MainBrace

Catalina 22 Sailing News

Fall 2026



















Fall 2026 Volume 55 No. 6

#256

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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. Editor - Rich Fox, email c22mainbrace@yahoo.com

About the Cover

John Handler

Winner of Throwdown in Motown Regatta

Gene Cochran

Winner of Sanford SailFest Regatta

Justin Chambers

2026 Catalina 22 National Champion

Rich Gailey

Winner of Fun ‘n Sun Regatta

Randy Pawlowski

Winner of Florida State Championship



Ben Miller

Winner of HOOD Regatta

Allen Kennedy

Silver Fleet Champion at Nationals

Mitchell Bullock

Spinnaker Fleet Champion at Nationals

Ryan Jordan

Winner of Midwinters

Calendar



Wurstfest Regatta II *

November 13, 14 & 15

Lake Canyon Yacht Club

Canyon Lake, Texas

Jubilee Regatta *

November 14 & 15

Pensacola Yacht Club

Pensacola, Florida





Sanford Sailfest 2026 *

December 5 & 6

Lake Monroe Sailing Association

Sanford, Florida

**NoR and online registration is now available.*

Catalina 22 National Championship Regatta

June 6 to 10

Dixie Sailing Club

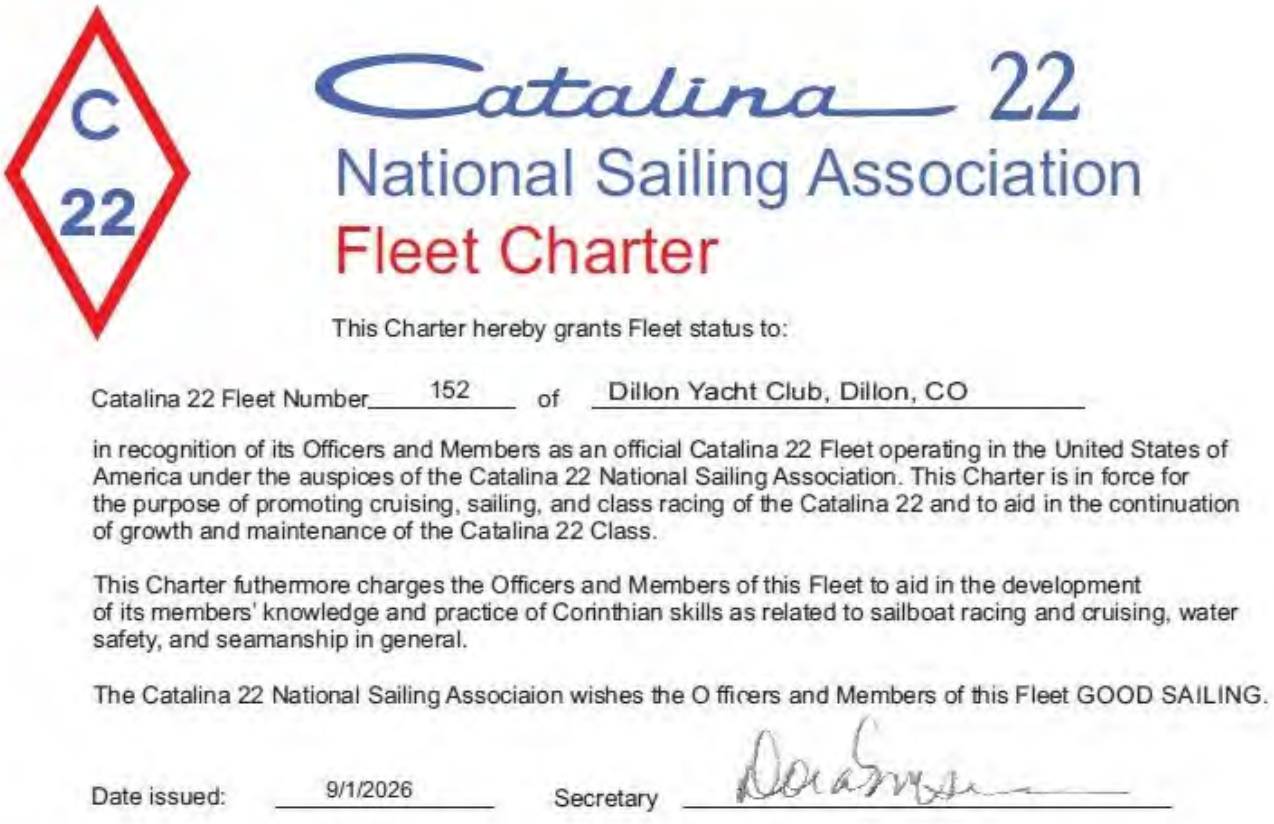
Wind Creek State Park - Lake Martin

Alexander City, Alabama

Send your 2027 events to Editor Rich Fox at c22mainbrace@yahoo.com

Welcome Fleet #152
Dillon, Colorado

The Catalina 22 National Sailing Association is pleased to welcome aboard Catalina 22 Fleet 152 of Dillon, Colorado. Fleet 152 is based out of the Dillon Yacht Club and sails primarily on Lake Dillon. Fleet Captain is Patrick Dorsch. Secretary/Treasurer is Garrett Regner. Fleet Measurer is Bret Triano. With six members, the main interest of Fleet 152 is racing. There are an estimated 15 Catalina 22s sailing on Lake Dillon.



C 22

Catalina 22

National Sailing Association

Fleet Charter

This Charter hereby grants Fleet status to:

Catalina 22 Fleet Number 152 of Dillon Yacht Club, Dillon, CO

in recognition of its Officers and Members as an official Catalina 22 Fleet operating in the United States of America under the auspices of the Catalina 22 National Sailing Association. This Charter is in force for the purpose of promoting cruising, sailing, and class racing of the Catalina 22 and to aid in the continuation of growth and maintenance of the Catalina 22 Class.

This Charter futhermore charges the Officers and Members of this Fleet to aid in the development of its members' knowledge and practice of Corinthian skills as related to sailboat racing and cruising, water safety, and seamanship in general.

The Catalina 22 National Sailing Associaion wishes the O fficers and Members of this Fleet GOOD SAILING.

Date issued: 9/1/2026 Secretary

Thinking About Participating in a Catalina 22 National Championship Regatta?

By Rich Fox, Editor

The Catalina 22 National Sailing Association has enjoyed a proud tradition having a national championship every year since 1973, with the sole exception of 2020 when the COVID-19 pandemic forced the cancellation of the event. This remarkable history reflects the enduring popularity of the Catalina 22 and the dedication of the sailors who keep the class thriving.



The National Championship typically features three fleets, offering opportunities for sailors of different experience levels and racing interests to participate.

Gold Fleet — The Pursuit of the National Championship

The Gold Fleet is traditionally the largest and most competitive fleet at the Nationals. The winner earns the coveted title of Catalina 22 National Champion and the bragging rights that go with it. Competitors will face some of the fastest Catalina 22s in the country, many carefully tuned and optimized for top-notch performance.

Experience counts, too. Many Gold Fleet skippers have been racing Catalina 22s for decades, bringing years of knowledge, skill, and competitive experience to the starting line. For sailors who enjoy a tough, competitive challenge, the Gold Fleet offers an exciting opportunity to measure their skills against some of the best in the class.



Spinnaker Fleet — Add a Little Extra Speed

The Spinnaker Fleet is open to all participants who want to test their skills with a flying sail. It offers sailors and crew an opportunity to sharpen their sail-handling techniques, refine their teamwork, and enjoy the added challenge and excitement of spinnaker racing.

Whether you are a seasoned competitor or looking to expand your racing experience, the Spinnaker Fleet provides another exciting way to get involved in the Nationals.

Silver Fleet — A Great Place to Start

The Silver Fleet is for sailors who are new to national-level competition and want to experience the excitement of the Nationals in a welcoming environment. If you know Catalina 22 sailors at your local sailing club who enjoy racing, encourage them to join the Silver Fleet! The Silver Fleet is an ideal way to get started in championship racing, meet fellow Catalina 22 enthusiasts, and learn valuable tips and techniques for getting the most out of the boats. Participants can gain experience, build confidence, and discover just how much performance a Catalina 22 can deliver.

To help newcomers prepare, the www.catalina22.org website features a publication titled “Welcome to Silver Fleet” written specifically to encourage and support sailors considering their first trip to the Nationals. It is an excellent resource for anyone thinking about taking the next big step in Catalina 22 racing.



For 2027, the Catalina 22 National Championship Regatta is scheduled for the week of June 6 to 10 on Lake Martin, Alabama (about 50 minutes northeast of Montgomery).

Watch for the *Notice of Race* to be posted on the www.catalina22.org website in January.

If this will be your first Catalina 22 National Championship Regatta, read the *Catalina 22 Class Rules* and make sure your boat complies with all requirements.

Mickey Richardson - Five Decades of Catalina 22 Racing and Service

By Rich Fox, Editor

When you are at the 2027 National Championship Regatta at Lake Martin next June, be sure to say “thank you” to Mickey for all he has contributed to the Catalina 22 class during the past five decades.

Mickey’s contribution to the Catalina 22 National Sailing Association are numerous. In 1984 Mickey served as Chief Measurer. The following year (1985) Mickey was elected C22NSA Commodore.


Chief Measurer Mickey Richardson

A few years later Mickey went on to win the 1988 (Lake Grapevine, Texas) and the 1996 (Fort Worth, Texas) Catalina 22 National Championship Regattas.

In 1992 Mickey was part of the newly formed Advisory Committee that evolved into the current Rules Committee where he continues to serve as an Advisor to this day.


Above: Mickey Richardson, Dennis Slaton and David Hayslip receive the Lifetime Achievement Award from Dora McGee. Dora McGee—Leadership Award. Below: Dennis Slaton—Sandy Kennedy Spirit Award. Photographs by Bruce McDermott

In 2019, Mickey received the Lifetime Achievement Award for his numerous contributions and continued commitment to the Catalina 22 National Sailing Association.

On the following page is a brief article about a regatta that Mickey won in October 1975. The article was published in the Winter 1976 *MainBrace* magazine and features a photograph of Mickey racing his Catalina 22 (#4630) to victory at the Southern Region Championship Regatta in Jacksonville, Florida.

A member of the Catalina 22 National Sailing Association since 1975, Mickey is also a long-time member of the Dixie Sailing Club (Lake Martin, Alabama) where he has been responsible for introducing so many club members and sailors in the Southeast to the fun of racing a Catalina 22.

Thank you Mickey!

Richardson Wins Southern Regional Regatta

Originally printed in the Winter 1976 *MainBrace*

Author believed to be Steve Riddle (Region 3 Commodore)



Mitch Richardson sailing 4530 to victory in October 1975 Southern Region Championship Regatta, Jacksonville, Fl. Note reefed mainsail with full sized masthead genoa jib. See story on page 4.

The first Southern Regional Regatta was held in Jacksonville, Florida, October 4 - 5, 1975. Nine boats braved the tail end of a hurricane to sail in the South's Finest Catalina 22 Regatta. The event was hosted by Jacksonville's Catalina 22 Fleet 35 and George Hapsis was the Regional Commodore. The Rudder Club on the St. Johns River was the regatta staging area.

The first race was a seven mile Olympic course held on Saturday and won by Mitch Richardson, #4530. The second race was a 10-mile loop race won by Larry Jones, #2678. Both races were held in 20 to 40 knot northerly winds. Sunday racing was in lighter airs, 15 to 25 knot northerly winds. Both races were modified gold cup courses, 5-mile each, with Mitch Richardson winning both.

Five ribbons were given for each race and five trophies for overall competition, the winners were:

First - Mitch Richardson, #4380, Columbus, Georgia (1,4,1,1)

Second - Larry Jones, #2678, Jacksonville, Florida (3,1,2,3)

Third - Joe Norman, #4711 Jacksonville, Florida (5,5,3,2)

Fourth - Doug Bowe, #2248, Boynton Beach, Florida (2,2,6,5)

Fifth - George Hapsis, #2223, Jacksonville, Florida (4, 6,4,4)

At the Regional Business meeting Saturday night, following a steak dinner, Steve Riddle of Clearwater, Florida, was elected as the new Regional Commodore. He will host the next regional regatta in St. Petersburg in April '76. Elected to serve with Riddle were Vice Commodore Doug Bowe of Boynton Beach, Florida, and Secretary/Treasurer Joe Norman of Jacksonville, Florida.

Running a Catalina 22 Fleet Race Series without a Committee Boat

By Sean Thornton
Founder, Committee Boat HQ

Racing every week when nobody wants to sit on the line!

Every fleet captain knows the Thursday text. Six boats are rigged, the breeze is a steady 10 knots, and nobody wants to run the committee boat.

In the last issue, Jon Keating's Fleet 101 report admitted that for years their Catalina group "struggled to get enough boats on the starting line to have a race." Small fleets can't spare a boat and two volunteers to sit on a line all evening. Many have no committee boat to sit on at all.

The good news is that a Catalina 22 fleet doesn't need one anymore. Nearly every boat on the line already carries a phone with GPS and an accurate clock, and that's enough to run the race. Here's how Committee Boat HQ takes the committee's work off your volunteers and lets your race officer go racing.

One Race Night, No Committee Boat

Committee Boat HQ is an app that runs the race from the phones already in your fleet, iPhone and Android alike. Here's what a Thursday night could look like with it:

5:45 pm, at the dock. The race officer checks the wind and opens the club's saved course or taps the start line and marks onto a chart. It takes about five minutes.

5:50 pm. They text an invite link to the fleet's group chat. Each skipper taps it and is registered, and the course appears on every phone. Nobody has to decode a course board, and nobody gets on the radio to ask which mark is first. One skipper would rather not bring a phone. No problem. The race officer adds their boat to the race by hand.

6:15 pm. One skipper texts the group: their outboard is acting up, and they'll be ten minutes late. No problem. The race officer pushes the start back, and every phone moves to the new gun together. Nobody has to re-sync a watch or shout a new start time across the water.

6:35 pm, on the water. The five-minute sequence begins. Every phone counts down to the same gun and sounds the signals together, and the countdown shows on an Apple Watch or Wear OS watch too. No flags, no horn, no stopwatch. Nobody is yelling over the VHF to ask how long until the start, or whether that was the one-minute horn.

6:40 pm, the start. The race officer is on the line with everyone else. So is the boat with the cranky out-board. Nobody sat this one out.

During the race. Each phone reports its boat's GPS position, so anyone ashore can watch the fleet live.

The finish. The app detects each boat crossing the finish line. The skipper without a phone notes their finish time on a watch and passes it to the race officer, who adds it in a few taps, and their boat is scored with everyone else. The standings are ready minutes after the last boat finishes.

7:55 pm, back at the dock. Results are posted, and there's a replay of every boat's track to argue over at the bar.



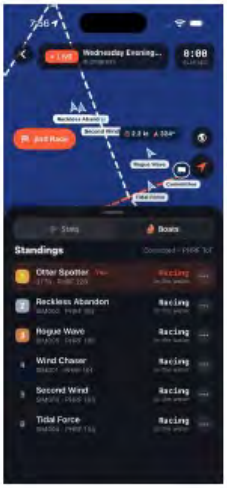
5:45 pm: lay the course



5:50 pm: the fleet registers



6:35 pm: every phone counts down



During the race: live standings



7:55 pm: results posted



At the bar: the replay

Nobody typed results into a spreadsheet, nobody gave up their evening to sit on a committee boat, and the radio stayed quiet all night. Then, at the bar, the phones came out one more time.

Instead of arguing about who won the start, everyone was replaying the race. Every phone recorded its boat's track, so the answers are right there on the chart, and the talk turns from who was right to what to try next week. Over a season, that's how a fleet gets faster.

Someone props a phone against the pitcher and drags the replay back to the gun. There's the race officer, who got to race for once, a good 50 yards behind the line. There's the boat with the cranky

outboard, which made it out in time and nailed the pin end. Scrub forward through the first beat and everyone can see who tacked on the shift and who sailed right past it.

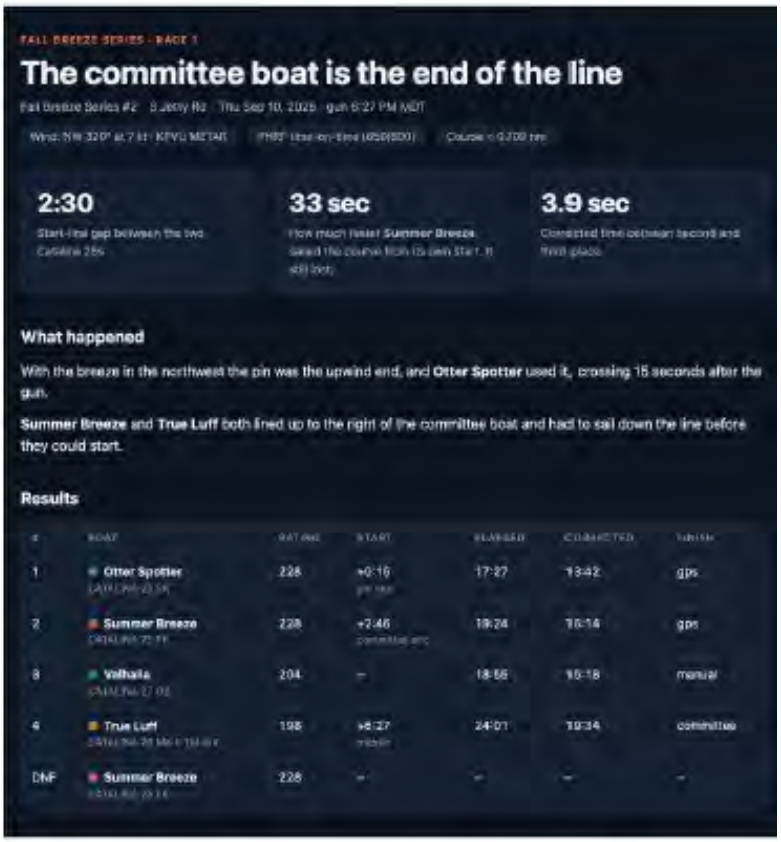
For the crew that finished last, this time last place comes with answers. The replay shows them carrying on well past the point where they could have tacked for the first mark, and everyone at the table can see exactly how much it cost.

The Next Morning

Over coffee, the race officer opens the finished race, taps Export race data and sends the file to Claude with three words: "Analyze my race." Committee Boat HQ has a free add-on for Claude and ChatGPT, called Race Analyst, that knows how to read it.

What comes back reads like a fleet report written by some-one who watched every boat at once. It tells the story of the night in plain English, and the story is that the race was won at the start. It measures how far behind the line each boat was at the gun. It times every leg and shows how much farther each boat sailed than it needed to. It works out how much quicker each boat would have had to be to take the next place.

Every boat gets a report card; with one thing it did well and one thing to work on. The race officer drops it into the group chat before lunch. The last-place crew's card says their first beat was as quick as anyone's, and that their trouble was the approach to the mark. They're the first boat on the water the next Thursday.



A Race Analyst report from a real Thursday night race.

The Rest of the Season

By the third week, race night is routine. The course is saved, so the race officer opens it, checks the wind and texts the link. Five minutes later they're rigging their own boat.

Like most Catalina 22 fleets, this one is a mix of boats: an original with a swing keel, a couple of MK-IIs and a Sport that's quick in a breeze. Most nights they race PHRF. Each boat's rating is saved with the boat, the race officer picks the scoring when creating the race, and the corrected times are on everyone's phone be-fore the boats are tied up. On a night when only matched boats show up, they sail scratch and first boat home wins. Clubs that share the line with other classes can use Portsmouth the same way.

Halfway through one race, a skipper's phone loses its GPS connection. Nobody notices. Everyone aboard joined the race on their own phone, so a crew member's phone quietly picks up the tracking, and the boat's track and finish carry on as if nothing happened.

As the fleet gets more competitive, the racers get used to marking their own finishes in the app. When it comes down to the wire with another boat, someone in the cockpit taps the finish as the bow crosses the line, and the time is recorded to that exact moment.

And the fleet grows. A couple who just bought their first Catalina 22 sail a free practice race on a Tuesday, alone, with nobody watching: a start sequence, three marks and the countdown. On Thursday they're on the line with everyone else. Their first result goes into the club newsletter the next morning, with a link to the results page and the replay. The fleet captain uses the same page for the next *MainBrace* fleet report.

Regatta Weekend

Late in the season, the fleet hosts its regional regatta. A regatta deserves a real race committee, and the club's regulars are out on the committee boat as usual. This year, they get to spend more of the day on the parts of the job they love.

The committee still sets the line and watches for boats over early. When a boat is over, they log the OCS right in the app, along with any 360, 720 or DSQ. When a visiting boat turns up with no phone aboard, the committee times it by hand. Each of them works the race from their own phone. The phones handle the horn, the stopwatch, the finish sheet and the scoring, so instead of juggling a

clipboard and a watch, the committee gets to watch the racing. The standings are posted before the boats are back on their trailers, and the committee is at the party instead of still adding up corrected times. Next year, finding volunteers is a lot easier.

Your First Thursday

None of this needs a board vote or new equipment. A fleet captain can set it up in an afternoon. Download Committee Boat HQ from the App Store or Google Play. It's free to download. Add your Catalina 22, then sail a free practice race on your own to learn the course builder and the countdown. Before your next fleet race, create the race and text the invite link to the fleet.

Then Go Racing Yourself

Fleet 101 went from struggling to fill a line to a crowded fall start. Region 4 is aiming for 12 boats at next year's regionals. Fleets grow when racing is easy to show up for, and that includes the person who used to run the committee boat.

You'll find the app, a short video walk-through and a racing-basics guide at committeeboathq.com. Or email me at committeeboathq@gmail.com. I'd love to hear how your fleet's first Thursday goes.



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Tom Beaumont
Prince Frederick, Maryland

Mike Bracket,
Clinton Township, Michigan



Duncan McBride, Commodore

No report.

Jennifer Bennett, Vice Commodore



Happy Fall!

The ***Sweet Home Alabama Nationals 2027*** planning is coming along. Please mark your calendars and join us June 6 to 10, 2027. As I expected the community is very excited to have this event on our beautiful Lake Martin. We already have a few sponsorships, commitments for items for the raffle as well as for the participants. Information for the Nationals will be updated along the way. We will be using a new registration platform that has proved to be more user friendly and communicating with participants easier. If you have sailed at North Star Sail Club on Lake St. Clair, then you have used Gybehub.

Our club, Dixie Sailing Club, will be hosting our annual Punchbowl Regatta April 24 and 25, 2027. The location will be the same location and sailing area that we will be having the Nationals just six weeks later. The location is Windcreek State Park, Alexander City, Alabama. This is an opportunity for you to sail in the area prior to the Nationals. We hope you will join us. I have some of the cabins and cottages reserved for the weekend. Please let me now if you plan to attend.

If you need any details or information regarding the Nationals, please do not hesitate to reach out.

Sail On –

Jennifer

334-324-1895

Dixie Sailing Club

Punchbowl Regatta

April 24 & 25, 2027



Mark Heinold, Rear Commodore

Catalina 22 Fleet 148 had some of our local Catalina 22's blown around from Hurricane Isaias - a Category 2 that made landfall near Destin, Florida, about 40 miles to our east on October 9. So, Pensacola was mostly spared, being on the "good side" of the eye. 65 mph winds out of the north-northeast with gusts to 100 mph was still enough to create boat chaos around the area. As a result, the Jubilee Regatta has been rescheduled to November 14 and 15. Registration is open on regattanetwork.com.

Fall weather is upon us and can make for the best sailing months of the year in the South. Cooler weather, good breezes, and less chance of storms, in addition, nicer weather for working on your boat. With all this in mind, I wish everyone a Happy Thanksgiving, and hope you all take advantage of the season with some excellent sailing outings and boat project completions. Look forward to seeing you all on the water soon.

Mark







David Hayslip, Chief Measurer

The Rules Committee has passed Ruling 50; backstay flickers are not permitted. Section F.1. of the Class Rules prohibits modifications to the standing rigging. Ruling 8 defines the standing rigging, the stationary wires that hold the mast in place. Discussions of the flicker topic brought up questions of why changes to rigging such as mainsheet location or method are legal while addition of a flicker is not. Our Class Rules distinguish between modifications to standing and running rigging. Section G allows running rigging, defined in Ruling 9, to be open or unregulated, with the exception of the keel cable; these pertain to the ropes used to make or take in sails.

If a competitor is having difficulty with the mainsail clearing the backstay, here are some tips that may help.

1) Forestay Dimension: Factory forestays vary in length. The length of 27'2" on the black boats let the mainsail pass the backstay fairly easily. A shorter forestay length would reduce backstay clearance. Addition of a toggle to match the length of a factory forestay is permissible. Differences in halyard arrangements will influence consistent measurement results. Another method of checking mast rake is using a plumb bob hung from the main halyard and noting where it hangs in relation to the boom. The North Sails tuning guide, for example, suggests this distance should be about six inches.

2) Backstay Adjuster: Using a sewn in mark on the backstay tackle helps prevent letting the mast too far forward on the downwind leg. We use marks for both upwind and downwind settings to ensure consistent performance.

3) Main Halyard: Easing the main halyard slightly on the downwind legs allows the top panels to twist off and unloads the leech allowing the sail to more easily pass the backstay. This twist may also help with upwind performance.

4) Aft Lowers: Some boats are tuned with little or no aft lower tension. Setting at least minimal tension on the aft lowers helps prevent the mast from leaning too far forward downwind and can help the main clear the backstay.

I hope these will help out whether a flicker has been in use or not. If any members have additional tips for optimizing mainsail backstay clearance or other technical tips, please feel free to submit technical articles to the editor.

The Rules Committee has no new business at this time.

Good Sailing,

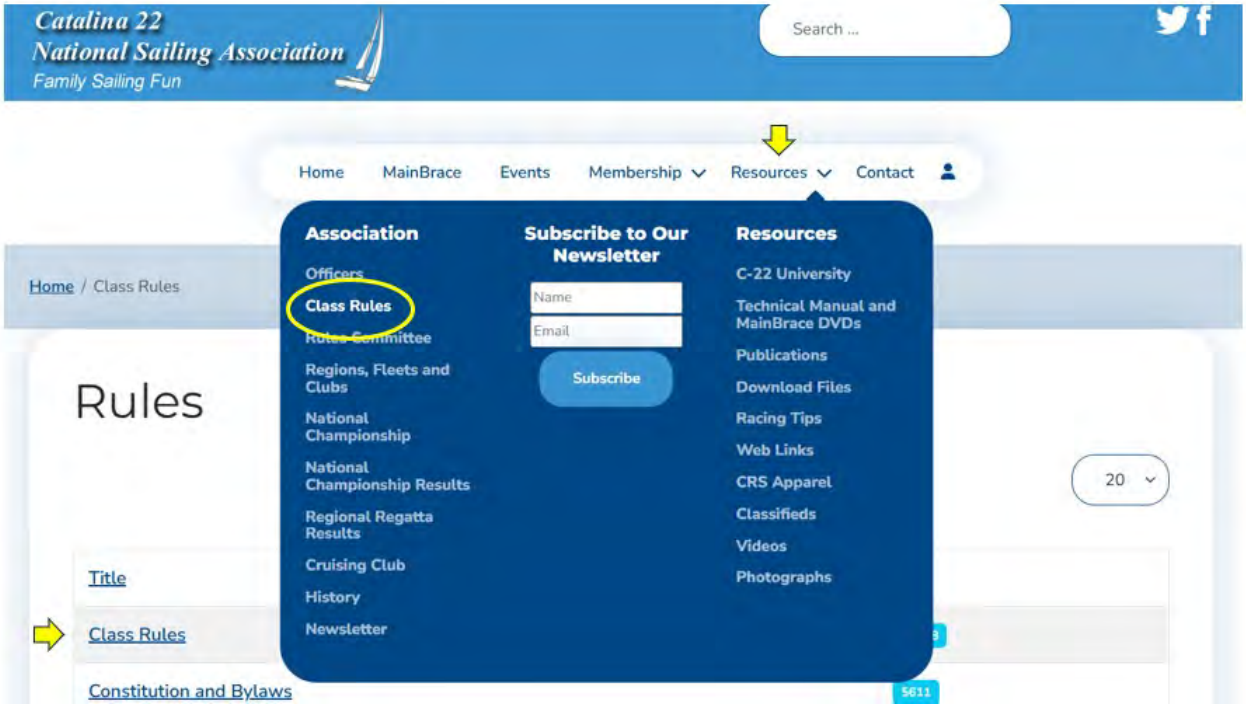
David

How to Find the Updated Catalina 22 Class Rules

Go to www.catalina22.org

Select Resources

Select Class Rules, and again





Dora McGee, Secretary

Happy Fall Y'all ~ The weather has been perfect with temperatures in the mid 70's. That means that the leaves are turning beautiful colors and falling; but it also means that everyday we have "WIND" ! It is the perfect sailing weather 😊

We have quite a few members who have not renewed their membership this year so I will be sending out a letter as a reminder of all the benefits of joining and membership. If you know of someone who has a Catalina 22 please tell them about the Catalina 22 National Sailing Association and send them to our website https://www.catalina22.org

In addition to all the current information regarding racing, cruising and tips; your membership helps maintain the Catalina 22 National Sailing Association website and the ongoing publication of the *MainBrace* magazine and a section in the *Mainsheet* magazine. I will include the one-page document titled "The Benefits of Joining the Catalina 22 National Sailing Association" in this issue of the *MainBrace* magazine.

Our current membership is 349 (This is a loss of 11 members since our July *MainBrace* report).

I wish all of you a very wonderful Holiday Season and many days of sailing and new adventures.

If you have any questions, please let me know.

seA you on the water,

Dora

BoatU.S. Special Discount

Co-op Group #

GA83459S

Benefits of Joining the Catalina 22 National Sailing Association

• **Camaraderie** – Membership in the Catalina 22 National Sailing Association provides you with the opportunity to develop and share a unique camaraderie with other Catalina 22 owners. Whether you race or cruise, you will find great Catalina 22 camaraderie.
• **MainBrace** – receive the official magazine of the Catalina 22 National Sailing Association. The MainBrace keeps our membership informed of Catalina 22 regattas, race results, cruises, technical tips, and serves as a forum for Catalina 22 owners.
• **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 that attracts Catalina 22 owners from across the United States each year.
• **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 online.
• **Technical Tips** – The 2006, 2014, 2017 & 2019 Update Editions of the Catalina 22 Technical Manual is available to C22NSA members on CD/DVD as a set of Acrobat Reader PDF files that are view-able with most web browsers. Or available as a downloadable file. It contains over 700 pages of technical tips and drawings prepared by other Catalina 22 owners.
• **Fleet Development** – The Association makes it easy to start a fleet in your area and 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.
• **Special Awards** – each year the Catalina 22 National Sailing Association recognizes exceptional members based on their contributions and participation with special awards presented at the C22NSA Annual Meeting.
• **Boat/US Discount** – Receive a group discount from Boat U.S. of 50% off their annual membership dues. Additional benefit includes additional savings at Boat U.S. and West Marine stores. The membership number is published in *MainBrace* magazine.
• **Mainsheet** – members may also subscribe to *Mainsheet* magazine, the official publication of the Catalina Yachts Store that contains information about sailing activities of other Catalina owners and fleets. There is an additional charge for this magazine.
• $35 per year is a great investment in Catalina 22 sailing fun!

Catalina 22 National Sailing Association – Membership Has Its Benefits!



Chuck Atkinson, Treasurer

CATALINA 22 NATIONAL SAILING ASSOCIATION

Profit and Loss
July, 2025-June, 2026

	Total
Income	
Auction Income	606.31
Dues - New	4,870.00
Dues - Renewal	5,656.50
Interest	314.44
MainBrace CD	945.00
Sales of Product Income	397.00
Tech Manual CD	2,465.00
Uncategorized Income	0.00
Total for Income	**$15,254.25**
Gross Profit	**$15,254.25**
Expenses	
Awards and Flags	2,821.42
Bank Charges	35.00
C22 National Website	916.41
Credit Card Fees	1,190.19
Fees, Dues	781.36
Misc - Florist	203.13
Office - Editor	3,150.00
Office - Secretary/Treasurer	2,795.00
Office Supplies - C22 NSA	1,692.73
Office Supplies - Editor	14.99
Postage - C22 NSA Office	1,019.78
Travel - National Regatta	434.37
Total for Expenses	**$15,054.38**
Net Operating Income	**$199.87**
Net Income	**$199.87**

CATALINA 22 NATIONAL SAILING ASSOCIATION

Balance Sheet

As of Jun 30, 2026

	Total
Assets	
Current Assets	
Bank Accounts	
PayPal	765.63
Wells Fargo Checking	6,807.55
Wells Fargo MMF	5,545.72
Wells Fargo Time Deposit 1	10,031.30
Wells Fargo Time Deposit 2	30,279.54
Total for Bank Accounts	$53,429.74
Total for Current Assets	$53,429.74
Total for Assets	$53,429.74
Liabilities and Equity	
Liabilities	
Current Liabilities	
Accounts Payable	
A/P MISC	0.00
Total for Accounts Payable	$0.00
Other Current Liabilities	
Mainsheet	4,022.10
MainSheet - Digital 2026	378.00
Total for Other Current Liabilities	$4,400.10
Total for Current Liabilities	$4,400.10
Total for Liabilities	$4,400.10
Equity	
Opening Bal Equity	0.00
Retained Earnings	48,829.77
Net Income	199.87
Total for Equity	$49,029.64
Total for Liabilities and Equity	$53,429.74



Stuart Weist
National Cruising Captain

Well, it's that time of year when all us upper Midwestern sailors hear the call of the masters salute. Three long and two short whistles often used on the Great Lakes to signal the homecoming of a vessel for the winter storage season. Here in upper Wisconsin the snow has stayed away but the nights are starting to get colder. The leaves are gone and it won't be long until our favorite lakes are covered in enough ice to drive a truck on. But it's not all bad news my fellow cruisers. This is just the end of one season and the start of another. Now is the time to get to those long-delayed winter projects. One year I stripped all my teak and refinished it in my basement (almost time to do it again). If you are blessed with heated storage it's that time for fiberglass repairs, bottom paint, etc. So really the sailors work is never done, it just changes a bit.

There's not much to report in the way of cruising activities going into the winter months but come spring I am sure opportunities will abound once again. In the meantime, I know I will be reminiscing though pictures of cruises on Kentucky lake, The Apostle Islands, and a jaunt or two on Lake Superior. It was a great season and while all sailors wish for just a little more time the wise old salt knows not to test those gales of November. So, my fellow cruisers keep a stiff upper lip, tuck those boats in well as the season comes to an end, and start making plans for next year's sailing season. Until then my enjoy your winter layup!

Fair Winds and a short winter!

Stuart

Rich Fox, Editor and Webmaster



I don't know about you, but I really hate out-of-date website content and links that do not work. If you should find a link on the www.catalina22.org website that does not work, then please drop me a note. I periodically check all the website links to make sure they are working, and your feedback is always appreciated.

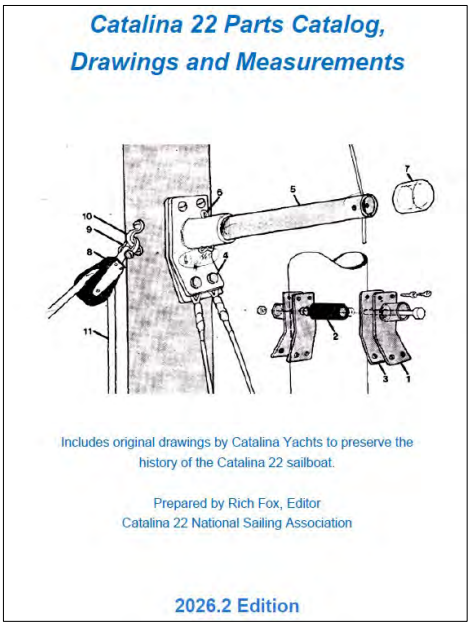
A new year is just around the corner. If your Catalina 22 fleet or local sailing club plans to host a regatta in 2027 that welcomes visiting Catalina 22s and includes a start specifically for the class, please send me the details as soon as they become available. I will share the information on the www.catalina22.org website, and the C22NSA Facebook page, to help Catalina 22 sailors find regional events, connect with other Catalina 22 owners, and make plans to get out on the water.

The Winter *MainBrace* magazine will be available on January 15. The deadline for submitting articles for inclusion in the Winter *MainBrace* magazine is January 15, Noon Eastern. Please send your articles and pictures by email to c22mainbrace@yahoo.com. I will confirm receipt within 24 to 48 hours.

Thank you,

-Rich

Editor's email: c22mainbrace@yahoo.com



The *Catalina 22 Parts Catalog, Drawings and Measurements* publication was recently updated. It is available in PDF format to C22NSA members who log in, then go to Resources, and then Publications to find the document.

This is a useful document for anybody new to owning and sailing a Catalina 22 who also wants to understand the various components of the boat.



Apostle Islands Cruise 2026

By Stuart Weist, National Cruising Captain

In the words of Hannibal Smith from the A-Team, “I love it when a plan comes together”. This year was our third bi-annual Apostle Islands cruise and boy did we have the “A-Team”. With 11 boats starting the cruise, we had sailors who were cruise veterans, and we had sailors who were new to cruising and sailing all together. The Apostle’s cruise has grown to be more than just Catalinas boats; it also includes trailer sailors from all over the country who gather on the shores of Lake Superior for a great time. One of our cruisers even completed the trip once again in an 18-foot Capri for the third time!

Our plan this year was ambitious to say the least. For the last five years we have been trying to get to the Devils Island sea caves. These are the best caves in the entire 22 island chain but face North and are often unsafe to access due to high waves and winds that created the caves in the first place. The bottom for anchoring is all sandstone and rock (big rocks) so you can only day anchor in the flattest of conditions, but seeing these has been on everyones bucket list!

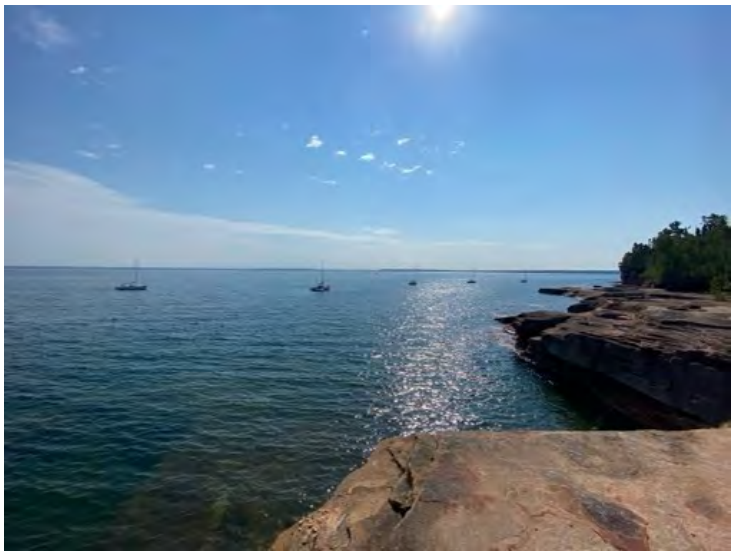
The cruise kicked off with our traditional bar-b-que and ice cream social. There was also a skippers meeting on Sunday evening once the boats were launched and secured in the marina for the night. As we all conferred there was an overwhelming desire to put as many miles behind us on Monday as possible to give us a chance to see the sea caves. Then, wind and weather permitting, we would sail south though the Archipelago to visit Stockton, Michigan Island, and Big Bay on Madeline Island before wrapping things up with a beach bonfire on Long Island to close the cruise. This plan was by far the most ambitions mileage I had ever tried to lead a group this size though. In all we were looking at over 23 nautical miles on just day one without any sailing! In total our plans for the cruise were just over 100 miles without any room for tacks or sailing. Our boat alone recorded closer to 130 miles for the trip. So, we set out bright and early Monday morning for this adventure.



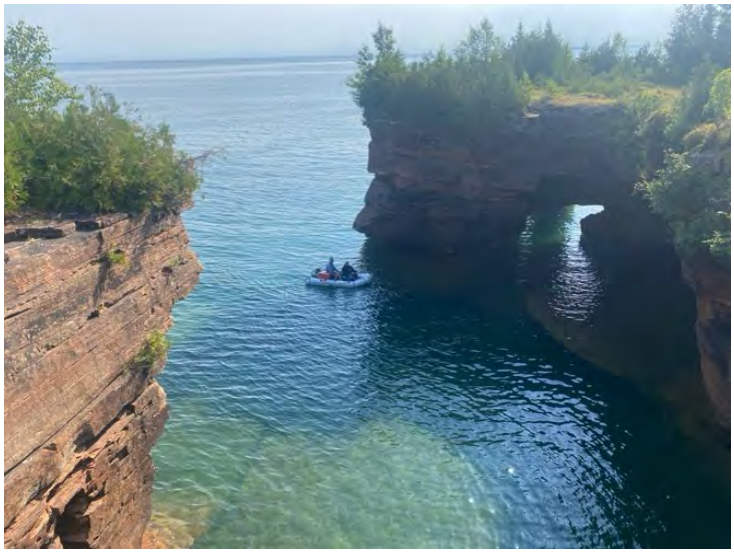
At first winds were light and motors were humming as we made our way to our first stop on Manitou Island to tour the Manitou fish camp that has been resored by the National Parks Service. This stop is a great look back into the past and for a history lover like me it has become a favorite lunch stop as I make my way North though the islands. Unfortnualty, one of our sailors had to turn back due to technical difficulties, so our little armada fell to ten. After lunch we all headed back out and were able to catch some wind as we continued to sail to Rocky Island for our anchorage that nght. The wind was a gentle breze and while mostly on the nose it made for a good time practicing those tacking skills. All boats set anchor a little before sunset, the grills fired up and everyone had supper. Then it was off to the beach for an improptu bonfire thanks to a couple of sailors who brought not only a smokeless fire ring but wood as well! As evening turned to night we prayed the forcast was right and planned for an early start to Devils Island which was only a couple of motoring hours away.



When we awoke, the lake was like glass and conditions were perfect. We fired up our motors and made quick work of the crossing to Devils Island. Once there, we anchored and spent a few hours exploring the light house and paddling though the sea caves. One from our flotilla was from Florida and sailed the trip solo. She was such a trooper and could not believe the amazing beauty of this freshwater ocean and the caves that we went through. Water visibility was crystal clear at 20 to 50 feet, and the glurp of the water filling the underwater caves is a sound no one forgets.



Once we were done at the caves the entire group decided they were up for a long sail all the way back to Stockton Island for the night. It was over 20 miles again for the day. The winds picked up and we were able to sail most of the way. It was a gentle breeze for most of the day ranging from zero to about six knots. Once we rounded the corner of Stockton Island, the lake reminded us who was boss. I was among the first to reach the wind as I often motor when the wind is too light to sail, particularly when we are trying to make that many miles in a day. The wind went from a gentle breeze to somewhere between a small craft and a gale warning. Suddenly we are looking at 25+ mph on the stern and with a full main and a 135% on the bow our little boat was screaming. I immediately went into full race mode and enjoyed the ride. As the wind approached 30 mph though I was starting to wonder just how much my little rig could take. My GPS reads in mph and was pegged out averaging 10 mph and occasionally showing over 12 mph as we tried not to bury the bow into the waves In front of us. Lake Superior



waves are all wind driven and by the time we reached our anchorage it was covered in three-plus footers rolling into the beach. We dropped our sails and started to motor in. Unfortunately, I got too close to a shoal and grounded in about two feet of water. We spun the boat around as we were able to rock ourselves off the soft sand without issue thanks to the breaking wind waves. We dropped the hook not far away and it set quickly. Unfortunately, it felt like we were riding a bucking bronco. The wind was out of the southwest and funneling between islands straight at us. A thunderstorm was incoming, and we made the decision to move to the public dock in a protected bay which was worth the $15 for some piece of mind for the night.



As the other boats arrived having missed our little grounding episode (sorry you all may just be hearing about this now) we found room for everyone on the concrete dock maintained by the parks service that protected us from the wind and waves. The storms passed without incident, and everyone got a good night of sleep.



The next morning our group split in two as some wanted to add some extra miles to see the double light houses on Michigan Island and others just wanted to sail on to our planned anchorage for that night on Madeline Island in Big Bay. As we set out the wind was still up, so I started with a 110% jib on the head-stay, but as things calmed quickly went back to my 135%. I was a little saddened that I forgot my 150% genoa back at the house this year, but I did remember my spinnaker!



As we arrived on Michigan we explored the lighthouse and rocky beach. It is a beautiful island but unfortunately due to budget cuts the parks service decided not to allow volunteers to staff the light house this year, so the museum was closed. After a short stay another boat who was Joining us late caught up and we all headed down wind to Big Bay for the night. As we all settled in everyone enjoyed swimming, hiking on the board walk and another beach side bonfire for the evening. Big bay generally has warmer water due to its shallow sandy bottom so the lake can be as warm as 76 degrees! It was refreshing and a great night.

Morning dawned everyone left at their own pace as we just needed to round Madeline and pull into the Madeline Island Yacht club's marina for the night. They were a gracious host again, and warm showers were a real blessing. As we headed out though I started early and headed way south to get some miles out of that spinnaker I brought along. When I had the wind behind me and thought I could make the rounding I set the big sail and enjoyed a nice three or more-hour cruise never tacking once as I lazily glided though the now small waves at about 4 or 5 mph.



Once everyone arrived, we explored the island some more. This is the only island in the chain not owned by the National Parks Service and they have many unique shops to explore. The candle store is a must stop for most of the ladies on the trip and Tom's Burned Down Bar always draws a crowd. As a group we all decided to eat at Grandpa Tony's for pizza and ice cream, a tradition of sorts, before going to our evening activities. Grandpa Tony's is just a short walk from the marina. On the way back my group decided to hunt for Yooper Lights. These are stones that are only found on Superior and glow under black light. We were successful in finding a couple and everyone was fascinated to see just how bright they are. As the evening was winding down we were also treated to a lunar eclipse which most enjoyed dockside before turning in for the night.



The next morning (Friday) our group was shrinking again. Our family received a call that had us needing to head back a day early and others too needed to get back home or to start their long road trips. The remainder of the group went to Long Island and walked the beach there exploring the light house before returning to anchor off Madeline for one final evening of exploration.



This was a trip for the ages, and never did I think we would be able to see so much in so short of a time. The weather was almost perfect, the sailors were all prepared, and the plan came together for the first time in five years! Now I suppose I need to start thinking of new islands to explore and new places to visit for out 2028 cruise. It should be in late August, so start making plans and preparations to join us again in two years! Who knows who will return and what new adventures we will have. Fair Winds!

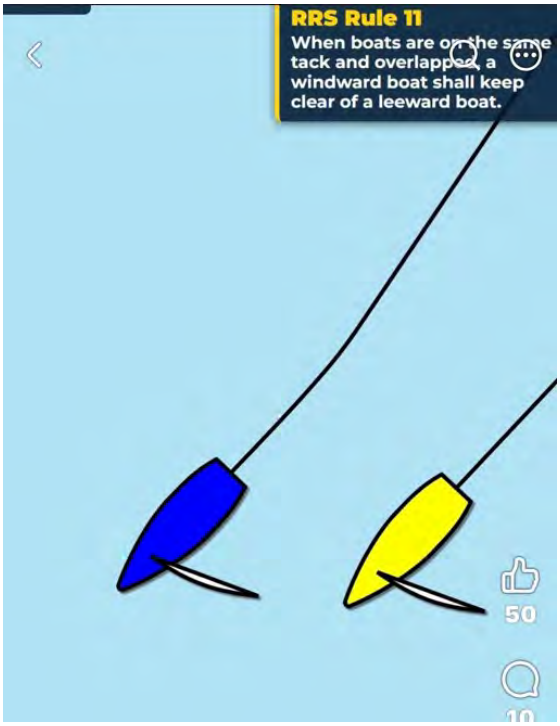


Basic Race Rules Application Scenario: Downwind Race to Leeward Gate

By Mark Heinold

Assume photograph scenarios below shows the Genoa set and both boats have mainsail set for port tack (wing and wing). Blue has been forcing Yellow left of the lay-line downwind. If Yellow gained overlap, then she has established inside overlap to the left-side gate. And it is determined when Blue enters the Zone (three boat lengths from the leeward gate mark), so Blue must give mark room. Result: Yellow wins at the gate mark rounding to the left-side gate.

Additional consideration: Yellow has positioned herself with the option of gybing her mainsail to starboard to choose the right-side gate, if desired. This is a completely legal maneuver outside the Zone to put Blue into a potential foul prior to the Zone. Note: Yellow cannot gain starboard rights after entering the Zone. If Yellow chooses a gybe to starboard, first she must stay clear while gybing (established by mainsail) but then Blue would need to also gybe and stay clear to avoid a foul. And if successful, once inside the Zone, Blue would gain mark room rights to the gate on the right. Third option, Yellow gybes mainsail only to force Blue to respond and then gybes back to her favored left-side gate. This is a common two-boat fight to win the gate mark rounding. As always, I encourage Catalina 22 class to review the *Racing Rules of Sailing* app or manual. And please enjoy Safe, Fun and Happy sailing everyone!



Houston Open One Design (HOOD) Regatta

September 18 to 20



Pos	Sail #	Skipper	R1	R2	R3	R4	R5	R6	Total
1	29	Ben Miller	1	1	1	1	1	1	6
2	178	Mike Lindstrom	2	3	3	2	2	4	16
3	27	Duncan McBride	6	2	2	3	5	2	20
4	9	Yanic Harel	3	4	8	4	4	3	26
5	52	Tom Helm	5	6	4	5	6	8	34
6	1242	Chuck Atkinson	4	8	7	8	3	5	35
7	160	Katie McBride	7	5	5	7	8	7	39
8	2966	Jimmy Dachelet	8	7	6	6	7	6	40



1st Place - Ben Miller

3rd Place - Duncan McBride





2nd Place - Mike Lindstrom

Photographs by Katie McBride



Photographs by Sailmaker Steph at UK Sailmakers







Photographs by Sailmaker Steph at UK Sailmakers

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SAILMAKERS



Po Ol Kowaliga (POK) Regatta

Report by Jim Simons, Dixie Sailing Club

Aerial Drone Photography by Chris Norris

The POK this year returned DSC to the level of competition we experienced in the good old days, when C22 sailors traveled to DSC for the competition.

Watching the Gold Fleet sailors compete was inspiring. In DSC races, the fleet quickly spreads, so finishes can vary by a factor of two.These Gold Fleet sailors were sailing in a competitive, tight group. Hosting sailors from Chicago and Detroit, along with many closer clubs, demonstrated a significant interest in coming to DSC to sail. Why? Because of Jennifer, Keith, Mickey, and Bobby. The traveling Gold Fleet sailors came for the competition, demonstrating a healthy C22 fleet. They travel long distances to race against competition and then share the experience with others in the Gold Fleet. Before the races, during the break between starts, after the races, and after the regatta, they were, to use a phrase, collegial. They renewed friendships from other regattas and rehashed the earlier races. Even though they don't see each other every week, they catch up instantly.

To sum it up, they were just a friendly bunch. I was glad that my race committee was able to organize and run races that allowed the level of competition they expected.

Pos	Sail #	Gold Fleet Skipper	R1	R2	R3	R4	R5	Total
1	45	Bo Scott	5	1	2	5	1	14
2	38	Jennifer Bennett	2	3	1	6	2	14
3	8	Mickey Richardson	3	2	6	3	7	21
4	745	John Handler	6	6	9	1	3	25
5	2395	Mike Parrow	4	7	4	7	5	27
6	242	Bobby Edmond	1	9	7	2	9	28
7	216	Richard Gailey	8	4	3	9	4	28
8	309	Chris Hodge	7	8	5	4	8	32
9	452	Liana Raggio	10	5	8	8	6	37

Pos	Sail #	Silver Fleet Skipper	R1	R2	R3	R4	R5	Total
1	7452	Stone	1	1	1	1	1	5
2	6175	Richard Cline	DNS	DNS	DNS	DNS	DNS	10




745





















Mitchell Bullock Takes Six Bullets at Terlingua-In-Exile Regatta

Pos	Sail #	Skipper	R1	R2	R3	R4	R5	R6	Total
1	565	Mitchell Bullock	1	1	1	1	1	1	6
2	241	Chip Embrey	2	2	2	2	3	2	13
3	27	Duncan McBride	3	4	3	3	2	3	18
4	1242	Chuck Atkinson	4	3	4	4	4	4	23
5	196	Mike Lindstrom	6	6	6	6	6	6	36

Tips for Reducing Backstay Drag

By David Hayslip, Chief Measurer

1. Forestay Dimension: The factory forestay varies in length. A length of 27’ 2” +/- lets the mainsail pass the backstay fairly easily. A shorter forestay length reduces backstay clearance. Addition of a toggle to match the length of a factory forestay is permissible.

2. Backstay Adjuster: Using a sewn-in mark on the backstay helps prevent letting the mast too far forward on the downwind leg. We use marks for both upwind and downwind settings to ensure consistent performance.

3. Main Halyard: Easing the main halyard slightly on the downwind legs allows the top panels to twist off and unloads the leech allowing the sail to more easily pass the backstay.

4. Aft Lowers: Some boats are tuned with little or no aft lower tension. Setting minimal tension on the aft lowers helps prevent the mast from leaning too far forward downwind and helps the main clear the backstay.

Track Car Placement Basics

By Rich Fox, Editor

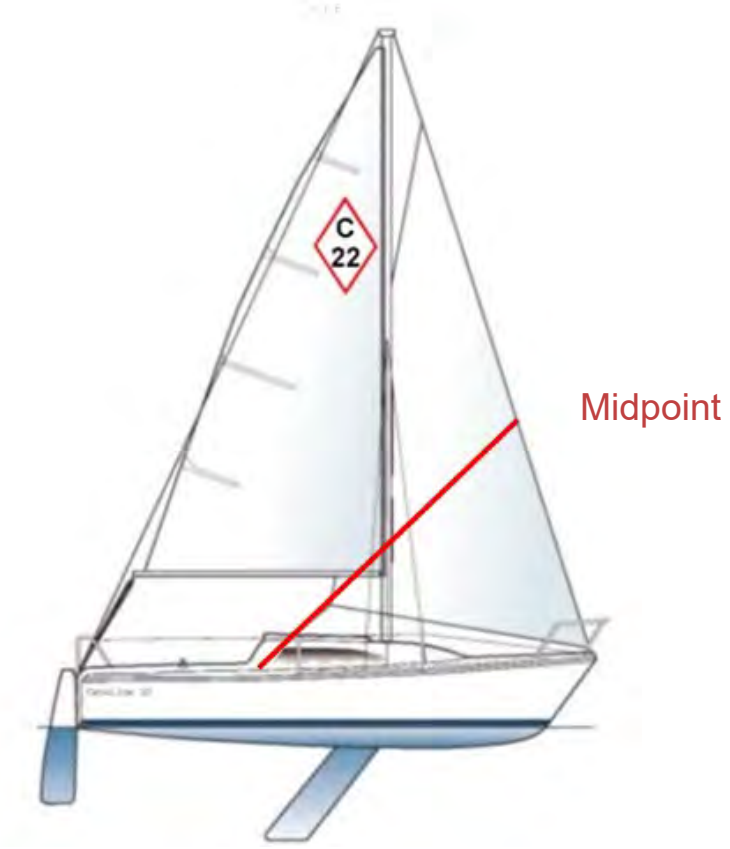


When sailing a Catalina 22, proper sail trim is essential to maximizing the potential speed of the boat. The location of the track cars, with the assistance of telltales on the genoa/jib sail, is one tool you have on your Catalina 22 to achieve the ideal sail trim.

Where do you position the track car on track?

You could take a short cut and look at where other Catalina 22 sailors have their track cars positioned on the track. That may get you close. However, as genoa/jib sails are usually not the same from boat-to-boat, here are a few steps to properly place the track cars.

Locate the mid-point along the forward luff of the genoa or jib sail. Mark this spot. Then sight a line from that mid-point to the clew of the sail. Finally, extend the straight line beyond the clew until it lines up with an extended location on the track. This is often considered the “neutral” location to place the track car. You may then want to mark the spot on the track for continued reference. This process is much easier said than done and may be an activity best performed at the dock.



With your track car in a “neutral” location, you will achieve a greater balance between the foot and the leech of the sail. The balance should allow the telltales along the luff of the sail to break at about the same time.

The line drawing shows the general idea of sighting a straight line from the mid-point of the genoa sail luff to the clew, and extending that to the deck where the track car would be placed.

Next, let's assume that your class-legal Catalina 22 genoa/jib sail also has at least three sets of telltales located along the luff of the sail. The following step is performed with the boat on the water and sails raised to help make sure the track car is properly positioned on the track.

Sail to windward in a closed-haul direction. Then gradually start to pinch further into the wind. Watch your telltales – particularly the top set and the bottom set. You are watching to see which set of telltales breaks first - top OR bottom:

TOP / FORWARD – if the top telltales lifts first, then move the track car forward.

BOTTOM / BACK – if the bottom telltales lift first, then move the track car back.

The GOAL is for the top and bottom telltales to lift at the same time.

Repeat the above until you find a sweet spot where the top and bottom telltales lift at the same time. You should also mark your track so that you know where to place the car track the next time you use this same sail.

If you do not have telltales on your genoa/Jib sail, then watch the top and bottom of the genoa/jib sail as you gradually pinch to windward. You want to see which part of the sail (top or bottom) starts to get back-winded first. Then apply the above guideline to adjust the track car accordingly.

Now that you have the track car in a neutral location, you can adjust the location to power-up or power-down the genoa/jib sail, depending on the sailing conditions you may encounter.

MOVE TRACK CAR FORWARD – will power-up and deepens the genoa/jib for speed and when there is chop on the water and the wind speed has declined.

MOVE TRACK CAR AFT – will power-down and flatten the genoa/jib in over-powering conditions to reduce heeling. Sailing flat is fast!

Now that you have the basics of what a track car does, you may want to also consider installing an inboard track on your Catalina 22. A benefit of inboard tracks is that they will slightly increase the pointing ability of a Catalina 22 by a few degrees. If you race competitively, the inboard tracks will help improve performance.



The above picture shows an outboard and an owner installed 4-foot long by 1-inch wide inboard track on a Catalina 22 New Design. When installing an inboard track you want the track as close as possible to the cabin trunk. However, do not get it too close that the track car rubs against the cabin trunk. The installation of the inboard track also requires the bolts to secure the track to go through the deck and through the inner liner. Before drilling, identify where the cabin lights are located. Damaging embedded wiring for the cabin lights is also a risk when drilling holes through the deck and inner-liner.

The original Catalina 22 (1969-1985) was equipped with 15/16” outboard tracks. The Catalina 22 New Design and the MK-II were equipped with 1” outboard tracks. The Catalina 22 Sport was equipped with both inboard and outboard 15/16” tracks. If you decide to install inboard tracks, you will probably be better off with using a 1-inch track width due to greater availability and more track car options to choose from.

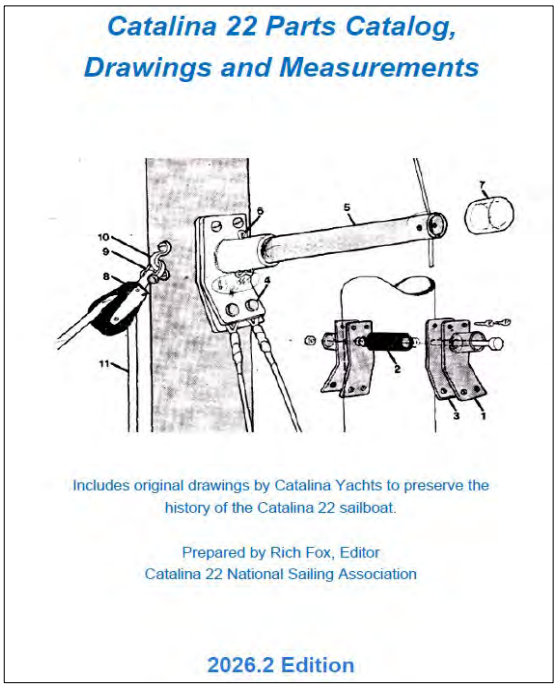
The length of the inboard track is a personal choice. A longer four-foot track may provide a better opportunity to also set an improved sail trim for a smaller 110% or 135% jib sail. However, if your concern is only improving pointing ability of a 150% genoa, then a two-foot track is sufficient. Before you install an inboard track, be sure to determine the “neutral” location of the track car, as described in the first part of this article. You will want to leave enough room on the track to adjust the track car forward and aft, as previously mentioned.

With inboard tracks, and depending on the cut of your genoa sail, you may find the genoa may touch the spreaders. Keeping the genoa sail approximately two to three inches off the spreader bar is preferred. If your genoa sail is touching the spreader bar tip, then you may be over-trimming the sail.

Nearly all of the Catalina 22s that race and compete at the regional or national level are equipped with inboard tracks. Installing an inboard track does not conflict with the Catalina 22 Class Rules.

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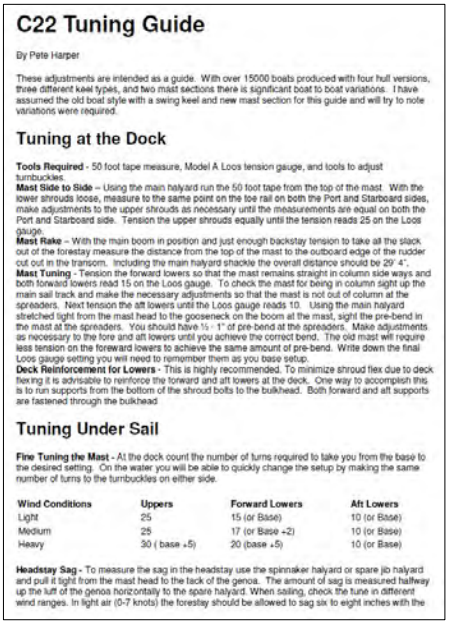
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C22 Tuning Guide

By Pete Harper

These adjustments are intended as a guide. With over 15000 boats produced with four hull versions, three different keel types, and two mast sections there is significant boat to boat variations. I have assumed the old boat style with a swing keel and new mast section for this guide and will try to note variations were required.

Tuning at the Dock

Tools Required - 50 foot tape measure, Model A Loos tension gauge, and tools to adjust turnbuckles.
Mast Side to Side – Using the main halyard run the 50 foot tape from the top of the mast. With the lower shrouds loose, measure to the same point on the toe rail on both the Port and Starboard sides, make adjustments to the upper shrouds as necessary until the measurements are equal on both the Port and Starboard side. Tension the upper shrouds equally until the tension reads 25 on the Loos gauge.
Mast Rake – With the main boom in position and just enough backstay tension to take all the slack out of the forestay measure the distance from the top of the mast to the outboard edge of the rudder cut out in the transom. Including the main halyard shackle the overall distance should be 29' 4".
Mast Tuning - Tension the forward lowers so that the mast remains straight in column side ways and both forward lowers read 15 on the Loos gauge. To check the mast for being in column sight up the main sail track and make the necessary adjustments so that the mast is not out of column at the spreaders. Next tension the aft lowers until the Loos gauge reads 10. Using the main halyard stretched tight from the mast head to the gooseneck on the boom at the mast, sight the pre-bend in the mast at the spreaders. You should have ½ - 1" of pre-bend at the spreaders. Make adjustments as necessary to the fore and aft lowers until you achieve the correct bend. The old mast will require less tension on the forward lowers to achieve the same amount of pre-bend. Write down the final Loos gauge setting you will need to remember them as you base setup.
Deck Reinforcement for Lowers - This is highly recommended. To minimize shroud flex due to deck flexing it is advisable to reinforce the forward and aft lowers at the deck. One way to accomplish this is to run supports from the bottom of the shroud bolts to the bulkhead. Both forward and aft supports are fastened through the bulkhead

Tuning Under Sail

Fine Tuning the Mast - At the dock count the number of turns required to take you from the base to the desired setting. On the water you will be able to quickly change the setup by making the same number of turns to the turnbuckles on either side.

Wind Conditions	Uppers	Forward Lowers	Aft Lowers
Light	25	15 (or Base)	10 (or Base)
Medium	25	17 (or Base +2)	10 (or Base)
Heavy	30 (base +5)	20 (base +5)	10 (or Base)

Headstay Sag - To measure the sag in the headstay use the spinnaker halyard or spare jib halyard and pull it tight from the mast head to the tack of the genoa. The amount of sag is measured halfway up the luff of the genoa horizontally to the spare halyard. When sailing, check the tune in different wind ranges. In light air (0-7 knots) the forestay should be allowed to sag six to eight inches with the



A National Champion: The Stars Aligned and a Dream Came True!

By Keith Bennett
2022 Catalina 22 National Champion and Spinnaker Fleet Champion

I want to take this opportunity to thank the Race Committee, Hal and Sally Smith, Ted and Dora McGee, the Ft. Walton Yacht Club and all of the volunteers that worked so hard to make this a great regatta. I also want to thank Terry, Lynn, and Todd Garner for their hospitality and allowing us to stay in their Boathouse for the week which is right next to the club.

I especially want to thank Justin Chambers and Doug Thorne for crewing for me and putting us in a position to win the regatta. They are awesome sailors and after sailing with them all week I see why they have won so many championships. They definitely have the "right stuff".

As most of you know, my wife Jennifer always sails with me and this was the only one she has missed since 2001. Unfortunately, she had a conflict this year. I would have loved for her to have been a part of this.

Finally, I have to thank my mentor and best friend Mickey Richardson, a two-time National Champion himself. He took me under his wing about 30 years ago and taught me everything I know about sailboat racing. This would have never been possible without him. Thanks, again my friend!!

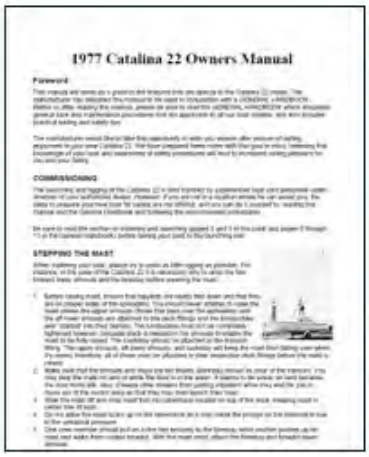
(Continued on page 5)

Catalina 22 ***Tuning Guides.***

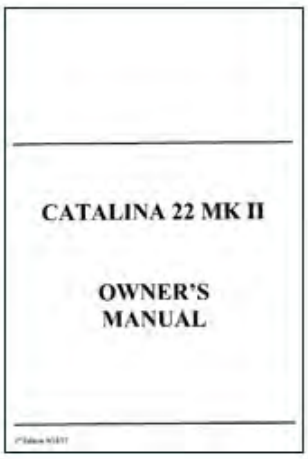
Catalina 22 **Artwork** files.

National Championship Regatta articles dating back to the early 1970s.

Catalina 22 ***Owners Manuals*** for all four models.









Catalina 22 Hall of Fame Boats

By Rich Fox, Editor

A tradition for over 40 years, the Catalina 22 National Sailing Association has been tracking and making available a list of Catalina 22s with a hull number of 1000 or lower. This list has been referred to as the ***Catalina 22 Hall of Fame.***

The Hall of Fame list from November 1, 2026, is posted on the following pages. You may also view the most current list on the www.catalina22.org website:

- Go to Resources
- Select History
- Select Year Built and Hall of Fame Boats
- Click on Hall of Fame to open a PDF file

The picture on the right is the earliest list that I could locate. It is from the Winter 1984 *Mainsheet* magazine during a time when *MainBrace* was published in *Mainsheet*.

If you own a Catalina 22 with a hull number of 1000 or less and would like to have it added to the Catalina 22 Hall of Fame, send an email to me at c22mainbrace@yahoo.com and please include your name, boat name, hull number and the state where the boat is currently located.



CATALINA 22
HALL OF FAME

We have been attempting to put together a list of the first 1,000 C-22 owners. The following is the list of those who sail these boats. I know of only three who are original owners: Boat 129 owned by the Petersons, boat 509 owned by Gene Gould, and boat 598 owned by the Higgins. My list is by no way complete. Please help me update it by providing me with low hull numbers and original owners.

006 Lawrence Saumur, Westminster, CA
013 Arthur Flanagan, Sausalito, CA
056 Mario & Esther Aguirre, Arlington, TX
064 David & Marjorie Stone, Suisun, CA
098 Alan & Bonnie Searles, Watsonville, CA
106 John Maynitt, Portland, TX
126 Roland Forcier, Manchester, NH
129 Bob & Shirley Peterson, *Eugene, OR
151 C. Nick Wilson, Galveston, TX
182 Earl Newlerd, Arlington, TX
240 Fred Fent, Seattle, WA
337 Robert & Jane Wear, Fort Worth, TX
375 Kenneth & Marco Ramsing, Eugene, OR
402 Jim Roullard, Clovis, CA
458 David Rhodes, Girard, OH
470 James & Carol Bush, Castle Rock, WA
495 William Moore, Westchester, CA
509 Gene Gould, Kittanning, PA
524 Victor Ferguson, New City, NY
525 Allen Berkowitz, Columbia, MD
598 Kenneth & Gerry Higgins, Eugene, OR
741 Duane Schaelerman, Dallas, TX
742 Richard & Jaleh Schaelerman, Arlington, TX
800 Dennis Myers, Toledo, OH
804 Syzahha & Thomas Newmann, Livingston, NJ
829 Van Lafferty, Overland Park, KS
886 Vernon Dettman, Kerman, CA
887 Gus Mattiza, Fort Worth, TX
954 W. S. Wallace, Wichita Falls, TX
959 Fred Polk, Fallbrook, CA
971 Norman & Donna Saurage, Baton Rouge, LA

Send additions to:
Loal Scofield, Sec./Treas.

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
1	#1	McBride	Duncan	OK
1K	Wave By By	Newman	John	CA
3K	Tiger	Parkinson	Brian	IL
4	Tardis	Bailey	Ken & Merry	TX
6	Backdraft	Saumur	Larry & Joann	CA
8	Mischief	Richardson	Mickey	GA
9	Mambo #9	Harel	Yanic	TX
10	IMP	McKinnon	Susan	FL
13K	Susie-Q	Quistgard	Paul	CA
14	Gypsy	Steinhart	Fred	CA
15	Jabberwocky	Haugen	Jim & Renee	MN
15K	Polka Dot	Leeflang	Ronald	CA
17		Brown/Brown	Frank/Jennifer	FL
20		Kuhlman	Keith & Beverly	OH
22		Richardson	Whit	VA
25	Brainstorm	Cobb	Terry & Mary	CA
26		Bugni	Don	CA
27	The Black Hole	McBride	Duncan	OK
29	Cacafugo	Miller	Ben	TX
31	Buccee	Chambers	Justin	GA
32	Meridian 3	Fitz Gerald	Brian	OR
33	White Trash	Keim	Bob	TN
34		Caughey	Allan	CA
36	Stranger	Dubois	Richard	CA
37K	Solaris	McCall	Chris	CO
38	Fancy That!	Bennett	Jennifer	AL
42	Flicka	Fellows	Gordon and Karen	CA
44		Frost	Marshall & Connie	NY
45	Halligan	Scott	Bo	GA
47	Buck JR	Waters	Joe	SC
50	Knot Guilty	Smith	Tommy	SC
52	Popeye	Spruiell	Larry & Jacquelyn	TX
53	Mike	Nau-T-Yacht	Newton	WA
56	Chesire Cat	Cooley	Stephen	
59	Roseanna	Robinson	Al	CA
61	David	Go Daddy O	Ottaviani	FL
62	Cookin' With Air	Pereira	Jose	CA
63		Homan	Matt	FL
64	Armonia	Norton	Lawrence	CA
67		Bennett	Jennifer	AL

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
70	Cozy Cat	Lonsway	Glen	CA
73		Beckman	Sam	TN
74		Slaton	Dennis	GA
75				CA
76	Spirit Of 76	Simpkins	Lorenz & Phyllis	FL
78		Joy	Wortley	IL
81	Aegir	Hughes	Al & Carol	CA
90		McBride	Duncan	OK
92		Andrew Brown	Sea Scout Ship 14	CA
93	No Quarter	DeGruccio	Greg	FL
94		Clarke	Andre	UK
97	Till	Selby Jr	John & Margaret	AL
103	4G	Goolsby	Larry & Jessica	AL
104		Remsbecher	Art	CO
108	Ta-Keel-Ah	Brown	Chris	OR
109	Osprey	MacCorkle Jr	A. Harry	MD
114	Coterie	Roach	Jim	CA
117	Honeysuckle	Montgomery	Rob & Regina	TN
118	Hobbit	George	Steve & Priscilla	TN
123		Briggs	Randolph	NY
131		Kelaney	Ed & Jean	ID
136	Forget Knot	Campbell	Guy and Tina	TN
138	Salsa Verde	Strain	Dave	CA
142	He'He'nalu	Ricardo	Erik	CA
143	Lucille	Kennedy	Allen	AL
158	Havoc	Kokkins	Dennis	GA
160	Bushwacker	McBride	Katie	OK
164		Raske	Howard	PA
165	Screamin' II	Bennett	Keith	AL
166	Plan B	Laguna	Ray & Luke	FL
168	Sea Tern	Kelley	Gregg	NY
169	Cattitude	Miller	Tim	GA
170	Grooner	Owens	Buz & Gayle	TX
174		Coelho	Scott	MA
178	Hoss it Up	McBride	Duncan	OK
179		Woodall	Anthony	
180	Exers	Heirendt	Bill	TX
181		Fergusson	Austin	IN
183		Talley	Jerry & Terry	TX
185	FrogZilla	Overbeck	Kent	TN

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
196	Hattori Hanzo	McAden	Ty	TX
197	Enterprise	Hayslip	David B	TX
198	Chien Bleu	Vawter	Bill & Mary	TX
204	GP204	Woodhouse	Don	WA
209	Gryphon	Steele	John & Charla	TN
209	Air Conditioned	Lagomasino	Juan & Livia	FL
210	Ken	Fried Pickles	Rinberger	FL
213	Lil' Liberty	McIntosh	Scott	CA
216	Wicklow Way	Gailey	Richard	FL
219	Wind Spirit	Howshar	David	WY
221	Streak	Cline	Dick	AL
222	Freedom IX	Gardner	James	NC
225	Deuce and Quarter	Jockell	Kirk	GA
228	Enterprise	Novak	Wes & Lou	Canada
231	Windswift	Walters	Matthew & Theresa	Michigan
232	Disappear	Tegethofft	Carol Henrion & Larry	FL
240	Cats Paw	Bergevin	David	TN
241	Chikin Ship	Embrey	Chip	TX
242	Southern Charm	Edmond	Bobby	AL
245	Floyd II	Grandizo	Jesus & Virginia	Mexico
246	Rumb Runner	Carsten	Don	OH
250		Lago	John	CA
253	Friday	Beesley	Brian	Canada
269	Encore	Weed	Robert & Mimi	GA
271	Sillyseabird	Bielmeyer	Peter	WI
275		Sibert	Todd & Carol	GA
278	Wild Thing	kerkhof	Stephen & Lynn	AL
284		Martell	Jo Ann & Don	CA
285	Hagabaga	Walters	Scott & Noell	ID
286	Curfew	Child	Shane	MT
292	Knot Done	Holler	Jim	NY
299	Sea Scape	Parker	Gregory & Lynnsey	CA
302	My Fair Heaven	Glendye	Jon	MA
303	Busy Man	Schubert	Terry	CA
307	Spree	Brown	Dave & Karen	WA
309	Agressor	Bunt	David	GA
311	Chutzpah	Handler	John	IL
314	Polaris	Burlingame	James & Marsha	CA
315	James	The Wanderer	Bartholomew	SC
319	Life Fest	Savageau	Jim & Yolonda	CA

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
328	Crash Test Dummies	Kessler/Story	Doug/Winn	GA
332		Whipple	Ron	CA
333	Phynalee	Simmons	Roger & Phyllis	MI
342		Reynolds	Dick & Sandy	OR
343	Misty Seas	Evans	Gordon	UT
345	Snickers	Whitchurch	Steve & Marianne	OR
351	Aimless Destiny	Nelson	Michael	SC
353	Pendragon	Damiana	Brande	WA
358	Sea Krapper	Dunican/Wilander	Mike/Ron	WA
359	Latreia	Hoffmann	Shaun	TX
369	Molly	Hemenway	David & Kathy	CT
371	Graham	Betty L	Dudik	WA
374	Magnificant	Guenther	Greg & Nancy	IL
377	Blew Streak	Obrosky	Rich & Cyndi	TX
381	Heidi Ho	O'Neal	David B.	VA
383	Cardinal Dream	Hill	Isaac	TN
387	The Patriarch	Atkinson	Stephen	MO
401	Peggy Sue	Meuser	Peggy Sue & Mike	CA
407	Sun Spot	Winans	Tom & Linda	CA
411		Winters	Lee	NM
416	The Blue Warbler	Wike	Max	FL
418	Mach Turtle	Peddy	Sheila & Aaron	CA
422	Thomas	Ariel III	McMahon	CA
427	Lucky Lindy	Mayo	Tim	MA
428	Misty Dawn	Hefner	Unknown	TX
431	Irish Rover	McFarland	Joe	OH
439	Gold Rush	Pawlowski	Randy	FL
443	Sleeper	Barnett	John & Judy	GA
445	Osprey	Dearth	Andy & Alma	FL
447	Freebird	Matosek	Joel	PA
452	Unruly	Raggio	Liana	FL
455		Williams	Jack & Margaret	OK
457	No Cat Hare	Hare	Donald	CA
469	Michael	Free James Brown	Glover	GA
474	Perfect Time	Colon	Carlos	PR
480		McCoy/Brown	Kevin/Liza	FL
488		Henrey	Aaron	TX
492	Lydia	Opstad	Neil & Linda	MN
496		Lasky	Don	FL
499	Sassy	Densmore	Kurt	MI

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
500	Fortune 500	Charlton	Monroe & Lynda	FL
501	Insanity	Peterson	Gary	TX
504	Ab-Sent	Ream	Ab	MD/DC
515	Tantrum	McCormick	Steve	CA
516	On The Cay	Melvin	Perry	WI
517	Sea Chaser	Prevost	Tom	TN
519		Rich	Leland & Margaret	AK
523	Bound To Wind	Emrich	Charles	KY
524	Freedom XII	Warriors at Sail		MD
538	Michael L	Drunk On The Moon	Duitch	OH
547	Flextime II	Pray & Creamer	Larry & Bill	CA
548		Claybrook	Kyle	TN
555	Surfboard Ranch	Bourgeois	Gary	TX
563	Dragonfly	Rathjen	John	TN
565	Pork Chop Express	Bullock	Mitch	TX
569	Blind Hog	Robertson	Bill & Kathy	TN
584		Riebel	Karl	CO
590		Berkner	Paul	AZ
596	Antelope	Chaney	James	OR
597	Barchetta	McBride	Katie	OK
598	Clementine	McGaw	Mike	BC
606	Island Girl	Woodard	Tory & Pamela	MD
701	Tenacious	Anderson	Norm	AZ
703		Moran	Angel & Kevin	ID
704		Powell	Al	MA
705	Summer Camp	Schuerger	Todd & Carol	FL
716	I Can	Borba	Ken	CA
722		Curtin	Ted	NH
727	Pink Panther	Kaliszan	Pawel	CO
735	Attitude & Latitude	Hernandez	Rafael	FL
738	Gennesaret	Brader	David	WA
741	Intrepid	McCullough	Bobby & Rayna	TN
745	HeadingUP	Burgin	Thomas	KS
746	Cuttin' Wind	Lewis	Doug & Kim	OK
750	Anorexia	Irwin	Scott & Marilyn	TN
752	Dry Heave	Grzinich	John	TX
753	Timothy	Ole Butterscotch	Smith	AZ
755	Overtime	Musso	George	CA
758	Puffin	Thornton	Frank & Nancy	CO
769	YamAmaY	Kaplan	Joshua	NJ

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
770	Wind Splitter	Vandervort	Jim	NJ
785	Magnum	Kokkins	Dennis	TX
789	Howard	La Petite Bateau	Owens	PA
790	Dolphin	Sanders	Jeff & Dawn	CA
795	Muddpuppy	Corey	Bryon	GA
796		Wesley	Russell	CA
799	Nancy's Dream	Steffan	Nancy	NY
800	Casino	Myers	Cary	MI
804	Happy Hour III	Newmann	Thomas & Suzanne	NJ
808	M-T POCKETS	Baillie	Ryan	CA
813	Girl Dog	Hellings	Paul	FL
814		Wilson	Quen	FL
815	TigerAnn	Robison	DL	FL
819	Windwong	Heirendt	Darrell	ID
823	Eloise	Oliver	Dan	CA
826	Dream Catcher	Pfister	Erich & Nancy Lee	CA
828		Andrew Brown	Sea Scout Ship 14	CA
830	Travel N Entertainment	Baumann	Leo & Diana	AZ
832		Stiles/Houlton	Steve/Mike	CA
841		Koenig	Dave	AZ
847	BING	Rabine	Ron	MI
848	Plastic Money	Jenkins	Jim & Peggy	TX
849		Apker	Bill	OK
855	Moomintroll	Williams	Craig	CA
857	Thar Be Dragons	Borelli	Robert	MD
858	Thar Be Little Dragons	Borelli	Robert	MD
860		Kemp	Clint & Joanne	NY
862	Soft Winds II	Carter	Ron & Sherry	OK
867	Comfortably Numb	Silberman	Scott	
878		Illges	John	GA
880		Gwilym	Tom	WA
881	Rojo	Rogers	Robin Stolk & John	CA
884	Resail	Muth	Mark & Karla	NM
885		Boss	Dick	AZ
886	The Cat	Handley	Rachel	CA
893	Richard	Whippy	Davis	AL
895		Schuerger	Tom	FL
897		Silberman	Scott	CA
899		Weiso	Jack	MI
900	Sails Call	Gleason	Jack	MI

Catalina 22 Hall of Fame

Hull #	Last Known Boat Name	Last Known Owner's Last Name	Last Known Owner's First Name	Last Known State
903	2 Relaxing	Kyler	Kris & Karen	IN
906	Windsong	Hendricks	Erichard & Carole	CA
911		Valavicek	Tony & Carol	IL
923	Game Over	Cochran	Gene	FL
940	Aegis Of The Wind	Ashley	Miles & Lisa	VA
944	Windbreaker	Palmay	Rich	NY
951		Kyffin	Butch	CO
959	Polk A Dot	Polk	Fred & Dorothea	CA
964		Jones	Howard	TX
967		Dorsch	Ken & Vicki	NY
969	Serenity	Kanoza	Michael	FL
971	Daisy	Camp	John & Joan	LA
972		Dobbin	Kenneth & Eliz	FL
987	Stardust	Easparam	Michael	TN
988	Fury	Miller	Stephen	TN
992	Fandango	Purcell	Brent	FL
999	Coquette	Litsch	Diann	TX

MainBrace

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If No, name and address of former owner _____

Your Name _____Spouse _____

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City_____State_____Zip_____

Phone (_____)_____ Business (_____)_____ E-mail_____

Boat Name_____Hull No._____Sail No._____

Keel: Swing _____ Fixed _____ Wing _____

Marina_____City_____

State_____Zip_____I am currently a member of Fleet #_____

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Summer (July 15)

Early Fall (September 15)

Fall (November 1)

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September 15

November 1

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