

Main Brace

Catalina 22 Sailing News

Spring 2024





Do you know the name of this
Catalina 22 before it was renamed **The Black Hole**?
Find out in this edition of *MainBrace*.



Tsa-La-Gi Yacht Club had a great showing at the 2024 Tulsa Boat Show. They proudly displayed hull #27 known as “The Black Hole”. This is the first time it has been out of the garage since the renovation.

Photograph by Chuck Miles.

MainBrace is the official publication of the Catalina 22 National Sailing Association. The articles published in *MainBrace* do not necessarily reflect the consensus of the Catalina 22 National Sailing Association.

Articles published in *MainBrace* are the opinions of the individual author. The Catalina 22 National Sailing Association, its officers and members are not liable or responsible in any way for their content or consequence.

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Events

Catalina 22 Region 8 Genoa Championship

April 6 & 7
Lake Worth Sailing Club
Lake Worth, Texas

Punch Bowl Regatta

April 13 & 14
Dixie Sailing Club
Alexander City, Alabama

Holiday in Dixie Regatta

April 19 & 20
Shreveport Yacht Club
Shreveport, Louisiana

Mayor's Cup Regatta

April 27 & 28
Grapevine Sailing Club
Grapevine, Texas

Hog Wild Regatta

May 4 & 5
Iron Mountain Yacht Club
DeGray Lake, Arkansas

Region 3 Championship

May 18 & 19
Percy Priest Yacht Club
Nashville, Tennessee

DCYC Heritage Cup

May 18 & 19
Oak Point, Texas

JRSC Cattail Regatta

June 1 & 2
Jolly Roger Sailing Club
Toledo, Ohio

Catalina 22

National Championship Regatta

June 8 to 13
North Star Sail Club and Fleet 130
Anchor Bay / Lake St. Clair, Michigan

C22NSA General Meeting

June 9
North Star Sail Club
32041 S. River Road
Harrison Township, Michigan 48045

Summer MainBrace Deadline

July 1 (Noon Eastern)

Catalina 22 Great Lakes Cruise

July 7 to 13
Northern Lake Huron, Michigan
Hosted by Catalina 22 Fleet 130

Columbia River Cruise

July 26 to August 4
Catalina 22 Fleet 20 (Portland, Oregon)

Potomac River Cruise

June 22 to 29
Chesapeake Bay, Maryland

Apostle Islands Cruise

August 12 to 17
Bayfield, Wisconsin

Throwdown in Motown

August 17 & 18
North Star Sail Club
Lake St. Clair, Michigan

(Continued on page 5)

More Events

(Continued from page 4)

Gold Rush Regatta

September 14 & 15
Grapevine Sailing Club
Grapevine, Texas

Fall *MainBrace* Deadline

October 1 (Noon Eastern)

Po' Oi Kowaliga Regatta

October 5 & 6
Dixie Sailing Club
Alexander City, Alabama

John Hallett Memorial Regatta

October 5 & 6
Conroe Yacht Club
Lake Conroe, Texas

DCYC Terlingua in Exile Regatta

October 26 & 27
Oak Point, Texas

Frost Bite Regatta

November 9 & 10
TSA-LA-GI Yacht Club
Fort Gibson Lake, Oklahoma

Winter *MainBrace* Deadline

January 15 (Noon Eastern)



**2024 Catalina 22 National Championship Regatta
June 8 to 13
Daily Schedule of Events**



DAY	DATE	EVENT	TIME
Saturday	June 8th	Registration	0800-1600
		Sail measurement	0800-1600
Sunday	June 9th	Registration	0800-1200
		Sail measurement	0800-1200 as required
		Practice race	Check Yachtscoring for start times
		National Meeting	Starting @1700
		Competitors Meeting	Immediately following National Meeting
		Dinner @NSSC	Starting @1830
		Blue Water Raffle	TBD
Monday	June 10th	Final Registration	0900-1100
		Sail measurement	0900-1100
		Spinnaker Fleet	Check Yachtscoring for start times
		Gold/Silver Fleet	Check Yachtscoring for start times
		Appetizers	Starting @1630
		Joe Waters, seminar on sail trim	Starting @1630
Tuesday	June 11th	Spinnaker Fleet	Check Yachtscoring for start times
		Gold/Silver Fleet	Check Yachtscoring for start times
		Free keg of beer	Starting @1600

DAY	DATE	EVENT	TIME
		Food provided for purchase	Starting @1600
Tuesday	June 11 th	Eastside Willy	1700-2100
Wednesday	June 12th	Spinnaker Fleet	Check Yachtscoring for start times
		Gold/Silver Fleet	Check Yachtscoring for start times
Thursday	June 13th	Spinnaker Fleet	Check Yachtscoring for start times
		Gold/Silver Fleet	Check Yachtscoring for start times
		Closing Ceremony and Awards Banquet at NSSC	Starting @1830
		Blue Water Raffle	TBD

**Don't miss the fun,
please register today!**

2024 CATALINA 22



NORTH STAR SAIL CLUB

Lake St. Clair, Michigan
June 8 - 13, 2024



Scan To
Register



PURE MICHIGAN

Notice of Race, Sailing Instructions, Lodging,
and Online Registration now available at
www.catalina22.org



2024 Catalina 22 National Championship

Swag—Swag—Swag

Now that you have registered, bottom is down to 600, and lodging acquired, time to get the crew looking good. You may be the skipper, but they have to put up with your frustrations for a whole week.

Our swag store —Coral Reef Apparel is handling our gear again this year and it is easy. Just go to Coral Reef Apparel and select your gear, pay for it, and pick it up at the registration desk at the Nationals. Shirts, Fleece, Hats — we have it all.

Link to [STORE](#).

URL: <https://stores.crsapparel.com/catalina22nationalsnorthstar/shop/home>



PERSONALIZED



You can be a **Small Fry** and still

Run with the Big Dogs!

All Catalina 22 owners* are welcome to race
in the National Championship Regatta.

*Membership in Catalina 22 National Sailing is required.

**RUN WITH
the BIG
DOGS**



Official Ballot

Catalina 22 National Sailing Association

**Rear Commodore
Secretary / Treasurer
Editor / Webmaster
Vice Commodore**

Under the *Constitution and Bylaws*, the membership elects a Rear Commodore, Secretary / Treasurer, and Editor / Webmaster in even years. The candidates seeking this position for the 2024-2026 term are:

Your vote:

- Mark Goodwin, Rear Commodore**
- Dora McGee, Secretary / Treasurer**
- Rich Fox, Editor / Webmaster**

Write-in for Rear Commodore: _____

Write-in for Secretary / Treasurer: _____

Write-in for Editor / Webmaster: _____

Under the *Constitution and Bylaws*, the membership elects a Vice Commodore (in-charge of the National Championship Regatta) each year. The candidate seeking this position for the 2024-2025 term is:

Your vote:

- Julia Brandt, Vice Commodore—representing Fleet 82**

This is the official ballot and no other form of voting will be accepted except the website ballot. Copies of this ballot may be made for voting purposes Catalina 22 National Sailing Association members are qualified to vote. Absentee ballots can be cast by checking one of the above. The final vote will be taken at the General Meeting at which time the absentee votes will be counted along with the votes received at the meeting.

Name _____

Address _____

City _____ State _____ Zip _____

Catalina 22 Sail No. _____

Postmark deadline is June 1, 2022

Mail to: Dora McGee, Secretary-C22NSA 3790 Post Gate Drive Cumming, GA 30040

or submit at the General Membership Meeting on June 9, 2024

Bid to Host the 2025 Catalina 22 National Championship Regatta

Year of Event: 2025
Proposed Dates: June 7 to 12
Region: 8
Host Fleet: 82
Host Fleet Captain: Pat Hollabaugh
Host Fleet Captain is an Association Member: Yes
Proposed Vice Commodore: Julia Brandt
Proposed Vice Commodore is an Association Member: Yes
Vice Commodore Phone: 214 597 7981
Vice Commodore Email: 80sailorgirl@gmail.com
Venue: Lake Worth Sailing Club
Address: 8900 Sunrise Point Court
City: Fort Worth
State: Texas
Zip Code: 76135

Briefly describe event location: We are a member-run club located on 3.5 acres at the north end of Lake Worth, situated on the west side of Fort Worth. Our clubhouse is centrally located on the property with separate areas for repair work as well as a covered outdoor pavilion. The clubhouse has a south facing deck, directed toward the lake for viewing. There is also a T-head dock on the south side of the property as well.

There are two small islands toward the north side, east and west of the main body of water. There is a high overlook point on the east shoreline. There is a highway bridge that crosses the lake south of the general racing area.

We have one private and two public ramps for launching/retrieval. We have a mast hoist and a boat lift available. There are slips and T-head docking available at the end of our boat docks. We have two areas for dry/trailer storage.

Describe on-shore events: Our club/property has great areas for viewing racing. There is a nature preserve with hiking trails at the very north end of the lake. Fort Worth has the stockyards open daily for touring, watching the cattle drives, and dining. Fort Worth is also home to wonderful museums, architecture, beautiful botanical gardens and the water gardens. The Fort Worth Zoo has been top rated for multiple years and is always having babies of various species to show.

The Texas Motor Speedway is quick drive to the north. A little farther east is home of six flags, hurricane harbor, ATT stadium (home of the Cowboys), and Globe Life park (home of the Rangers). The Metroplex is known for dining and shopping year round.

(Continued on page 13)

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Describe hotel and camping accommodations: Our club is a camping club. We have indoor men's and women's bathrooms with a shower each. There is a full kitchen in the clubhouse. We have BBQ grills and smokers. There is an outdoor, covered firepit as well.

Submitted by: Julia Brandt

Submitted by phone: 214.597.7981

Submitted by email: 80sailorgrl@gmail.com

Meet Julia Brandt Candidate for Vice Commodore



Hello all,

I am Julia Brandt, the current Commodore of Lake Worth Sailing Club in Fort Worth, Texas. I will also be the Vice Commodore for the 2025 Nationals between June 6 to 12.

I got into the Catalina 22 fleet by following a boy to a boat club. We had been racing against each other in a different fleet. He brought me to Lake Worth Sailing Club where the predominant fleet were and still are Catalina 22s. In order to race fleet, we bought a boat! We spent the first year fixing her up, learning her, and making her ours. We started racing her in 2016.

The Catalina 22 was totally different from any other boat I had been on before. Between the noises and varying weight positioning, it has been (and still is) a huge learning experience for me. I have enjoyed learning the boat and competing with this very talented fleet. Although I know there is still a lot to learn and sailors have their secret successful techniques, it's always great to hear the tales of the race day and compare notes on trim, car positioning, control lines, and tactics. I am looking forward to many more years of this camaraderie.

I hope to see and meet everyone at next year's nationals. I can't wait to hear your stories! Until then be safe and sail fast!

Thank you,

Julia Brandt

AUGUST

12TH -
17TH



**ADVENTURE
AWAITS!**

Apostle Islands Cruise August 12th - 17th 2024

Have you ever wanted to cruise the “Caribbean of the North”? Do you enjoy lighthouses, crystal clear waters, secluded beaches, and fresh water? Then join us for a cruise on Lake Superior as we explore the Apostle Islands. Departing from Bayfield, WI we will let the weather plan our course as we weave our way through the Apostle Islands National Park in 2024!

For questions, please email our cruising captain at:

SVLAKESHARK@GMAIL.COM

ADVENTURE AWAITS!

By Stuart Weist

Who doesn't love an early spring? That means more time for sailing!

Join us this year for the Apostle Islands Cruise August 12 to 17, 2024. It will be an adventure like no other. Often referred to as the "Caribbean of the North" this lake is unsalted and shark free! Well, that is if you do not include my boat "Lake Shark". We will launch from Bayfield, Wisconsin for a weeklong adventure filled with lighthouses, amazing sunsets, and pristine beaches.

So, make plans now to register for what was a favorite cruise in 2022 and now back for a new adventure in 2024. With 22 islands to explore, there's never enough time to see them all. Still, we will have a great mix of anchoring out and marina stops. Of course, there is still the option to join us for a shorter cruise if a week is just more fun than you are quite ready for.

This year, please note that securing a marina slip is on your own and must be booked in advance. We plan to stay in a slip Monday, August 12 and Thursday, August 15. Slips on Madeline Island this year are running just over \$70 for the night, and I would expect the same in Bayfield. I am working with the city to see if we can work out a deal. Full details and plans can be found on the www.catalina22.org website at :

[LINK TO PLANS](#)

URL: <https://www.catalina22.org/index.php/1162-adventure-awaits-apostle-islands-cruise-august-12-to-17>

So, stop dreaming and start living. That project boat has spent enough time in the driveway so let's get it out there on the water. After all "if anything is gonna happen its gonna happen out there"- Capt. Ron. Sign up today for the adventure of a lifetime and make some memories that you will share for generations. Online registration is accessible from the www.catalina22.org website at:

[LINK TO REGISTRATION](#)

URL: <https://www.catalina22.org/index.php/1162-adventure-awaits-apostle-islands-cruise-august-12-to-17>

Apostle Islands Cruise August 12th – 17th 2024

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and Chairperson-Rules Committee
Farmer's Branch, Texas

Mickey Richardson
Cataula, Georgia

Doug Thome
Chestnut Mountain, Georgia

Tom Beaumont
Prince Frederick, Maryland

Don Hare
Roseville, California

Mike Bracket,
Clinton Township, Michigan



Duncan McBride, Commodore

IT IS SAILING SEASON!

Let's go all Catalina 22 sailors. It is sailing and racing season again for most of us. There are lots of regattas and cruises planned for the spring. I know region 8 is busy and starts next week. Region 3 has lots of events planned as well. Make this the year that you load your boat and bring it to Nationals. No more excuses. Just make the plans to go. There is just enough time to make repairs to boat and trailer and get registered.

The team at North Star Sail Club has been working hard to get prepared for a great National event. We will be travelling just north of Detroit, Michigan to race in Nationals this year. There is a great week of events and fun racing planned. I have talked to skippers in Florida, Arkansas, Louisiana, Colorado and Georgia who all have boats coming to participate. Let's see some West Coast boats sign up. We have not heard anything from the West Coast in several years now. I am calling you out. Let's go.

All of you in active fleets across the United States make this the year to get back in the game. Make your fleet active again. Get boats to participate in local events. Cruising or racing just get them on the water again. You think you are not good enough to race against the best there are in Gold Fleet, then register in the Silver Fleet and come to Nationals to see how you compare. Some of the most fun racing is in the Silver Fleet. The more boats there are the more fun and the more competitive it is to race.

Some advice for all boats Silver and Gold. Be prepared to have your boat inspected. The requirements for everything are on the catalina22.org website. Print them off and go over the list checking things on your boat.

A short list of things to check—rudder, banding on mast and boom, required safety equipment, sails, motor weight, and keel cable.

There are new rules set forth by the rules committee and new certificates of measurement online. So please get online, print them off, and make sure your boat is considered legal. They will be inspecting sails and boats at the Nationals this year. Keeping the boats all class legal only makes the racing more fair and more competitive for everyone. So, get your boat ready. Get registered and come to Nationals.

If you have any questions, please contact me. I will be happy to try to help you with any issues you may have. Also, the online voting for the new officer positions is up and running. Please if you are not going to be in attendance at Nationals get online and vote for new officers. As we all begin the start of the new season remember why we all do the things that we do is to enjoy more time on the water on our boats. We are all members of the greatest association in the world and promoting the greatest sport in the world. Introduce new people to our great sport. Take them for a short sail and get them hooked on a lifetime of sailing. I hope to see you all at Nationals and on the water somewhere this year.

Duncan



Jim Hodson, Vice Commodore

2024 Catalina 22 Nationals

June 8 to 13

As I write this there is some late season snow around the boat yard. But it is sunny and melting and time to look forward. It is time to make your plans to attend the 2024 Nationals. The buzz is everyone is heading north to Detroit in June for a great week of sailing and socializing. Where else can you hit the line with 25 to 30 other Catalina 22s all at the same time. Time to register and avoid the late fees. (Late fee applies starting May 10).

Early June is a great time in Michigan as it warms up nicely with decent wind patterns moving through the Great Lake region so we may get a chance to use the small sails. We will be sailing in Anchor Bay which is on the northern end of Lake St. Clair. Fresh water where trailers and rigging last forever.

There is a spot for everyone. If you think you have the stones to sail with the big boys and don't mind a little "rubbing" on the start line, the Gold Fleet may just be your fleet. If this is your first time, your crew might be a little young or if you have a roller furling, the Silver Fleet just might be the fleet for you. Most in the silver still do not yet consider bumping and grinding as "the trading of war paint.". If you need a little room at the start all you have to do is ask for it. Please and thank you always helps. No, seriously, we are trying to build the Silver Fleet. This is a great opportunity to sail at a national regatta.

What you need to know:

What: 2024 Catalina 22 Nationals
When: June 8 to 13th. Racing June 10 to 13
Where: North Star Sail Club, Harrison Twp. Michigan
Registration: [YachtScoring](#) and on [northstarsail.org](#)
Lodging: [YachtScoring](#) and on [northstarsail.org](#)
Late Fees: \$75.00
Time to Reg.: **Now - Avoid Late Fees!**
Questions: Jim Hodson, jhodson1959@gmail.com

This last week I had an opportunity to talk with Greg Normand on his Sailing Blog - *Inside Great Lakes Sailing*. We discussed the Catalina 22 and our upcoming Catalina 22 National Regatta. I urge everyone to check out Greg's YouTube sailing blog as he does a good job bringing interviews and good sailing information out to our sailing community.

Check out show #120 at: [Inside Great Lakes Sailing](#)

URL: <https://www.youtube.com/watch?v=4iZMoVUgFKo>

Jim



Mark Goodwin, Rear Commodore

As the vibrant hues of spring beckon, sailors across the country eagerly prepare to unfurl their sails and embrace the open waters. For many, this marks the official commencement of sailing season—a time of renewal and excitement. Amidst this anticipation, a call resounds within the sailing community, urging seasoned sailors to extend a welcoming hand to newcomers eager to embark on their maiden voyage.

Enter the Catalina 22—a vessel revered for its accessibility, affordability, and versatility. As aspiring sailors seek their inaugural boat, the Catalina 22 stands as a beacon, offering an ideal platform for learning the ropes of sailing. With a low cost of entry, it serves as an entry point into a world of seafaring adventure, beckoning novices to take the helm and set sail.

In our collective enthusiasm for sailing, let us rally together to promote the Catalina 22 within our communities. Encourage prospective sailors to join the ranks, nurturing a new generation of seafarers eager to navigate the waters. Whether through casual day sailing, competitive racing, or leisurely cruises, the Catalina 22 opens doors to boundless exploration.

Hosting meet-and-greet events at local clubs presents a prime opportunity to highlight the allure of Catalina 22 ownership. Welcoming both seasoned sailors and newcomers alike, these gatherings foster camaraderie and impart valuable insights into the joys of sailing this esteemed vessel. Highlighting its versatility, discuss the ease of trailering the Catalina 22 to various locales, from tranquil lakes to majestic coastlines, inviting sailors to embark on unforgettable adventures.

For those with a competitive spirit, emphasize the Catalina 22's prowess on the racing circuit. With a dedicated fleet and opportunities for PHRF racing, enthusiasts can test their mettle against fellow sailors and revel in the thrill of friendly competition. Whether vying for victory or simply enjoying the camaraderie of the race, the Catalina 22 offers an exhilarating experience for all.

Above all, let us recognize that our sailing community is a diverse family united by a shared passion for the sea/lakes. Embracing sailors of all ages, backgrounds, and skill levels, the Catalina 22 fleet embodies inclusivity and camaraderie. By pledging to expand our fleet in the coming year, we reaffirm our commitment to nurturing a thriving sailing community—one where every sailor feels welcomed and valued.

As spring's gentle breezes beckon us to set sail once more, let us heed the call to cultivate a community of Catalina 22 enthusiasts. Together, we can embark on a journey of discovery, forging friendships and memories that will endure for years to come. So, as the season unfolds, let us hoist our sails high and chart a course towards a brighter, more inclusive future for sailing.

Never be afraid to lose sight of the shore,

Mark





Stuart Weist, National Cruising Captain

The cruising season is well underway as plans for multiple cruises are in the works.

This year there are four cruises scheduled:

- ◆ Great Lakes Cruise, July 7 to 13
- ◆ Columbia River Cruise, July 26 to August 4
- ◆ Potomac River Cruise with Fleet 10 Cruise out of Charleston, June 22 to 29
- ◆ Apostle Island's Cruise, August 12 to 17.

There are so many cruising opportunities this summer so whether you are from the East Coast, West Coast, or Midwest there has never been a better time to join a cruise. If none of these cruises match your schedule but you still enjoy cruising with others, I would encourage you to think about planning a cruise of your own. If you need some help or do not know where to start reach out and I would be glad to talk to you.

One of the best parts about owning a trailerable boat is that your cruising grounds can be anywhere and getting there becomes part of the adventure! Hopefully, we will see you out on the water this summer.

Stuart

Catalina 22 Destinations

Want to plan a sailing trip with your Catalina 22, but not sure where to go? Then check out the 50+ **Destination** articles written by Catalina 22 sailors about their traveling sailing adventures. There are **Destination** articles from all corners of the United States.

Destination articles are available to members of the Catalina 22 National Sailing Association.

To access the articles:

- ◆ Go to catalina22.org
- ◆ Log-in
- ◆ Go to "Resources"
- ◆ Select "Destinations"



Dora McGee, Secretary / Treasurer

Happy Spring! I hope you are starting to feel the warmer temperatures! I know our weather has been all over the place ~ warm, cold, almost hot, cold...so I hope this issue of *MainBrace* finds you all safe & healthy. It's getting time to get those projects done and the boat in the water.

Thank you to all the fleet captains who have submitted their annual reports. If you are a Fleet Captain and have not done so, please go to the website www.catalina22.org and log in. From the Home page look down the left column under Resources, then click on Association on the left-hand side. Down that column, near the bottom you will see "Fleet Report." This opens a report that will take you approximately two minutes to complete. This information helps us keep up to date information about your fleet for members looking to join a fleet or just need local information.

Our current membership is 450. We are currently keeping pace with last year's membership. If you have any questions, please feel free to use the "Contact" form.

seA you on the water

~ Dora

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David Hayslip, Chief Measurer

Since the previous report, the pending rule changes have been approved by the board and are active as of this publication. The Measurement Certificate has been updated to align with these changes as well as reflect changes and rulings prior to the current board term. The immediate changes are Ruling 15 on the furlers for Silver Fleet and Ruling 48 keel cable specifications; the update also includes cleaning up the batten measurement language. Finally, the new certificate details what equipment that should be observed rather than item which may be left off. Special thanks to Rich Fox for updating the Measurement Certificate and posting the link on the website under Class Rules.

Certificates not reflecting the new master are still valid, but items from the current Class Rules not reflected on the old certificate such as keel cables are subject to inspection from this point forward.

I look forward to seeing everyone at nationals!

Good Sailing,

David



Rich Fox, Editor / Webmaster

Please cast your vote using the ballot in *MainBrace* (or online) to elect members to the Governing Board. I would appreciate your vote to be your Class Editor/Webmaster.

The Certificate of Measurement has been updated. Gone is the out-of-date references. The cleaned up content is now better aligned with the updated Class Rules.

Looking at the events scheduler in this publication, the interest in Catalina 22 racing and cruising is growing as the number of events in 2024 is greater than I have seen it in a very long time. Thank you to everybody who has taken the time to share with me their information about upcoming events. A big shout-out to Rich Gailey for his Southern Comforts Regatta report—it is very much appreciated!

The deadline for articles for the Summer *MainBrace* is July 1, Noon Eastern. You may send articles by email to c22mainbrace@yahoo.com.

Looking forward to seeing many of you in Michigan in early June. Buckle up!

-Rich

Class Rule K.3 for Fleet Definition is Approved

The Rules Committee and the Board of Directors of the Catalina 22 National Sailing Association unanimously approved the following update to the Class Rules.

Rule K.3: The national championship regatta may be composed of Gold and Silver fleets. A Spinnaker Fleet, comprised of competitors from Gold and Silver fleets, may also be formed. The overall class champion will be the winner of the Gold Fleet.

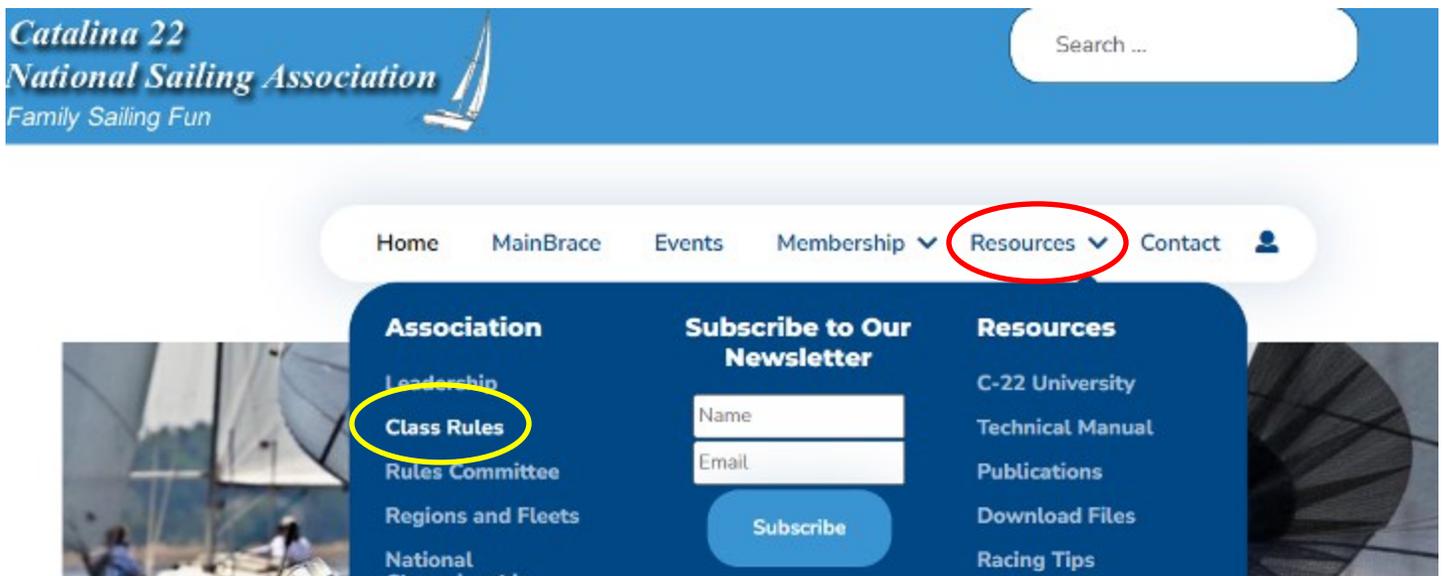
Justification/Rationale: This establishes fleet structure referenced in the Ruling 15 to permit headfoils in the Silver Fleet.K.3. Verbiage is limited to the national regatta to allow local organizing authorities to establish fleet composition criteria to encourage participation for local regattas.

Effective Date: Immediately. Valid for the 2024 National Championship Regatta.

Updated Certificate of Measurement

The Catalina 22 Certificate of Measurement has been updated is now available on the website. The updates were made to better align with the current Class Rules. The Certificate has a slightly cleaner look to it as a result of removing unnecessary and out-of-date references.

Catalina 22 owners with a current Certificate of Measurement do not need to take any action. Catalina 22 owners submitting a new Certificate of Measurement will use the updated version available on the Association's website. On the website go to the Resources menu then select "Class Rules" where a link is provided at the top of the Class Rules.



Let's Go Racing with Kaptain Katie

By Katie McBride
Region 8 Commodore

Spring has finally sprung here in Oklahoma, and we are just now getting our boats out of the garage and ready for the first Region 8 circuit stop on April 6 and 7 at Lake Worth Sailing Club.

We have a busy spring and then we head for Nationals in early June. I have done some minor repairs and a few upgrades to get ready for the season and I am now geared up and ready for Nationals! I am looking forward to racing in the Silver Fleet again this year. The Silver Fleet is designed for newcomers who are not ready to go for the National Championship but want to race against some impressive sailors and practice for their chance to go for gold. I want to see more boats in the silver fleet this year to give everyone a fair chance. The more boats registered the better. You will have more chances to correct a mistake if there are more than just a few boats registered.

I have learned so much in the last two years racing in the Silver Fleet and enjoy every moment of it. Silver Fleet has allowed me to grow and to become a much better racer. I have had the privilege to sail with/against some of the top competitors in the Silver Fleet and seen firsthand what it takes to move up to Gold Fleet. The best thing about racing in Silver Fleet is that the top competitors in the Gold Fleet want to see you succeed as much as you do. These competitors are always willing to answer questions or give helpful tips/tricks to improve your speed and get you to that next level. Without the Silver Fleet there would be no Gold!!

I am looking forward to another awesome season on the Region 8 circuit and racing Silver Fleet at Nationals. I look forward to seeing you on the water.



*Katie McBride skippering "Bushwacker" at the 2023 Catalina 22 Nationals"
Photograph by Eric Weist, Weist Photography.*

Welcome to Silver Fleet

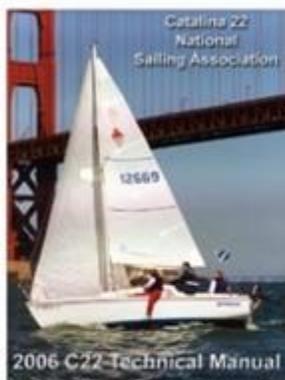
If you are new to racing your Catalina 22, then check out this new publication for tips to improve the performance of your Catalina 22 as well an open invitation to come out and sail in the Silver Fleet at the Catalina 22 National Championship Regatta.

To access this PDF publication:

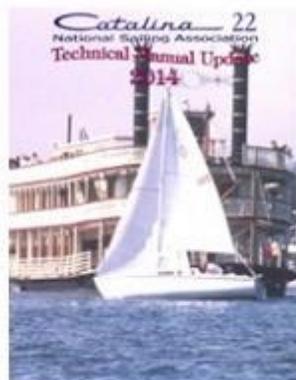
- ◆ Go to catalina22.org
- ◆ Select “Resources”
- ◆ Select “Publications”

Or

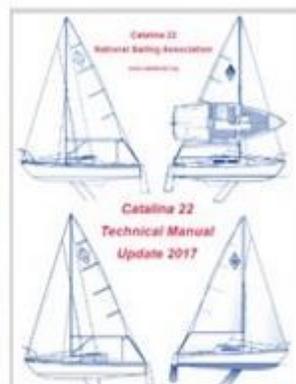
- ◆ Go to catalina22.org
- ◆ Select “Racing Tips”
- ◆ Select “Welcome To Silver Fleet”



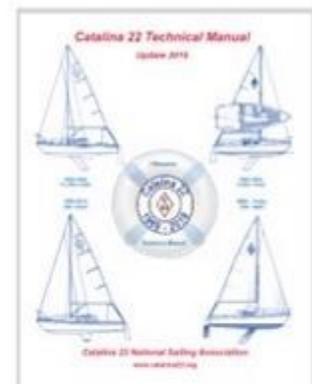
Technical Manual
Edition 2—1996
Edition 3—2001
Edition 4—2006
309 pages
Dale Mack, Editor



Technical Manual
Update 2014
139 pages
Gene Ferguson, Editor



Technical Manual
Update 2017
118 pages
Rich Fox, Editor



Technical Manual
Update 2019
148 pages
Rich Fox, Editor

If you are new to Catalina 22 sailing, then get the **Catalina 22 Technical Manual** that features over 700 pages of tips written by Catalina 22 sailors for Catalina 22 sailors. A must-have for all Catalina 22 owners. You can spend days or weeks searching the Internet, or have it all at your finger tips. Membership in the Catalina 22 National Sailing Association and additional purchase is required, but is well worth it.

2023 CATALINA 22 NATIONAL CHAMPIONSHIP TUNING TRICKS

WITH DOUG THOME

The 2024 National Championship Regatta is quickly approaching. Now is a great time to brush up on those Catalina 22 tuning tricks!

During the 2023 Catalina 22 National Championship Regatta on DeGray Lake, Arkansas, former Chief Measurer Doug Thome hosted a 50-minute seminar on Catalina 22 rigging tips and speed secrets. The entire seminar was recorded by the Weist family. The recording is now available on the catalina22.org website.

Doug has a very impressive resume of crewing on multiple Catalina 22s for various skippers who have won multiple Catalina 22 National Championship.

To access the video recording:

- ◆ Go to catalina22.org
- ◆ Select “Racing Tips”
- ◆ Select “Catalina 22 Tuning Tricks with Doug Thome”

Doug discusses:

- ◆ Tuning the Catalina 22
- ◆ When to switch from Genoa to jib sail
- ◆ How many crew on the boat
- ◆ Sailing flat
- ◆ Going downwind
- ◆ And much, much more.



Cruiser's Corner: What is the Best Cruising Configuration for Sleeping?

By: Stuart Weist



With all the cruises coming up this summer this is one of those questions many will be asking. Some will think the V-berth is the best for sleeping since it is the largest berth. Others will say the quarter berth or perhaps the dinette. The real answer will be based on many factors such as your size, comfort level, number of people sleeping on board, and how long you plan to cruise. It is possible to sleep seven onboard a C-22 but I would not want to do that for more than a night or two. So, I am going to break down the pros and cons of sleeping arrangements based on the berths available and then we can determine the best sleeping configuration based on crew size and comfort.



The first thing most cruisers will learn is that the V-berth is the largest but also the hardest to get into. If you are limber and creative, it is possible to sleep two adults in the V-berth. However, it will make access to the toilet and under berth storage more difficult. You will also experience more of the boat's rolling action in the bow and on anchor. In general, the closer to the stern the more comfortable the berth as the boat does not rise and fall as much in the stern. When sleeping in the V-berth most sailors like to place their heads to the stern of the vessel. This means you will need the cushion insert over the head and you will need to get used to your feet rising first as the boat rolls. If you turn around the other way with your head to the bow it can be a little tight and if there are two of you then expect some close face to face, contact.



The V-berth is a great place for teens and younger crew to get some rest. Younger people tend to care less about the rolling or comfort of the cushions than those of us a bit older. However, a word of caution comes if your younger crew does not get along with each other. These are tight spaces, and you will want to make sure that they respect each other's personal space no matter how limited it may be. You also need to know if your younger crew tends to be more active at night. No one enjoys being clobbered in a small boat as they wake up. The bright side though to younger crew in the bow is that it also gives more room for their gadgets and accessories which limits the mess in the cabin. Now perhaps you are cruising with another adult and

the V-berth is just a bit too tight for the two of you, well you are in luck because my favorite berth will be just perfect. Welcome to the dinette table!

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Like the V-berth, the dinette is also designed for two with the table down to make a double berth. In fact, this is the way my boat is configured most of the time as the table is a bit too small to be of much use for our crew. This berth is, in my opinion, the most comfortable berth on the boat since it does not roll as much as the V-berth and provides more room to stretch out across the walkway. Additionally, if you are tall your feet can easily overhang into the space under the cockpit. In fact, this berth is so popular and comfortable that many have used their ice chests to stretch the bunk the whole width of the boat! Now that is a large berth! The dinette comes with some additional benefits as

well. Being in the main cabin not only is it more stable but with the pop top up it makes changing and standing much easier. Try it and you will see why this is my favorite berth on the boat.

Across from the dinette is the final berth in the cabin. It's the quarter berth and designed for one to get a great night's sleep. On the New Design boats this is the longest berth in the boat and perfect if you're cruising solo. It provides room to push the sleeping bag to the stern during the day and a quick easy spot to sleep at night. If you have the original design with the sliding galley, you will need to roll up your sleeping bag to cook, but still, this is a fast, easy berth for the night. It also provides the easiest access to get up in the middle of the night to check the anchor or adjusting a halyard that may be keeping you awake. Being across from the dinette it is centered in the boat as well and so it too does not suffer as much from the rise and fall of the bow on the anchor for the night. Just be careful not to roll into the center walkway!



The final two berths are not really in the boat but are on the boat, these are the two cockpit seats. On a small boat never underestimate the sleeping space you have. These seats with good cushions work okay for a night out under the stars. The coamings are so tall on the cockpit that it is nearly impossible to roll out, but you will need to contend with the elements. If rain is coming a cockpit tent can be rigged over the boom and a nice breeze can provide a better night's sleep in hotter climates than the cabin would. This is the favorite sleeping space for one of my sons. However, when I have slept outside, I tend to be a bit sorer in the morning.

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So, for those keeping count you have seven berths on a Catalina 22! Two in the V-berth, two on the dinette, one on the quarter berth, and two in the cockpit on the benches. It is tight and I would only recommend using all of them in a pinch, but it can be done. If you need more room, consider a tent to camp on shore as well. So, lets recap quickly:

Solo Sailor = Quarter Berth. Leave the V-berth cushions at home, use the bow for storage. This berth makes sleeping quick and easy if you have been out too long, are too tired to set up a bed, or just want a couple of hours of sleep. It also provides quick access to the cockpit should the anchor drag, the wind shift, etcetera.

Sailing Couple = the Dinette. This is the largest comfortable berth on board and with some extra pillows or foam can be quite comfortable to sleep on. I would again leave the V-berth cushions and insert at home to utilize the bow for better storage.

Sailing families = you will use all the berths! Teens or younger children up front in the V-berth. An additional child on the quarter berth or use the extended foot well for storage. Or for the hardier sailor the cockpit provides that old time roughing it experience. You will want to let family members try different berths to find what works for you. Just make sure you reserve the best berth for the captain! For longer trips, do not underestimate the respite that a marina or a hotel room can provide for a night or two. Boats tend to shrink when you put them in water.

At the end of the day, no matter how you configure the sleeping arrangements, get out there and make some memories on the water. Join a cruise, camp in the driveway, or spend the night tied to a dock. Just be sure to stop dreaming and start cruising today because summer will quickly pass us by. Hopefully, we will see you on the water!

Lake Shark says

“Rest up, there are several fun Catalina 22 cruises for you to enjoy!”

Potomac River Cruise with Fleet 10 (Maryland), June 22 to 29.

Catalina 22 Great Lakes Cruise, July 7 to 13.

Columbia River Cruise (Portland, Oregon), July 26 to August 4.

Apostle Island Cruise (Lake Superior), August 12 to 18.

2024 Potomac River Cruise with Fleet 10

Saturday, June 22 thru Saturday, June 29

Saturday 6/22/24

Fleet gathers at Point Lookout Marina on Smith Creek just off the Potomac River.

(<https://pointlookoutmarina.com/>)

There is a boat ramp nearby for those that will be towing their boats in, and the marina can provide storage for your car/trailer for the week while we are out bouncing around the Potomac. Dinner can be a potluck at 1800 in a picnic area near the dock. There is also a pool onsite for those that wish to cool off in the afternoon. We will have a captains meeting for orientation purposes in the evening as well.

Sunday 6/23/24

Depart Smith Creek and sail upriver to the Lower Machodoc (approx. 17 NM).

This anchorage is well protected with nice surrounding views and good depth. The property surrounding the anchorage is private, but we have found the folks who live there to be quite friendly during past visits.

Monday 6/24/24

Depart the Lower Machodoc and sail across the river to Leonardtown, Maryland. at the head of Bretton Bay (approx. 13 NM).

Leonardtown is sporting a new 160 foot town dock that has several slips that are available on a first come, first served basis. In the past there have been depth issues while approaching the wharf, but the town states the docks have five feet to six feet depth.

For those that love life on the hook there are several places for deeper draft boats to anchor within easy dingy distance of the town wharf where you can tie off and go explore. The picturesque town square is a short (if uphill) walk from the wharf and has several nice restaurants, a small museum, but only minimal opportunities to provision.

Tuesday 6/25/24 (Total for this day is approx. 10 NM)

Depart Leonardtown at your leisure and sail the short distance down Bretton bay where St. Clements Island awaits. (<https://www.visitstmarysmd.com/directory/st-clements-island-state-park/>)

This is a small uninhabited island that makes for a nice walk to stretch your legs (We've collected black berries on the island in the past) and it also has a small beach on the south side, the state built a replica light house on the island a few years ago (unattended) that has a bell you can ring if you're into that sort of thing. It is big...it is loud...and yeah, it is fun to ring it.

After exploring the island, we will then sail the very short distance up St. Clements bay to Canoe Neck Creek for an overnight anchorage. This is possibly one of my personal favorite anchorages on the bay as it is usually quiet, well protected and has good depths all around. Keep your eyes peeled for Bald Eagles and Blue Heron which are often lurking along the banks or in the trees surrounding the anchorage.

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Wednesday 6/26/24

Depart Canoe Neck Creek and sail upriver to Colonial Beach, Va. (approx. 14 miles)

We will be staying at Colonial Beach Yacht Club which is right at the entrance to Monroe Bay. There is a beach nearby and several dining opportunities, including a very popular onsite restaurant right at the marina on the water, and a couple of ice cream stands in town. Colonial Beach is a good place for re-provisioning as a grocery store is within a short drive from the marina. CB is Ohana's home port so we will have our car available and can shuttle folks as needed.

Thursday 6/27/24

Depart Colonial Beach and sail down river to Coles Point Marina (approx. 19 miles) **POOL OPPORTUNITY!!!**
(<https://www.colespointmarina.com/>)

Coles Point is a nice, picturesque stop on the Potomac and offers a nice pool to cool off in and a beach nearby with some beautiful views of the river looking east. The onsite restaurant recently closed but hopefully will be open again in time for our visit.

Friday 6/28/24

Leave Coles Point and sail to St. Mary's College on the St. Mary's River (approx. 14 NM). The anchorage is large enough to accommodate many boats with good depths all around. The College at St. Mary's hosts The St. Mary's College River Concert Series on Friday evenings during the summer
(<https://www.smcm.edu/river-concert/>)

The concert is at an outdoor venue just off the anchorage, which begins at 7:00 p.m., but plan to grab a seat on the lawn ahead of time and grab some food from the variety of food trucks and vendors. The concert goes on until dusk, followed by fireworks right off the anchorage.

If you are not concerned with front row seats to the concert and feel like exploring Friday afternoon or even on Saturday you'll also find a brand new replica of the 17th century sailing ship Maryland Dove berthed on the St. Mary's River, (<https://www.marylanddove.org/colle>) which is available for tours during the day and is well worth the short walk.

The college itself is named for the place it represents, St. Mary's City, which was Maryland's first city and its colonial capital. There is a re-creation of the original village in various states of construction that is not to be missed. You will find re-enactors on site that discuss the history of the village from an earlier time which is both educational and fun. (<https://www.hsmcdigshistory.org/about-hsmc/mission-and-history/>)

Friday night marks the last official evening of the cruise and we bid our friends, old and new, a fond farewell as we sail back to our home ports on Saturday 6/29/24.

Cruise Organizer:

Eric Wengstrom – ericwengstrom@gmail.com

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Marina and Anchorage information

*** NOTE ***

Each captain is responsible for making reservations at each marina you wish to stay with.

Saturday, June 22, 2024

Smith Creek, Point Lookout Marina (www.pointlookoutmarina.com)
16244 Millers Wharf Road, Ridge, Maryland 20680
(301)872-5000
N 38° 06.933 • W 76° 24.033
Book slip thru Snag-a-Slip or Dockwa.

Sunday, June 23, 2024

Lower Machodoc Creek
Anchorage
N 38° 7.318 • W 76° 38.083

Monday, June 24, 2024

Leonardtown, Maryland.
N 38° 17.138 • W 76° 38.181
Anchor or stay at the town dock on a first come, first serve basis.

Tuesday, June 25, 2024

Canoe Neck Creek
N 38° 15.594 • W 76° 43.713
Anchorage

Wednesday, June 26, 2024

Colonial Beach, Virginia (Colonial Beach Yacht Club)
(804) 224-7230
N 38° 13.866 • W 76° 57.914
Book slip thru Snag-a-Slip or Dockwa.

Thursday, June 27, 2024

Coles Point, Virginia (Coles Point Marina)
(804) 472-4011
N 38° 08.556 • W 76° 36.892
Book slip thru Snag-a-Slip or Dockwa.

Friday, June 28, 2024

St. Mary's River at St. Mary's College
N 38° 11.593 • W 76° 26.122
Anchorage

Catalina 22 Midwinters

February 3 & 4

Kelly Park, Merritt Island, Florida

Congratulation to Justin Chambers and Doug Thome who won the Catalina 22 Midwinters Regatta held on February 3 & 4 and hosted by the Indian River Yacht Club, Florida.

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Pos
Justin Chambers	31	2	2	1	1	[3]	1	7	1
Ryan Jordan	7256	1	1	5	[7]	4	3	14	2
Rich Gailey	216	[5]	3	2	5	2	4	16	3
Randy Pawlowski	439	[9]	9	4	2	1	2	18	4
Mickey Richardson	8	3	[6]	3	3	5	5	19	5
Robert Edmond	242	4	[8]	6	4	6	6	26	6
Mark Heinold	7436	6	4	8	8	8	[9]	34T	7
Todd Schuerger	785	7	7	7	6	7	[10]	34T	8
Jim Hodson	2612	8	5	9	[10]	10	7	39	9
Jerry Butz	15726	10	[11]	10	9	9	8	46	10
Dan Fletcher	6813	[11]	10	11	11	11	11	54	11
Brad Ruffe	5637	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	70T	12
James Valenti	166	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	70T	12

Catalina 22 Florida State Championship

January 13 & 14

Kelly Park, Merritt Island, Florida



Congratulations to Gene Cochran and crew Keith Bennett and Mickey Richardson who won the Florida State Championship Regatta the weekend of January 13 & 14 at Kelly Park, Merritt Island, Florida..

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Pos
Gene Cochran	923	[4]	3	1	1	1	2	8	1
Randy Pawlowski	439	1	1	[5]	4	2	1	12T	2
Richard Gailey	216	2	2	2	3	[4]	3	12T	3
Ryan Jordan	7256	3	1	4	2	[7]	4	14	4
Brad Ruffe	5637	[5]	5	3	5	3	5	21	5
Todd Schuerger	785	6	6	[7]	7	5	6	30	6
Dan Fletcher	6813	7	[8]	6	6	6	7	32	7
Jerry Butz	15726	8	7	8	10 DNC	10 DNC	10 DNC	43	8
James Valenti	166	10 DNC	9						

Southern Challenge Regatta

By Rich Gailey



We had seven Catalina 22's in town for the Southern Challenge on Lake Monroe in Sanford Florida which is a nice place to sail for those of you who were shoveling snow this past weekend. We had a boat come down from North Star Sail Club in Michigan, one from the Dixie Sail Club in Alabama, and crew from Dillon Yacht Club in Colorado who are not used to putting a keel down on a boat. LOL.

We had wonderful shorts, flip flops, and no jacket weather all weekend with plenty of nighttime activity in the Historic District of Sanford (AKA the Craft Brew Capitol of Central Florida). We started with practice racing on Friday with marks made by the creative crew from, "Screamin'." On the first day of the Southern Challenge on Saturday we were able to get three races in with light to medium winds with a few gusts coming in at the weather mark that made the approach to the zone interesting. The standings at the end of the first day had a two tie between "Plan B" and "Screamin'" with the edge going to "Plan B" with "Mercury Rising" one point behind.

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After spending a good part of Saturday night trying to convince sailors from Alabama and Georgia that Florida is more "Southern" based on geography, we began races on Sunday. We had a nice light breeze that enabled us to get two more races in that allowed "Screamin'" (Mickey Richardson, Keith Bennett, and Gene Cochran) to carve out first place followed by "Mercury Rising" (Brad Ruffe, Rick Smith), with the return of "Plan B" ("Uncle" Ray Laguna, Scott Marriott, Alan Bloom).

We would like to thank James Hodson and Michael Wells (picture below) sailing "Small Fry" from North Star Sail Club (host of the Catalina 22 Nationals in Michigan) for coming down. All of us slackers who have not yet registered for the Nationals appreciate the coffee mugs that gave us a gentle reminder that we still need to register.



Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Pos
Mickey Richardson	38	3	1	4	2	2	12	1
Brad Ruffe	5637	5	3	1	3	3	15	2
Ray Laguna	216	1	2	5	4	5	17	3
Rich Gailey	216	6	7	3	1	1	18	4
Ryan Jordan	7256	2	5	6	5	4	22	5
Jerry Butz	15726	4	6	2	8 DNS	8 DNS	28	6
Jim Hodson	2612	7	4	7	7	6	30	7



First place—Skipper Mickey Richardson (middle) with Gene Cochran and Keith Bennett.



Second place—Brad Ruffe (right) and Rick Smith.



Third place—Ray Laguna (middle) with Scott Marriott and Alan Bloom

New Fleet #151 in Crescent City, Florida

Congratulations to Pete Ackerman, Kevin Jordan, and Miles Ashley for establishing a new Catalina 22 Fleet #151 based out of Crescent City Yacht Club in Crescent City, Florida.

Katie McBride Receives John Boemer Award for Sportsmanship

Congratulations to Region 8 Commodore Katie McBride who received the 2023 John Boemer Sportsmanship Award in recognition of her promoting Catalina 22 sailing on and off the race course. The award was presented by Mark Goodwin at the Grapevine Sailing Club in Grapevine, Texas.



Region 8 Genoa Championship

April 6 & 7

Lake Worth Sailing Club

Fort Worth, Texas

For a *Screamin'* fun time
and some *Mischief*



Race in the Dixie Sailing Club's
Punchbowl Regatta
April 13 & 14
Lake Martin, Alabama

***The George Yerger Arkansas Hog Wild Regatta
and Arkansas State Championship***

DeGray Lake, Arkansas

May 4 & 5

Iron Mountain Yacht Club and Catalina 22 Fleet 145

Notice of Race available at www.catalina22.org

Region 3 Championship

May 18 & 19

Percy Priest, Nashville, Tennessee

Notice of Race available at www.catalina22.org

Jolly Roger Sailing Club's Cattail Regatta

June 1 & 2

Sailing on Maumee Bay on Western Lake Erie, Ohio.

The Catalina 22 Class will also compete for the
Bruce Sondys Memorial Trophy.

Notice of Race available at www.catalina22.org

Throwdown in Motown One Design Regatta

August 17 & 18

North Star Sail Club and Catalina 22 Fleet 130 invite everyone to come back in August for the fifth annual Throwdown in Motown. Last year's Throwdown had six races in two days with good food, beverage and music. We had boats from seven different states on the line. That's great and makes it a lot of fun.

The Throwdown will be held in Anchor Bay on Lake St. Clair located about 30 minutes northeast of Detroit. Easy driving —North I-75 to East I-94 and that will put you about five miles from the club.

Registration is open on YachtScoring.

What: 2024 Throwdown One Design Regatta

Where: North Star Sail Club, Harrison Twp. MI
Anchor Bay on Lake St. Clair

When: August 17th and 18 2024

Registration: [YachtScoring](https://www.yachtscoring.com)

Lodging: Hampton Inn & Suites
45725 Marketplace Blvd.
Chesterfield, MI 48051
586-948-2300

Questions: Jim Hodson
jhodson1959@gmail.com

SAVE THE DATE

AUGUST 17-18 2024



North Star Sail Club Race Committee Presents

THROWDOWN IN MOTOWN



**ONE DESIGN RACING.
NO RATINGS/NO EXCUSES.**



2010

“Tar Baby”

Today

“Black Hole”



MainBrace

May 2010

MainBrace

Spring 2024

*The real story behind the famous
photographs by Kenneth Boone Photography*

Dennis and Winn's BIG Adventure

Article by Winship Story

Originally published in **MainBrace** - May 2010



Last weekend (March 20-21) the Region 3 Championship Regatta was held at Dixie Sailing Club near Alexander City, Alabama. Neither Dennis Slaton nor I had expected to go because we had friends that were to visit that weekend and Dennis was still recovering from knee surgery a month prior. When our guests changed their plans, I asked Dennis if he thought we might get together and go at the last minute. On Friday morning we agreed to get packed up and leave for Lake Martin at 6:00 AM on Saturday morning.

Dennis and I have been sailing and/or competing with each other for several years. After he helped me get into a Catalina 22, we bought several boats together and fixed them up for racing and encouraged others to join the class. We have traveled together and had some interesting adventures over the years. This weekend was another memorable one. Upon arriving at DSC early Saturday morning, we talked with PRO Ted McGee who shared with us his concerns for Sunday's racing due to some nasty weather that was supposed to come our way. He thought it would be good to have four races on Saturday if time allowed so we could cancel on Sunday if necessary and still have enough races to make everyone feel it was worth the trip. Also, Saturday was supposed to be a very nice day for sailing with sunny skies, warm temperatures and 8-10 mph winds. What more could we ask for?

As we motored out to the course at 11:00 AM, the wind had not yet shown up and we were a little worried that the breezes wouldn't show. However, about 11:30 AM, the wind filled in, a course was set, and off we went, right on time. The breeze was shifty and puffy, and Keith Bennett with his wife/super crew Jennifer beat us by a boat length at the finish of the first race. OK we thought, we had good speed, missed one shift, but with at least three more races, we had a good chance to win this thing!

Ted and his race committee did a great job of adjusting the course for the second race as the wind had picked up some and had begun to shift left. We were lined up to start mid-line when at the last minute a

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left-hand gust rolled down the course, greatly favoring the pin end. We scooted toward the pin and with five seconds to go tacked to port and crossed the fleet by a good margin, and then hit two more shifts to round the weather mark a 100 yards ahead of the second boat. Heading back uphill we were smoking fast, hitting all the shifts and puffs, extending our lead (just like Buddy Melges says) rounded the weather mark and flew down the last leeward leg. This is where we get to the big adventure part.

As we were approaching the leeward mark for the second time, I turned to Dennis and said, “what a beautiful day to be out sailing.” The wind had become a little stronger and some big puffs were rolling down the course, but we were catching the good ones and were sort of feeling a bit cocky as we rounded the leeward mark for the last time on our way to the finish. We sheeted in and headed toward the right side of the course on port tack, watching some nasty looking puffs coming our way.

I think it was a huge microburst, at least 50-60 mph, but perhaps I am slightly overstating the intensity of the blast that caught us. Two puffs a few seconds apart, each headed us ten degrees or more, and then the biggie smacked us, backing the Genoa and knocking Tar Baby onto starboard tack with the sail still cleated on port tack.

(Continued on page 46)



(Continued from page 45)

It took maybe two seconds, maybe less, and the mast was in the water, and we were well past 90 degrees. I was sitting on the port rail, watching Dennis negotiate the first two blasts and then I was sitting on the port rail with my rear end in the cold water with my feet above my head, holding onto the side of the companionway. Dennis was standing on the side of the seat clinging to the rail. With a reasonably calm voice, he said “cut the sail loose.” My cleverly worded response was “I am in the water.”

We cross-sheet, so the sheet was cleated to the cabin top right in front of me. I am here to tell you that with your head and feet in close proximity you have very little leverage to do much of anything. By then, the only thing dry was my head and my feet. I knew this as my feet were situated about a foot from my face, and I could see them very clearly in spite of the fact that my glasses had fallen off and were sitting on my chest. In time. I realized that something had to give, and I just let go enough to allow my legs to slide off the seat and into the water. Did I mention how cold the water was?

Then I pulled myself above the cleated sheet and sort of fell on it pulling it out of the Harken 150 that was working so effectively. As I did this, I threw my glasses into the cabin and noticed many little geysers spraying in around the windows and several miscellaneous items (gloves, cups, cooler, gas can) lying on the side of the cabin. As the sheet relaxed, the bow started to spin to the left and we finally felt the first sign that “Tar Baby” was going to right herself. In fact, once the process started, we thought she might swing up and roll over on her other side. She straightened up however, wet sails flapping wildly, water shedding off her decks, as if to say “OK, let’s get going again.”

As I struggled to gain my wits, here comes Reid Collins, (the boat we were waaaay ahead of just minutes ago) rounding the mark and heading our way. Dennis and I started pulling in the sails and I recall saying something to the effect that we couldn’t let him beat us to the finish. As we got the boat going, we started asking each other if we were all right, etc. I was looking for my glasses, water dripping off everything but my head, pulling in the Genoa and warily looking for any other nasty looking puffs. Turning to Dennis I said, “well I am pretty soaked.” His response “Yeah, my shoe got wet too!” Poor guy.

It seemed to us that we were knocked down for a long time. In reality probably only a couple of minutes. I eventually found my glasses on the portside shelf, all by themselves, as everything else had washed off as we rolled upright. Surprisingly, there were only about 20 gallons of water in the boat, due in part because the cockpit seat lockers were held closed with bungees. “Tar Baby” won the race in spite of the adventure, but we retired from the last two races because I was really chilly, and Dennis had smacked his just operated on knee on the barney post and was in great need of some ibuprofen.

Fortunately, one of the race committee boats was standing close by during our ordeal, making sure we would have a place to go if “Tar Baby” had decided to leave us. In retrospect this was very comforting. Also, there was a professional photographer right there to record the events. We hope to see ourselves on the cover of Rolling Stone soon. Or maybe on the last page of *Sailing World* —Ask Doctor Krash.

SCREAMING!

MK-II Cockpit Locker Hatch

By Don Boyko

We have had several MK-II's and although they are a great version for cruising, I found one annoying issue. Whenever I stepped into the cockpit onto the starboard cockpit hatch, like when boarding from the swim ladder, or sat on the starboard cockpit hatch, it made a terrible screeching noise. All three of the MK-II's we have owned had this same problem.

I discovered the caused was the front vertical section of the hatch cover bending outward on the mating support surface below, think "turkey call", and the rubbing caused a loud annoying SCREAM!



To eliminate the problem I removed the hatch and using my Dremel Tool with a grinding bit, I ground all the paint off along the front lip back several inches.

This was probably the hardest part of the project because for proper bonding, you need to get down to bare fiberglass. The Catalina factory really put on a heavy coat of enamel!

After the area was prepped down to the bare fiberglass, I installed multiple layers of 2" fiberglass tape using WEST epoxy with some of their high strength filler added.

Here is a little hint, put a strip of masking tape over the gel coat side to protect it from the possibility of some epoxy dripping on the gel coat. The original fiberglass in this area was only about 1/8" thick. I built it up until it was about 3/8" thick, or slightly more than double the original thickness. After it all cured, I block sanded the bottom to match the mating surface, and no more screeching!





Two More Uses for Bungees

By Dennis Slaton

Reprinted from May 2006 *MainBrace*

After having almost every line in the cockpit hang on them and after repeated scraping of my legs on them, I came up with a way to make the hasp hardware on the seat hatches go away and still keep the hatches functional. I screwed an eye strap on the under side of each hatch, then I ran a long bungee under the cockpit floor and hooked each end to the eye straps on both hatches. To open just raise the hatch enough to reach under and unhook the bungee, to stand the hatch open just hook the bungee on the edge of the hatch opening. Works like a champ to hold the hatches closed while sailing, you just can't lock the hatches.

The new rudders tend to float up out of the gudgeons. Rather than putting a "ring ding" in the pintle, which can kill your rudder if it goes aground, I use a bungee round the back end of the tiller and hook it down to an eye strap on the inside of the transom, this keeps the rudder in the gudgeons, while letting it ride up if it needs to.

Swing Keel Not Down

By Gerald Hayslip

Reprinted from May 1996 *MainBrace*

I thought an excerpt from a letter by Alvin Touchet (#14399) worth bringing to attention.

In all my years messing around with C-22s, I have not heard much concern about a keel being "all" the way down, or at a "proper angle", and yet, this could effect a boat's performance. Most of us assume that when the keel cable is slack, the keel is OK. Now, however, since owners are using "wedge-type" kits to eliminate the thumping problem, it may prove important to make sure the top of the keel rotates all the way into the trunk when the keel is lowered.

Unfortunately, the only way to check this without the benefit of a hoist would be to in the water.

Alvin writes, "Upon hauling the boat for survey, I discovered the keel would not go down all the way. Measured draft was only 4.5 feet. It was obvious something was stopping it from going down completely, and it was not the cable. My keel had been factory fitted with the spacers to stop the keel klunk, but these seemed to be causing the problem. As the board went down, they (spacers) would prematurely get stuck inside the keel trunk. The solution was to try shaving them down with a sander. This improved the situation, but the keel still lacked a few inches of going down all the way. I finally ended up removing them (spacers) completely. Now the keel goes down and there is no keel klunking."



Outboard Motor Transport on Trailer

By Stuart Weist

Here is one of the trailer without the outboard motor or boat. Its the white bord mounted on the winch stand with two U-bolts and located next to the winch. I generally trailer longer distances and like to see the motor from the mirror on the truck. It also helps add a little tongue weight.



Stop Trailer Bow Creep

By Rich Fox, Editor

When pulling your boat out of the water at the ramp, are you scratching your head about why there is a gap between the bow of your boat and the trailer bow stop, even though you had pulled the Catalina 22 all the way in while winching? The way to solve for trailer bow creep this is to raise the rear end of the trailer bunk boards. This will only work for swing keel models. Raising the rear end of the trailer bunk boards will greatly reduce the rotation of the boat from bow to stern as the trailer is pulled out of the water and the weight of the rear part of the Catalina 22 settles down on the bunk boards. The less travel there is for back half of the Catalina 22 settles down on the bunk boards, the less gap you will find between the trailer bow stop and the bow of the boat. In short, the closer the bunk boards are set-up to being more parallel with the top of the water, the less likely the Catalina 22 will rotate from bow to stern as you pull out of the water and the boat settles down on the bunk.



Tech Tips

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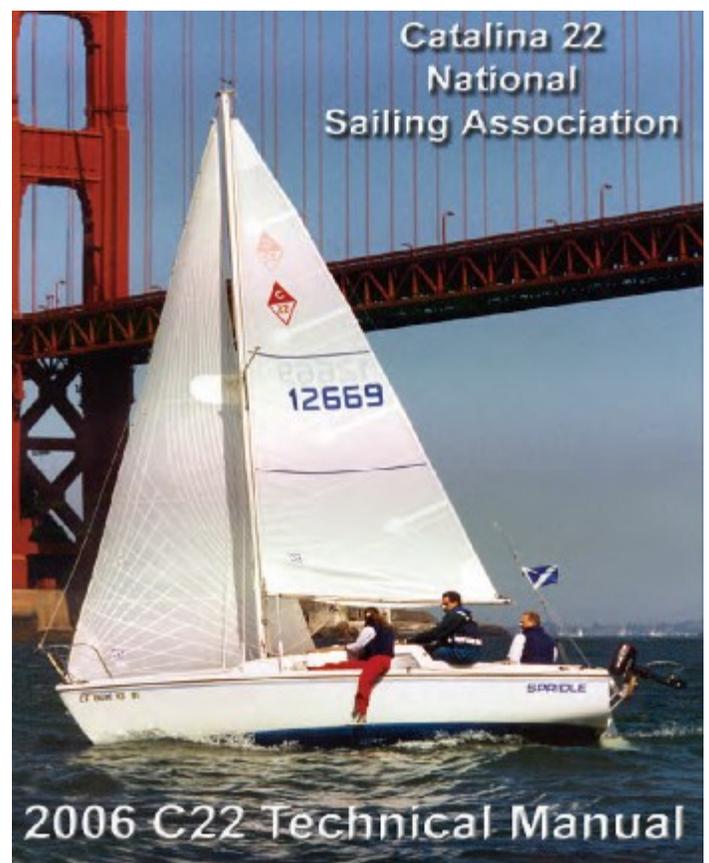
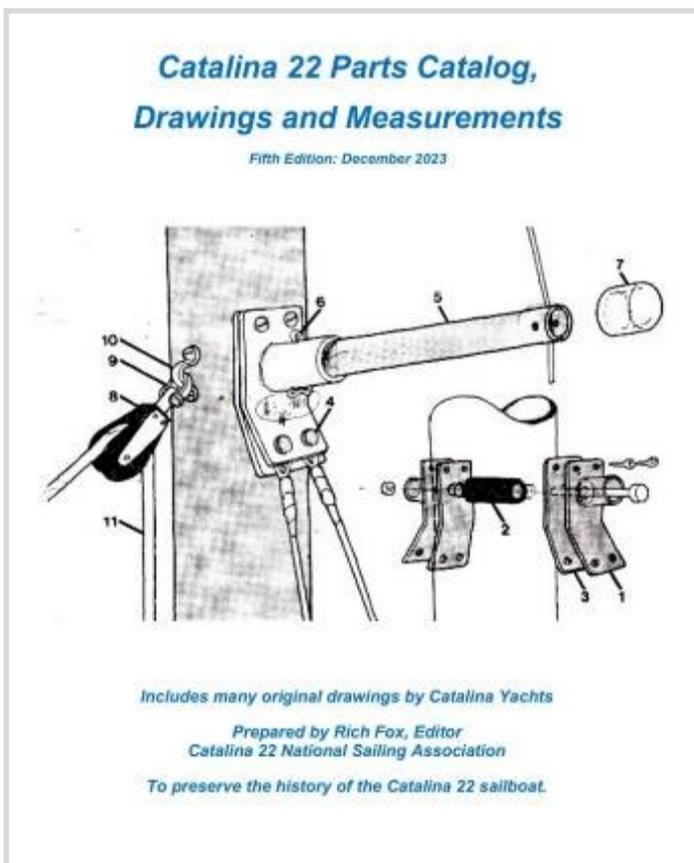
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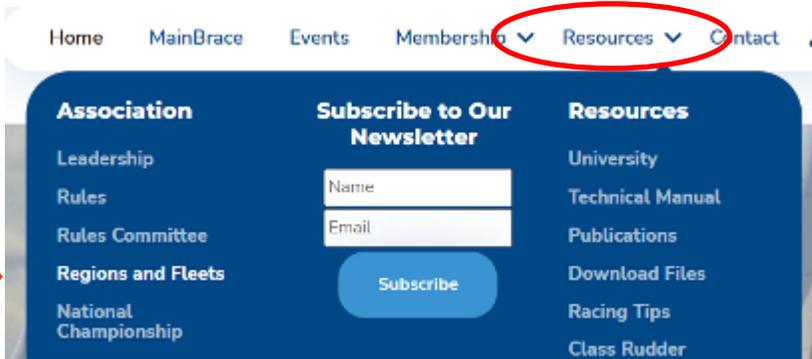
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