpose of the Special Awards program is :

1. To highlight individuals, families, or groups who have made significant contributions during the past award year as role models that Association members can emulate.
2. To provide incentive for our members to contribute the time and effort required to promote the C22NSA's objectives at the local fleet level as well as at regional and national levels.

Awards are presented to the winners by the C22NSA officers during the General Annual Meeting held at the Catalina 22 National Championship Regatta. Award recipients must be members of the C22NSA.

Leadership Award: bestowed in recognition of an individual who has demonstrated exceptional initiative, enthusiasm, organizing ability and leadership in the promotion of Catalina 22 sailing and organization.

Family Sailing Award: given in recognition of a family who consistently participates in Catalina 22 class-sanctioned and non-sanctioned events

Regional Commodore of the Year: recognizes the Catalina 22 National Sailing Association Regional Commodore who excelled in his or her assigned duties and generated the best results in terms of promoting fleet and membership development.

Best Fleet Newsletter / Website Award: given in recognition of the fleet or individual who produced the best Catalina 22 newsletter or website during the past year.

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Fleet of the Year Award: given in recognition of the commitment of a fleet to the goals of the C22NSA.

Sandy Kennedy "Spirit" Trophy: awarded to the sailor who is not an officer, demonstrates fair play, is involved in the Association, has a positive outlook and enjoys the sport of sailing.

Recruiter of the Year Trophy: the member who sponsors the most new members to the Catalina 22 National Sailing Association will be awarded a free one-year membership and a perpetual trophy for recruiting the most new memberships from June 1 until June 1 the following year.

Best Photograph Award: presented to a member whose own photography work best captures the enjoyment of sailing a Catalina 22.

Best Video Award: is presented to a member whose own video work, cannot be professionally produced, best captures the enjoyment of sailing a Catalina 22,

New Racer Award: given in recognition of the Catalina 22 owner who, "with the least prior racing experience," enters and skippers his or her boat in the National Regatta.

Betty Gay Clements Women's Memorial Trophy: awarded in perpetuity to fully recognize the fine qualities of seamanship and sportsmanship which Betty Gay Clements represented. It is awarded to the highest finishing woman skipper in the national regatta.

Dick King Sport Award: presented to the highest placing Catalina 22 Sport at the National Championship Regatta racing in the Gold Fleet. If there are no Gold Fleet Sports, the award is then presented to the highest placing Catalina 22 Sport in the Silver Fleet.

Silver Fleet Trophy—presented to the winner of the Silver Fleet at the National Championship Regatta.

Long Distance Award: presented to the skipper who traveled the furthest with boat-in-tow to race in the National Championship Regatta.

Youth Sailing Awards: presented to all sailors under the age of 18 who sail during the National Championship Regatta.

Lifetime Achievement Award: presented to members who, during their lifetime, have made exceptional contributions to the Association.

The first "Special Award winners from 1989 were:

- ◆ Leadership Award—John Barnett
- ◆ Best Regional Commodore—Bob Kennedy
- ◆ Family Sailing Award—Gerald Hayslip Family
- ◆ Newest National Racer Award—Eric Howell
- ◆ Best Newsletter Award—Fleet 4
- ◆ 20th National Finisher Award—Scott Seale Family
- ◆ Best National Fleet—Fleet 108, Des Moines, IA

The Catalina 22 National Sailing Association congratulates the following members who have been recognized for their contributions.

Gary Allen
New Racer, 2010

Joe Becker
Leadership, 1999
Lifetime Achievement, 2001

Josh Becker
Youth Sailing, 2016

Sam Beckman
Dick King Sport Trophy, 2015

Jennifer Bennett
Betty Gay Clements Women's Trophy, 2016,
2019

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Keith Bennett
Regional Commodore of the Year, 2003
Leadership, 2005

Matthew Bennett
Youth Sailing Award, 2017, 2019

Dennis Berry
New Racer Award, 2018

Willie Blevins Family
Racing Family, 1999

John Bergdall
Youth Sailing. 2016

Marilyn Boemer
Betty Gay Clements Women's Trophy,
1998, 2001, 2011, 2017
Sandy Kennedy Spirit, 2001

Marilyn & John Boemer
and grand-daughters Danielle & Jamie
Racing Family, 1997

Dan & Peggy Bowers
Cruising Family, 2009

Don Boyko
Long Distance, 2013
Recruiter, 2014

Mike Bracket
Cruising Family, 2002
Recruiter, 2010
Leadership, 2021
Sandy Kennedy Spirit, 2023

Doug Brennan
Sportsman, 2015

Greg Brown
2017

Liza Brown
Betty Gay Clements Women's Trophy, 2009

Dr. Terry Brown & Family
Racing / Sailing Family, 1998

Lynn Buchanan
Betty Gay Clements Women's Trophy, 2003
Recruiter of the Year, 2004, 2006, 2011

Gayle Bulloch

Long Distance, 2009

Brittney Burnham
Youth Sailing, 2011
Leadership, 2020

Winnie & Marcy Butz
Youth Sailing, 2007

Zach Caley
Youth Sailing 2011

Alice & Aldo Camacci
Cruising Family of the Year, 2010, 2013

Guy and Tina Campbell
Sailing Family of the Year, 2020

Don Carsten
Long Distance

Gene Cochran
Sandy Kennedy Spirit, 1998, 2007
Racing Family of the Year, 2001

Reid Collins
New Racer, 1998
Regional Commodore of the Year, 2001
Sandy Kennedy Spirit, 2008
Sportsman, 2011

Jim Covey
Dick King Sport Trophy, 2021

Sandy Cox
Betty Gay Clements Women's Trophy, 2021

Bob Crook
Newest Racer, 2021

Wesley Dameron
New Racer, 2016

Bismark Dirius
Sportsman, 2018

Jim Deeter
Long Distance, 1998

Greg DeGruccio
Long Distance, 2005

Robert Donehoo
Sandy Kennedy Spirit, 2005

Robert & Bonnie Donehoo
Cruising / Sailing Family, 2017

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Chip Embrey
Dick King Sports, 2014

Bob & Trish Endicott
Cruising Family, 2000

Geoff Endris / Connie Endris
Cruising / Sailing Family Award, 2023

Cameron Faranetta
Youth Sailing, 2011

Gene Ferguson
Lifetime Achievement, 2002

Mark Fiecher
Long Distance, 2002

Chip Ford
Recruiter, 2005

Rich Fox
Leadership, 2001, 2003, 2020
Sandy Kennedy Spirit, 2002
Regional Commodore of the Year, 2012,
2013, 2014
Lifetime Achievement, 2021

Phil Fry
New Racer, 2007

Mark Goodwin
Regional Commodore of the Year, 2019

Fleet 4
Best Fleet Newsletter, Website, 2010

Fleet 10
Host—National Cruise, 1998, 2000

Fleet 11
Host—National Regatta, 1999

Fleet 17
Fleet of the Year, 2003

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- Fleet 20
Best Fleet Newsletter / Website 2001, 2002,
2003, 2005, 2006
- Fleet 23
Host—National Regatta, 2000
- Fleet 29
Fleet of the Year, 2005
Best Fleet Newsletter / Website, 2009, 2011
- Fleet 30
Fleet of the Year, 2008
- Fleet 32
Host—National Regatta, 2006
- Fleet 52
Fleet of the Year, 2012, 2013
Best Fleet Newsletter / Website, 2012
- Fleet 54
Fleet of the Year, 2001, 2006
- Fleet 58
Host—National Regatta 1998, 2004
Best Fleet Newsletter / Website, 1999, 2000,
2004
- Fleet 56
Host—National Regatta, 1998
- Fleet 62
Fleet of the Year, 2020
- Fleet 64
Fleet of the Year, 2000, 2004
Host—National Regatta, 2003
- Fleet 76
Fleet of the Year, 2011
- Fleet 77
Host—National Regatta, 2001
Fleet of the Year, 2002, 2009
- Fleet 80
Host—National Regatta
- Fleet 82
Fleet of the Year, 1998
- Fleet 91
Fleet of the Year, 1999
- Fleet 95
Fleet of the Year 2007

- Fleet 130
Best Fleet Newsletter Website, 2007
Fleet of the Year, 2015
- Fleet 137
Fleet of the Year, 2010
- Paul Gallant
Cruising Family of the Year, 2006
Sandy Kennedy Spirit, 2009
- Rich Gailey
Newest Racer, 2021
Regional Commodore of the Year, 2023
- Todd Garner
Youth Sailing, 2011, 2013, 2014
- Terry & Todd Garner
Family Sailing, 2013
- Don Garrison
Newest Racer, 2011

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Mari Gentry
Betty Gay Clements Women's Trophy, 1999

Judy Goodwin
Betty Gay Clements Women's Trophy, 2018

Mark Goodwin
Regional Commodore of the Year, 2019,
2022
Sandy Kennedy Spirit, 2020

Larry Goolsby
Sandy Kennedy Spirit, 2015

Tom Grass Family
Racing Family of the Year, 2004

Bob Gross
Long Distance, 2004
Leadership, 2005

John Gzrinich,
Best Fleet Newsletter / Website, 2008

Glen Craig Gustafson
Best MainBrace Photograph, 2021

John Handler Family
Family Sailing, 2007

Pete Harper
Sandy Kennedy Spirit, 2006

Greg Haymore & Nancy Benaquis
Family Sailing, 2006

Don Hare
Long Distance, 2011
Regional Commodore of the Year, 2015

David Hayslip
Leadership, 2007, 2011
Regional Commodore, 2015
Lifetime Achievement, 2019

Jenie Hayslip
Sandy Kennedy Spirit, 1999

Paul Hellings & Family
Family Sailing, 2008

Mark Heinold
Newest Racer, 2021

Carson Hewitt
Youth Sailing, 2015

Wes Hoffschildt
Newest Racer, 2012

John Holley
Newest Racer, 2000

Tim Johans
Newest Racer, 2003

Bob & Janice Johnson
Cruising Family of the Year, 2008

Steve Johnston
Best MainBrace Contribution, 2016

Lauren Jodky
Youth Sailing, 2011

Andrew Katz
Sport Trophy

John & Anita Kjallberg
Best MainBrace Contribution, 2017

Robert Loyd
Best MainBrace Article, 2021

Casey Koch
Youth Sailing, 2009

Carrie Anne Kosco
Newest Racer, 2013

Scott Lacy
Sportsman, 2014

Mickey & Dee LaGarde
Cruising Family of the Year, 2007

Josh & Katie Landers
Cruising Family of the Year, 2015

Don Lasky
Regional Commodore of the Year, 2004

Joe & Diana Lehr
Cruising Family of the Year, 2004

Doug Lewis
New Racer, 1999

Jerry Lepper
Long Distance, 2001
New Racer, 2001

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Bob & Eric Levy
Family Sailing, 2014

Dale Mack
Leadership, 2009

James & Kathy Matthews
Cruising / Sailing Family of the Year, 2021

Katie McBride
Newest Racer, 2021
Sportsman, 2022
Betty Gay Clements Trophy, 2022
Best MainBrace article, 2023
Betty Gay Clements Woman's Trophy, 2023

Eric & Liz McCafferty
Cruising / Family Sailing, 2022
Best Video, 2023

Dale McCaffity
Leadership, 2005

Mike McCaffrey
Best MainBrace Photograph, 2022

Claudine & Donovan McDonald
Best Video, 2021

Joe McFarland
Best MainBrace Contribution, 2015

Dora McGee
Leadership, 2016

Ted McGee
Best Fleet Newsletter / Website, 1999
Regional Commodore of the Year, 1999
Leadership, 2004, 2016, 2014

Ted & Dora McGee
Family Sailing, 2009
Lifetime Achievement, 2015

Bill McKenzie
New Racer, 2003

Floyd & Carol Ann McKenzie
Cruising Family of the Year, 2012
Leadership, 2015

Philip & Sharon Merlier
Cruising Family of the Year, 2005

Ben Miller IV
Sportsman, 2021

Bo Miller
Newest Racer, 2021

Karen Miller
Leadership, 2000

Noah Miller
Sandy Kennedy Spirit, 2012

Kevin Myers
Regional Commodore of the Year, 2005

Ron Nash
Vice Commodore Award, 2023

Ginger Noble
Sportsman, 2013

AJ Obrosky
Youth Sailing, 2002, 2006

Rich & Cindy Obrosky
New Racer, 2002
Long Distance, 2006, 2007

Cindy Obrosky
Sandy Kennedy Spirit, 2014

Caleb O'Neil
Youth Sailing, 2011

Christian O'Neil
Youth Sailing, 2011

Matthew Orr
Youth Sailing, 2017

Jim, Debbie & John Ott
Family Sailing, 2010

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Kent Overbeck
Sandy Kennedy Spirit, 2003
Best Recruiter, 2007, 2008, 2009

Pete Page
Sandy Kennedy Spirit, 2004

Karen Palmer
Betty Gay Clements Women's Trophy, 2005

Ken Palmer
Sandy Kennedy Spirit, 2010

Ken & Tammy Palmer
Sailing Family of the Year, 2019

Diana Parker
New Racer, 2008

Jack Parker
New Racer, 2014

Catherine Parten
New Racer, 2005

Brandon Pawlowski
Youth Sailing, 2013, 2014
Best MainBrace Contribution, 2016

Daniel Pawlowski
Youth Sailing, 2013
Best MainBrace Contribution, 2015

Randy Pawlowski
Long Distance, 2012
Best Fleet Newsletter, 2014
Sandy Kennedy Spirit, 2011

Luis Pawlowski
Best MainBrace Contribution, 2016

Jerry Petritsh
Newest Racer, 2021

Daniel Poison
Youth Sailing, 2017

Louis & Donna Plaisance
Family Sailing, 2011

Andrew Power
Best MainBrace Photograph, 2023

Beattie & Bret Purcell
Racing Family of the Year, 2000

Beattie Purcell
Lifetime Achievement, 2016

Grace Purcel
Youth Sailing, 2016

Alante Quinn
Best MainBrace Contribution, 2016

Jeffrey Raynal
New Racer Award, 2023

Olivier Rafray
Youth Sailing, 2016

Michelle Reddaway
Youth Sailing, 2013

Gregg Rhode
New Racer, 2006

Mickey Richardson
Sandy Kennedy Spirit, 2016
Lifetime Achievement, 2019

Bill Robinson
Best Recruiter, 2009

Hannah Rollins
Youth Sailing, 2012

Sydney Rollins
Youth Sailing

Tiffany Schaeffer
Betty Gay Clements Women's Trophy, 2016

John Schwacke
Sandy Kennedy Spirit, 2017

Bob Scott
New Racer, 2004

Vernon Senterfitt
Cruising Family of the Year, 2003

Lynda Shaw
Sandy Kennedy Spirit, 2000

Dennis Slaton
Regional Commodore of the Year, 1998
Leadership, 2013
Lifetime Achievement, 2019

Pam Slaton
Leadership Award, 1998, 2002
Betty Gay Clements Women's Trophy, 2004

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Erik Slockers
New Racer, 2005
Regional Commodore of the Year, 2007,
2008, 2009

Jim Slosson
Best Video, 2022

Hal Smith
PRO Award, 2023

Harmon Smith
Youth Sailing, 2017, 2021

Barbara Snyder
Best Photograph, 2015

Bruce Sondys & daughter Becky Sondys
Family Sailing, 2012

Bruce Sondys
Long Distance, 2010

Wynn Story
Sandy Kennedy Spirit, 2013

David Strain
Leadership, 2010

Michelle Sweatt
Youth Sailing, 2010

Kirby Sweatt
Sportsman, 2016

Carissa Sweatt
Sportsman, 2016
Youth Sailing, 2016

Jerry Talley
Leadership, 2008

Terry Talley
Betty Gay Clements Women's Trophy, 2008

Doug Thome
Long Distance 2018

David Torrisi
Sportsman, 2012

Brandon Trepte
Youth Sailing, 2011, 2012

Lynn Van Hooser
Betty Gay Clements Women's Trophy, 2012,
2013, 2014

Stephanie Victa
New Racer, 2022

Don Waterhouse
New Racer, 2009
Regional Commodore of the Year, 2011
Long Distance, 2022

Eric Weist
Youth Sailing, 2019, 2021, 2023

Lucas Weist
Youth Sailing, 2019, 2021, 2023

Michelle Weist
Best MainBrace Article, 2022

Stuart Weist & Family
New Racer, 2019
Best MainBrace Contribution, 2020
Big Boy Cup, 2021
Leadership, 2022
Big Boy Cup, 2023

Nicholas Weist
Youth Sailing, 2019, 2021. 2023

Dean & Phyllis Wells
Cruising Family of the Year, 2004

Pam Wieland
Sandy Kennedy Spirit, 1998

David Williams
Cruising / Sailing Family of the Year, 2016

Julie Wilson
Betty Gay Clements Women's Trophy, 2000

Tom Winans
Sandy Kennedy Spirit, 2022

Don Woodhouse
Long Distance, 2014, 2017, 2021, 2023
Best Photograph, 2016

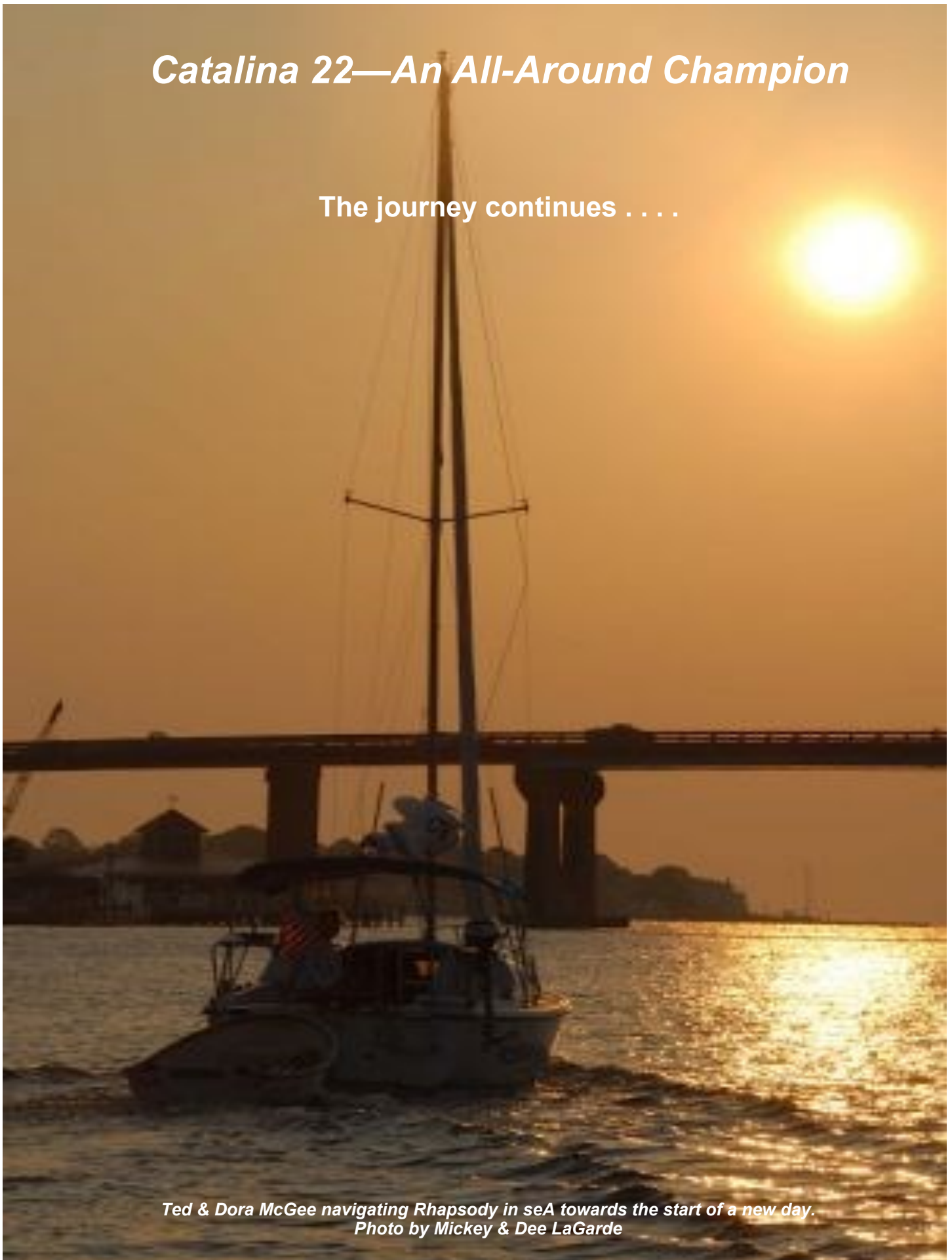
Don Woodhouse & Sandy Cox
Sportsman, 2019

George Yerger
Sportsman Award, 2023

Eddie Zeller
New Racer, 2017

Catalina 22—An All-Around Champion

The journey continues



*Ted & Dora McGee navigating Rhapsody in seA towards the start of a new day.
Photo by Mickey & Dee LaGarde*