



BUC-EE Catalina 22 Racing Notes

By Justin Chambers and Doug Thome

The first and foremost thing on any list is to have FUN. We still have fun traveling and tinkering with these boats. The fun factor is what keeps us coming back, regatta after regatta, and year after year. The list below is an outline of what we go through before every regatta.

PRACTICE

The most important thing we do is practice. Time spent sailing together is approximately 70 to 80 days a year since 2002

- ◆ 30-40 Catalina 22 fleet races
- ◆ Gone with the Wind Regatta
- ◆ Mid-Winters Regatta
- ◆ Region 3 Championship
- ◆ National Championship
- ◆ Starts
- ◆ Speed testing
- ◆ Mark Rounding's
- ◆ Jibes
- ◆ Tacks

PRE REGATTA PREP

Wind

- ◆ History
- ◆ Forecast

Currents

- ◆ Topo maps/Google Earth
- ◆ Local knowledge

Boat

- ◆ Spare parts
- ◆ Fix bottom and foils
- ◆ Clean / Teflon
- ◆ Check all hardware
- ◆ Lubricate turning blocks, winches and turnbuckles
- ◆ Inventory required gear per Notice of Race

Sails

- ◆ Check for wear and repair as needed

Boat Rigging

- ◆ Check all standing rigging
- ◆ Center mast and set rig tensions to the *Waters Tuning Guide*:
 - ◇ Forwards 10
 - ◇ Uppers 25
 - ◇ Aft 4
- ◆ Forestay length
- ◆ Double check mast centered
- ◆ Hang weight on main halyard and check pre-bend, 4" to 6"
- ◆ Final wash and wet sanding where necessary
- ◆ Duct tape bow cleats
- ◆ Tape the rear cockpit hatches
- ◆ Empty all unnecessary items from boat

Boat Set-Up at Dock

- ◆ Read the *Sailing Instructions*. Familiarize yourself with penalty requirements, check-in procedures, courses, finish line description, and mark colors and shapes.
- ◆ Check rig tension and set for wind conditions.
- ◆ 8-10 knots set as above base
- ◆ Less than 8 knots
 - ◇ Caps 20
 - ◇ Forwards 7
 - ◇ Afts Just off gauge
- ◆ Hank-on genoa and set leads for wind conditions
- ◆ Tie jib sheet pig tail to clew and leave 2 in bowline. This give you a good target for the whisker pole and keeps the pole close to the clew for maximum projection downwind.

(Continued on page 22)



(Continued from page 21)

On the way to the Race Course

- ◆ Have the helmsman head-up slowly so jib luffs. Adjust cars so the genoa's lower and upper inner tell tales break simultaneously. If top is breaking first, move lead forward. If bottom is breaking first, move lead aft. This is a general setting. Further adjustments should be made for wind strength and water conditions.
- ◆ Medium air / smooth water the Genoa may be trimmed a little flatter (leads set back). This will help point higher.
- ◆ Heavy air / chop, the genoa leads move forward and don't trim as close. This provides power and keeps the boat upright.
- ◆ Check-in with Race Committee. Write course on visible location (heading to windward mark and # of laps) Is there an off-set mark? Is there a leeward gate?
- ◆ Make several runs at crossing the line to get feel for time and distance relationship for existing conditions.
- ◆ Final rig adjustments if wind conditions have changed since leaving the dock.

Pre-start

- ◆ Determine favored end of line
- ◆ Will there be a jam-up at one end?
- ◆ Determine favored side of course
 - ◇ Watch previous fleets
 - ◇ Look for smoke/flags
- ◆ Provide time to helmsman every 30 seconds until 2 minutes and then count down every 15 seconds until 1 minute, then every second to start.

Start

- ◆ As soon as you know that you will not be over early make the call to race, trim genoa and hike (legally) to get the boat flat. The first 200 yards of the race is one of the MOST important parts of the race.

Upwind

- ◆ Call puffs (lifts/headers and velocity)
- ◆ Call relative performance vs. other boats close by. Always reference your performance (ie: higher and faster...you are pointing higher and going faster than the competition) flat boat unless heel is needed for helm pressure.

Close Crossings

- ◆ If the helmsman indicates there is a potential close crossing, it is always best to have the jib sheet in your hand and the sheet clear to run. If a duck is required ease the sheet as the boat is turning down and trim in again as the bow is brought back up after clearing the stern of the crossing boat. Once a potential close crossing has been indicated by the helmsman, even if you are starboard, be prepared to duck or tack. You may not want to duck but slow down to let the starboard tacker cross, this maintains your lane.

SAIL TRIM-UPWIND

Genoa

- ◆ 8 knots standard - 6 inches off spreader
- ◆ Match trim speed after tack to keep the boat moving
- ◆ Constant trimming so helm is used for small shifts
- ◆ 8-12 knots - 2 inches off spreader
- ◆ Trim as quickly as possible out of tack and get to the rail
- ◆ 12+ knots - Just off the spreader until helmsman is overpowered
- ◆ Use cabin top winches and cleats to bowstring sheet
- ◆ Match jib cunningham tension with forestay sag keeping draft approximately 33%

Main

- ◆ 0-8 knots – max traveler up, ease sheet until tell-tales flow back continuously
 - ◇ Backstay used only to keep forestay from bouncing in chop
 - ◇ Outhaul loosened so foot is 4-6 in. of boom
 - ◇ No cunningham
- ◆ 8-12 knots – traveler max up, ease if over-powered
 - ◇ Sheet hard on the stall top telltale 40% of time last to dump if overpowered
 - ◇ Backstay medium...Ease to power up in lulls
 - ◇ Outhaul tightened so foot is 2 in off boom
 - ◇ Bring on cunningham to take wrinkles out, keep draft at 50%
- ◆ 12-up knots – traveler centered, ease in puffs, vang sheet
 - ◇ Feather in puffs
 - ◇ Max backstay

(Continued on page 23)

(Continued from page 22)

LEEWARD MARK

WEATHER MARK

- ◆ Once mark is definitely going to be made get pole out on deck
- ◆ As round mark pass jib sheet back to helmsman
- ◆ If light air attach pole to pigtail loop

OFFSET MARK

- ◆ As round offset walk the pole forward from low side if light air, otherwise
- ◆ Walk pole around high side and attached to pigtail loop
- ◆ Ease sails

DOWNWIND

Flat boat to weather heel in puffs to help drive boat down.

Helmsman

- ◆ Play boomvang
- ◆ Backstay and jib cunningham to be loosened
- ◆ Bowman
- ◆ Keep clear lane
- ◆ Call puffs/lanes
- ◆ Watch competition

Jibing

- ◆ Helmsman
 - ◇ Tiller between legs
 - ◇ One jib sheet in each hand, taking slack out of lazy sheet (simultaneously easing and trimming through jibe)
 - ◇ Once pole is set throw main
- ◆ Bowman
 - ◇ Release pole from mast and shove toward stern until far end clears inside the forestay
 - ◇ Re-attach pole to mast and pull the pole back
 - ◇ Help main jibe across

Helmsman

- ◆ Pull on appropriate backstay
- ◆ Pull traveler to appropriate side
- ◆ Take slack out of sheets as pole is coming aft to keep sheets from dropping over the bow
- ◆ Cleat jib to loose setting
- ◆ Begin trimming main at rounding

Bowman

- ◆ Release pole from mast and shove pole towards stern
- ◆ Trip release pole from pigtail loop
- ◆ Get into cockpit, stow pole, prepare to trim jib
- ◆ Set jib cunningham tension

FINISH

Post Race Debrief—normally this takes place on the way in from the race course and then later that evening. We try to talk about our strengths of the day, what mistakes might have been made and how to correct them the next time. We try not to be very critical of one another (that doesn't always happen but we make an attempt).

At the end of the day you have to remember this is for FUN!

Last, but not least - Rum Drinks.