

MainBrace

Catalina 22 Sailing News

Early Fall 2026





2026 Catalina 22 Great Lakes Cruise Participants (left to right)

Patrick and Heather (S/V Whole Lotta Rosie)

Steve (S/V Spartan)

Amanda and Douglas (S/V Magnetic North)

Paul (S/V Shark Bait)

Rick (S/V Viking Dream II)

Candice (S/V Spartan)

Diane and Steve (S/V Shark Bait)

George, Olivia, Andrew, and Melody (S/V Old Blue)

Jim (S/V Viking Dream II)

Myra and Geoff (S/V Inconceivable)

Mike Bracket (S/V 'Smoke)

Fall 2026 Volume 55 No. 5

#255

4	Events Calendar	36	Anchor Riding Sail
5	Association Officers / Rules Committee	37	Bulkhead Repair on a Catalina 22 New Design
FEATURE		43	Split Backstay
7	Catalina 22 Great Lakes Cruise	44	A Very Cool Catalina 22 MK-II Cooler Upgrade
RACING and FLEET NEWS		47	Fender Mid-Mast Support
15	Region 3 Racing Series	48	Plan a Catalina 22 Destination Vacation
16	Congratulations Region 3	ADMINISTRATIVE	
18	Throwdown in Motown Regatta	49	Mainsheet Magazine
22	Fleet 101 Report	50	MainBrace Advertising Rate Card
CRUISING and TECH TIPS		51	Membership Application
25	Catalina 22 MK-II: The Ultimate Trailerable Cruising Boat	52	MainBrace Deadlines
32	So I Married a Sailor		

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Events Calendar

Weiss Lake Regatta

September 26 & 27
Rome Sailing Club
Leesburg, Alabama

Jubilee Regatta

October 31 & November 1
Pensacola Yacht Club
Pensacola, Florida

Po Oi Kowaliga Regatta

October 3 & 4
Dixie Sailing Club
Lake Martin, Alabama

Wurstfest Regatta II

November 13, 14 & 15
Lake Canyon Yacht Club
Canyon Lake, Texas

Grand Annual Regatta

October 3 & 4
Cave Run Sailing Association
Morehead, Kentucky

Sanford Sailfest

December 5 & 6
Lake Monroe Sailing Association
Sanford, Florida

OI Man of the Sea Regatta

October 10 & 11
Fort Worth Boat Club
Fort Worth, Texas

– 2027 –

Terlingua in Exile Regatta

October 24 & 25
Dallas Corinthian Yacht Club
Dallas, Texas

Catalina 22 National Championship Regatta

June 6 to 10
Dixie Sailing Club
Wind Creek State Park
Lake Martin, Alabama

Send event updates to Editor Rich Fox at c22mainbrace@yahoo.com

Association Officers

Duncan McBride, Commodore
Jenks, Oklahoma
duncan.mcbride747@cox.net

Chuck Atkinson, Treasurer
Arkadelphia, Arkansas
Ckatk1202gmail.com

Jennifer Bennett, Vice Commodore
Eclectic, Alabama
Jen_721@msn.com

David Hayslip, Chief Measurer and
Chairperson-Rules Committee
Haslet, Texas
dhayslip197@gmail.com

Mark Heinold, Rear Commodore
Pensacola, Florida
markeheinold@me.com

Stuart Weist, National Cruising Captain
Chetek, Wisconsin
svlakeshark@gmail.com

Dora McGee, Secretary
Cumming, Georgia
secretary@catalina22.org

Rich Fox, Editor / Webmaster
Westfield, Indiana
c22mainbrace@yahoo.com



Rules Committee

David Hayslip, Chief Measurer
and Chairperson-Rules Committee
Haslet, Texas

Mickey Richardson
Cataula, Georgia

Doug Thome
Chestnut Mountain, Georgia

Tom Beaumont
Prince Frederick, Maryland

Don Hare
Roseville, California

Mike Bracket,
Clinton Township, Michigan



Rich Fox, Editor and Webmaster

Dating back to the early days of the Catalina 22 National Sailing Association, cruising has always been a big part of this organization and another way to enjoy the fun of owning and sailing a Catalina 22. This edition of *MainBrace* puts an additional focus on cruising.

Thank you to Amanda Grooms for writing and submitting a great article about this year's Catalina 22 Great Lakes Cruise.

Thank you Rich Gailey (Region 3) and Mike Bracket (Region 4) for your racing article contributions. And thank you to Jon Keating for his excellent Fleet 101 report and pictures.

A lot of eyes are on C&T Composites as they seek to revitalize the Catalina Yachts brand. A well-written article by Jon Arck, Commodore-Catalina 4 Series Association, was featured in the Fall *Mainsheet* magazine. Highlights include:

- C&T Composites has acquired all the molds from Catalina Yachts including legal acquisition of the trademark name "Catalina Yachts".
- Work on seven unfinished boats started on August 7.
- Production of new boats will begin in late 2026.
- Parts department will open in approximately 30 to 60 days.
- C&T will be reconnecting with vendors, dealers and owners in the months ahead.
- C&T has not yet decided which Catalina Yachts models will return, as new designs are also expected.

The deadline for the Fall (#2) *MainBrace* is November 1, Noon Eastern. Please send your regatta reports, fleet news, tech tips, and sailing stories.

Thank you,

-Rich

Editor's email: c22mainbrace@yahoo.com



By Amanda Grooms

S/V Magnetic North

The annual Catalina 22 Great Lakes Cruise is one of the highlights of every summer – a week long gathering of sailors ready to embrace living in their Catalina 22's, eager to relax and explore new fresh and clear northern waters together.

This June, I was thrilled that we got to show off and share our summer stomping grounds – the waters of beautiful Lake Charlevoix in Northern Michigan with stops in Boyne City, Charlevoix, and Petoskey. This particular cruise itinerary is so popular among our Great Lakes Cruises that it has been repeated at least three times in the past 20 years. We sailed out through the Pine River channel into Lake Michigan and explored Little Traverse Bay before returning to Lake Charlevoix at the end of the week.



The Catalina 22' Great Lake Cruise Fleet makes its way through the Pine River Channel out into Lake Michigan. The Charlevoix Lighthouse can be seen off in the distance. S/V Old Blue is leading the way, followed by S/V Whole Lotta Rosie, S/V Viking Dream II, S/V Shark Bait, S/V Spartan, and S/V Magnetic North bringing up the rear. Photograph provided by Amanda Grooms.

Half the group arrived on Saturday and the other half on Sunday to put up the sticks and launch their boats in Boyne City. We stayed Sunday night at the newly refurbished Boyne City F. Grant Moore Municipal Marina. The first gathering under the pavilion is always full of energy, excitement and anticipation. This year, there were only six boats, but a group of 21 in total:

S/V Magnetic North	Douglas & Amanda (me) from Texas/Michigan
S/V Spartan	Steve & Candice from Michigan
S/V Whole Lotta Rosie	Patrick & Heather from Iowa
S/V Old Blue	Andrew, Melody, George, and Olivia from Ohio
S/V Viking Dream II	Rick and Jim from Indiana
S/V Shark Bait	Steve & Diane, and Paul from Illinois (plus "Roo" the dog)

We had Geoff (S/V Inconceivable) and his wife Myra, daughter Shylo and son-in-law Robert with his son Nick join us even though Geoff's boat was out of commission. They all stayed in an AirBnB in Harbor Springs for the week with Geoff making the hour long drive every morning for skipper meetings and joining us for evening get togethers. Our fearless leader of all Great Lakes Cruises – skipper Mike Bracket of S/V 'Smoke – welcomed us at the Sunday evening gathering even though he was unable to join us for this year's cruise. We missed having Mike leading the pack, but we made sure to photo-shop him into our photos throughout the week as if he were there.

The weather was idyllic that Sunday evening as we scarfed down BC Pizza and hugged old friends. What made this year a little different was that there were no new faces on our cruise – we had all been on past cruises together, so it was more like a family reunion. After a picture-perfect sunset over Lake Charlevoix, we slept soundly giddy about the week ahead of us.

Monday morning, after our skipper's meeting, we pushed off the docks around 10 a.m. and began our sailing adventure. 3.5 hours, 16+ miles and 13 tacks later, we arrived at my favorite boat-up to lunch spot, The Landing, right next to the famous Ironton Ferry. The cute Ironton Ferry is a historic, four-car cable ferry that dates back to the 1870s. The Landing was able to get all six Catalinas docked and a table for us outside so we could watch the ferry trek back and forth all 610' across the Ironton narrows. After a superb lunch with impeccable service, we began our afternoon sail logging another 11.7 miles up to the charming town of Charlevoix. Voted one of the best small lake towns in America, there is a reason Charlevoix has the nickname "Charlevoix the Beautiful." It was a quiet evening with everyone doing their own thing and exploring the town on their own. A few people walked out to the lighthouse and examined the small Pine River channel underneath the drawbridge that we would be going through to access Lake Michigan the next morning. The Charlevoix City Marina has bicycles you can use to explore the town and see the famous Mushroom Houses built by the famous Earl Young. Douglas and I used the evening to install our brand-new Joe Waters' mainsail – a bittersweet moment only six weeks after his passing. It was a peaceful night at the marina before an exciting day ahead.

Tuesday morning felt different – the buzz of going underneath the drawbridge and out through the channel was all anyone was talking about. Every half hour, the bridge opens up to let large vessels and sailboats pass between Lake Charlevoix and Lake Michigan. We sent links to family and friends so that they could watch the "Bridge Cams" on YouTube seeing us sail out in real time into Lake Michigan. We decided to catch the 10:30 a.m. bridge opening. By 10:15 a.m. all six of us were out motoring in circles in Round Lake eagerly chatting on VHF radio about who was going first and last and who was going to take pictures of what. That sound of the bridge siren going off and the moment of delay before the bridge began opening – oh, the amount of excitement that had built up was palpable. The squeals of excitement could be heard by our friends and family watching on the bridge cam as one by one, we passed under the bridge. This was definitely one of the highlighted events of this cruise if not our most



Passing underneath the Charlevoix Drawbridge leaving beautiful Lake Charlevoix heading towards Lake Michigan. Photo taken off the stern of S/V Old Blue.

Friends and family tuning in to the Charlevoix Bridge Cam on YouTube watching us sail out into Lake Michigan through the Pine River Channel. This image was captured by the son of Steve and Candice on S/V Spartan who was watching on his laptop from his dorm room in Houghton, Michigan.



memorable moment. The dinging of the bridge closing behind us and the lighthouse in front of us, we motored into Lake Michigan before turning north and putting up the sails to head towards Petoskey.

Lake Michigan was kind to us that day. It was calmer waters with good clips of sailing conditions; a few opting to motor-sail in lighter winds. Turning more easterly into Little Traverse Bay, we found the winds picking up and the seas growing to two-to-three feet following swells. After 22.2 miles of sailing with only three tacks, we dropped the sails in washing machine like conditions before motoring into the Petoskey City Marina.

We immediately were greeted by the sounds, sights, and smells of construction – a very loud consistent banging with screeching metal sounds directly across from our slips. A late ice melt this past winter delayed the repair of a few docks, so our view off the stern was of the smokey, oily barge fixing dock pylons. The marina staff assured us they would be stopping by 6pm, which thankfully did happen. Another surprise was that our docks weren't floating docks, which meant there was quite a steep step down onto the cockpit decks. Luckily, our group knows how to roll with the punches and were nimble enough to get in and out of their boats without much difficulty.

The crew of S/V Old Blue took the rest of the day to visit a waterfall and go Petoskey Stone hunting along the shores, while the majority of us met up a local craft brewery and sampled their beers. While most were delicious, one beer was so disgusting that a four-ounce glass was tasted and disapproved of by 14 different sets of taste buds – a funny moment that will not soon be forgotten. We walked around downtown and ended up in the basement of the famous Stafford's Perry Hotel for dinner at the Noggin Room – a dark, cozy tavern serving delicious pizzas, huge burgers, scrumptious desserts and an unlimited supply of free popcorn. After a stunning (and luckily quiet) sunset back at the marina, we watched the moon rise from under the pavilion to the sound of guitars and singing by Patrick (S/V Whole Lotta Rosie) and Steve (S/V Shark Bait).

We were all thrilled to learn the construction crew was not going to work on Wednesday due to the light rain all day long. It was the perfect off-day – naps for those of us wanting to listen to the rain fall on the cabin roofs, roaming the streets for unique gifts and trinkets, and even sailing across the bay to Harbor Springs and back for a few of our skippers. In the late afternoon, everyone met up under the pavilion for the annual "White Elephant Gift Exchange" and were treated to homemade "Pain Killers" – a frozen cocktail made by Steve and Candice of S/V Spartan. They even brought their own blender from home!! As the rain sprinkled around us, we remained dry and shared laughs as the only question that needed to be answered was to open a new gift or steal your neighbors. The clouds parted and we all headed in to town for dinner. A group of 4 boats worth of crew opted to eat at Mitchell Street Pub – we each had our own table and sat across from one another tucked away in the back of the packed restaurant. Our lively waiter took great care of us and even took a group picture for us. We ventured into a store

nearby where I think most of us bought the exact same jacket – two for \$20. If you see us matching on future cruises, know that we just couldn't resist this deal. As tradition, we HAD to eat ice cream at the local Murdick's Fudgery. We even took a picture to send to Mike, our fearless leader, to prove that we didn't break tradition of trying the local ice cream on every cruise. Another late evening under the pavilion with more music and hot showers at the marina before falling fast asleep.

Thursday morning meant returning to Charlevoix. At the morning skipper's meeting, Geoff relayed the weather update that although there was NO wind in the morning, that it was predicted to pick up quite a bit in the afternoon – up to 18 knots perhaps. We said goodbye to the Petoskey City Marina and the construction crews and began motoring back to Charlevoix. There was a tentative plan to try and time going through the channel and drawbridge together again, but that was a pipe dream. Most of us motored for a while; a few put up a sail and motors ailed, and S/V Old Blue flew their spinnaker. Last to leave the marina and the first to arrive back in Charlevoix, they surely showed their racing background.

There isn't much I could say that could explain the dramatic change in the lake conditions. What started as glassy water turned into four-to-five-foot choppy waves blowing in hard from the northeast within minutes. Little Traverse Bay was flat calm and the moment you turned slightly southwest to head to Charlevoix became a totally different sail. For me personally, it was bigger conditions than I wanted to be in, but we had to keep plugging along. It became clear that three of us were going to try and make the 3:30 p.m. bridge opening, and the last three boats were going to make the 4 p.m. opening. S/V Old Blue and S/V Spartan passed the lighthouse and made it into the calmer waters heading down the channel as the bridge opened. As we on S/V Magnetic North were sailing into the channel, the final five-foot swell that pushed us into the channel sheared our rudder straight off and bent the metal housing. (We will save this dramatic story for a future *MainBrace* article.) Needless to say, we did not make the 3:30 p.m. bridge opening but instead were towed in by S/V Whole Lotta Rosie at the 4 p.m. opening – our heads hung in defeat and a tremendous amount of relief that we made it back to the slip safely at the Charlevoix City Marina. *big sigh* After regaling the “what happened” with the rest of the skippers, we ate dinner at a local Mexican restaurant and did a quick walking tour of the Mushroom Houses and the local library. IYKYK. A long hot shower and an early night was in store for us, while everyone else enjoyed the park-like atmosphere along the shores of Round Lake in Lake Charlevoix.

Early Friday morning, we on S/V Magnetic North left our slip and motored the 14.3 miles back to East Jordan, MI – our summer home and local dock on the south arm of Lake Charlevoix. We made it home in two-and-a-half hours and thanked our Tohatsu SailPro 6 for steering us back to our slip safely. S/V Whole Lotta Rosie also left early Friday morning and had to pull their boat out early due to a medical emergency back home. Three of the remaining skippers left for Boyne City at 10 a.m., while the crew of S/V Old Blue opted to attend the used book sale at the Charlevoix Library that began at 10 a.m. that morning. Two HUGE boxes full of books later, they shoved off the marina around 10:30 a.m.. The four remaining sailboats made it back to Boyne City between 3 p.m. and 5 p.m.. Douglas and I drove over to meet them on arrival.

Friday nights in Boyne City are a big deal. During the summer, they host “Stroll the Streets” where musical groups perform on every street corner. Sometimes they host car shows or boat shows but everyone strolls the streets and shops, most of them licking ice creams and enjoying the perfect weather. Everyone eats dinner out and none of the places take reservations during “Stroll the Streets”. Our final big group sendoff dinner was at the Lake Street Pub. Numerous prior phone calls and talks with the manager were made in hopes to accommodate our large group. They far surpassed our expectations. We had a group of 15 people plus a dog, and we all sat together with no wait time. Our waiter, Aiden, handled our large group with precision and personality. With full bellies, we took our annual group photo in front of the building next door with a large mural stating “It’s Drinking Weather!” We continued to stroll the streets for a little while and hung out in the marina Adirondack chairs for a few more hours before calling it bedtime.

Douglas and I were home in 15 minutes and our boat already in her slip. Everyone else pulled out Saturday morning and headed home to their respective states. It was another jam-packed week of sailing, motoring, eating, drinking, laughing and having fun. Total nautical miles this cruise on S/V Magnetic North: 71.93NM.

A few things that stand out to me personally that need a mention:

- It was super cool that Geoff’s grandson was invited on-board to crew with Patrick and Heather on S/V Whole Lotta Rosie from Boyne City to Charlevoix;
- Thank you to Diane on S/V Shark Bait for baking DOZENS AND DOZENS of cookies that we ate every single night all week long;
- It was very special to have three veteran cruisers with us this year – Jim and Rick on S/V Viking Dream II and Geoff have sailed this exact itinerary with the Great Lake Cruise back in 2009 and in 2017;

- The crew of S/V Shark Bait selflessly volunteered to help rig and de-rig another sailboat in our group – the way people help out one another is remarkable;
- Patrick and Heather on S/V Whole Lotta Rosie really swooped in and saved us when we were disabled without a rudder bouncing off the north break wall in the channel. Many more thanks to everyone who cheered us up after our unfortunate accident, particularly Geoff who greeted us at the dock with news of an extra rudder back in his garage in Indy – this really is a remarkable story to be told in a later *MainBrace* article;
- I was so excited to show off Lake Charlevoix. The staff at The Landing restaurant and the Lake City Pub were so outstanding and made me really proud of the place we call summer home.

And most importantly:

- I mentioned that we didn't have any new faces on our cruise this year, and that it felt more like a family reunion. I think it was a really special dynamic that we all knew one another already. We all know the saying "you can't choose your family" but what is even cooler is that when we start the week already like family, that we still end the week as friends, and that is really saying something.

Please join us next year for our Great Lakes Cruise (to be announced even though we already kinda know where we are going and it is REALLY exciting)! We are a SUPER fun group (not biased at all) that would LOVE to add you to our cruising family.



*Author Amanda Grooms and Douglas Doring
aboard their Catalina 22 "Magnetic North".*



Region 3 Racing Series

By Rich Gailey, Region 3 Commodore

The beginning of the Region 3 Series starts this fall with the Po' Ol' Kowaliga Regatta October 3 and 4 on Lake Martin, Alabama hosted by Dixie Sailing Club. Maybe Kowaliga would not feel sooo Po' or Ol' if we get a lot of Catalina 22's out there. BTW, this is the same lake where Nationals will be held in 2027.

The next regatta will be the Jubilee Regatta hosted by Pensacola Yacht Club called the Jubilee Regatta October 31-Nov 1. What makes this regatta cool is the skippers have an excuse not steering a straight course while the Blue Angels and Thunderbirds are performing aerial acrobatics in their jets overhead while we are racing.

Our third race in the series will once again be Sanford Sailfest on December 5 and 6 on Lake Monroe, Florida. Sanford is the Craft Brew Capitol of Central Florida, and we are halfway between the theme parks and the beaches.

You are also welcome to sail in any of our series if you are not in Region 3. We can find places for you to store your boats for the fall and winter if you would like to fly or drive without a frozen axle boat for the races. Usually, we can find you a free spot to park your boat for the season. We may even be able to find a boat for you to use for a race or find crew opportunities for other boats racing.

So, you have a choice - you can put your boat away for the season with a frown on your face or plan to head south to work on your suntan while sailing your boat, or someone else's, October through April. We look forward to seeing you out on the water down here in Region 3.

BTW, rumor has it that the 2027 portion of the schedule will be confirmed here soon once the Muckety Mucks send up the White Smoke from the Region 3 chimney.

For more information regarding regattas, including crewing or storing your boat, contact the host club website or contact Rich Gailey at gaileyr@bellsouth.net, 407-595-7447.

Congratulations Region 3

By Rich Gailey, Region 3 Commodore

Congratulations to all the Region 3 competitors at the 2026 National Championship hosted by Pensacola Yacht Club and the Grand Lagoon Yacht Club. Region 3 had a very strong showing taking seven of the top eleven spots in the Gold Fleet with “Buccee” taking first and “Dubble Bubble” taking third.

Region 3 won all three spots in the Silver Fleet and top five of the top seven spots in Spinnaker.

The future looks really good for Region 3 as we now have a rejuvenated series where we had over twenty-five boats sail in the different races last year. The Silver Fleet at Nationals was made up of Region 3 boats as well as two new boats in Gold with “Dubble Bubble” and “Unruly” doing really well.

I am proud of the participation in the Region 3 series and the results that translated into all the success at the 2026 Nationals.



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Thank you UK Sailmakers Texas for your support of MainBrace magazine.



By Mike Bracket

August 29 and 30 was the Region 4 Championship Regatta held at North Star Sail Club in Harrison Township (Lake St. Clair), Michigan. Eight boats sailed a hard fought four races on Saturday in near ideal conditions. Eighty degrees and 12 to 15 mph winds. John Handler from Chicago put on a clinic nailing four bullets. Jennifer Bennett was close on their transom every race with Ron Rabine keeping the pressure on.

After racing, the club hosted a BBQ and live band on the lawn. Although the band 'played on', most skippers and crew turned in early.

Sunday brought light rain and no wind so the Race Committee postponed ashore and everyone enjoyed another cup of coffee and donuts. Finally, the RC abandoned racing for the day and the real race began - the race to the hoist.

After much discussion, the assembled skippers agreed that Eagle Creek in Indianapolis was a good option for the 2027 Regionals. Put it on your calendar now for mid-September next year in the "Circle City". Our target is 12 boats at the start.

Congratulations to John Handler and the crew of "Chutzpah" on their win!



First place - John Handler.

Pos	Sail #	Skipper	R1	R2	R3	R4	Total
1	311	John Handler	1	1	1	1	4
2	38	Jennifer Bennett	3	2	2	2	9
3	847	Ron Rabine	2	3	5	3	13
4	3172	Jay Schuch	5	5	3	4	17
5	2395	Mike Parrow	4	4	4	5	17
6	2612	Jim Hodson	6	6	8	6	26
7	9027	Jake Wolny	7	7	7	7	28
8	3172	Timmy Jordan	8	8	6	8	30



Second place
Jennifer Bennett



Third place
Ron Rabine



Fleet 101 Report



By Jon Keating
Fleet 101 Secretary / Treasurer

Greetings from the shores of Lake Massabesic in Auburn, New Hampshire, home to the Massabesic Yacht Club (MYC), and the small but mighty Catalina 22 Fleet 101. Lake Massabesic brought our group great, if not challenging, winds and races this past year. Under the leadership of fleet captain Robert "Bobby" Garrahan, over the past two years, our fleet has grown in size and engagement.

MYC's mission is rooted in promoting the love of sailing and we are proud to say we are able to indoctrinate many of the club's Learn to Sail participants into the cult of Catalina ownership. This year was no exception as we added 2 more Catalina's to our fleet's active roster through this program.

Our fleet not only promotes the love of sailing, but also the love of racing. MYC runs three racing seasons of six weeks each and for many years, the Catalina group struggled to get enough boats on the starting line to have a race. This year we had a very competitive summer series and a crowded starting line in the fall! Even those new to racing quickly learned the adage "Survive the Start". Our fleet firmly believes that from the newest racer and sailor to the oldest, we each play a part in each others education and coaching. While we may jockey for position on the water, a communal debrief always follows with advice and tips shared by all.

Highlights of this season also included a well attended 80's theme BBQ at MYC hosted by our very only Catalina Fleet 101. While we have only about a month of sailing left on our beloved lake before the New England weather forces our Catalina's into hibernation, we still have many more lessons to learn and teach, many more tweaks and adjustments to make, and lots of time to plan for that day when the last snows have gone and we can be back on the water again!

If you ever find yourselves passing through New Hampshire make sure you reach out to Catalina Fleet 101 (follow us on Instagram @catalinafleet101) Massabesic Yacht Club is a humble place nestled in the woods where you won't find a more hospitable group of Catalina owners to share some time with!







Catalina 22 MK-II

The Ultimate Trailerable Cruising Boat

By Rich Fox, Editor

Some boats demand a marina, a truck, a budget, and a crew. The Catalina 22 MK-II asks for little more than a trailer, a breeze, and a free weekend.

The boat is sitting quietly on its trailer in the driveway, looking almost too small to be called a cruising yacht. The mast is down. The sails are bundled. The cabin is closed up. Compared with the thirty-footers sitting in marina rows, it looks modest—almost toy-like. Then the weekend arrives. You back the trailer toward the ramp. The boat slides into the water. The sails are bent on. A few minutes later, the engine is shut down, The boat is moving under wind power. And suddenly, that little 22-footer doesn't look small at all. It looks like freedom and fun!

That is the enduring appeal of the Catalina 22 MK-II. It isn't the biggest trailerable sailboat. It isn't the fastest. It certainly isn't the most luxurious. What it is, however, may be far more important: it is one of the best-balanced small cruising sailboats ever built.

You Can Take It With You

The genius of the Catalina 22 brand has always been its ability to blur the line between daysailer and cruiser. The MK-II, introduced in 1995 as the next evolution of the classic Catalina 22 design, takes that concept and makes it even more practical. At roughly 23 feet 10 inches overall (from bow pulpit to rudder) and just over 2,300 pounds in its retractable-keel configuration, it is a boat that can realistically live on a trailer rather than permanently in a marina.

Photograph by Dora McGee.

Your cruising grounds can be wherever the road leads. A lake you've never sailed. A reservoir two states away. A quiet coastal harbor. A weeklong vacation where the boat comes along instead of sitting at home. The trailer isn't merely transportation. It is part of the Catalina's cruising system. And there is something wonderfully democratic about that. You don't need a waterfront home. You don't need a large pickup and a commercial launch ramp. You don't need to spend thousands of dollars every year just to keep the boat somewhere wet. You need a road, a ramp, and the willingness to go.



Small Boat, Serious Cruising Credentials

Step aboard the MK-II and the illusion of "small boat" begins to disappear.

With an 8'4" beam (no permit needed for trailering), the cabin is compact, but Catalina Yachts was remarkably good at turning every available inch into useful space. You can easily sit straight up with a back support on the two side settees. There is adequate room for overnighting, plenty of storage beneath the seating, a compact roll-out galley arrangement, and a head in the v-berth. It is the kind of interior that can become surprisingly cozy once you're anchored somewhere beautiful.



The pop-top main cabin hatch is particularly clever. Raise it at anchor, add the enclosure, and the cabin suddenly feels larger, brighter, and better ventilated with stand-up headroom. Open the companionway, let the breeze move through, and the cozy cabin becomes a comfortable refuge from the afternoon heat.

This isn't a floating condominium. There is no temptation to spend the weekend watching television below decks. There simply isn't enough room. Instead, the Catalina 22 MK-II encourages you to be outside. You cook dinner in the cockpit. Enjoy shade under the bimini. You sit on deck as the sun goes down. You wake up to water moving gently against the hull. The cabin is there when you need it, but the real living room is the lake, river, or bay surrounding you.

Photograph by Don Boyko.



The Keel That Makes It All Possible

Perhaps the most important feature of the Catalina 22 MK-II is hidden beneath the boat. The 550-pound fiberglass-encased retractable swing keel gives the boat a remarkable split personality. Raise it, and the MK-II becomes practical for trailering and launching, with a draft of roughly two feet. Lower it, and the MK-II gains the deeper underwater profile necessary for comfortable sailing, with draft increasing to around five feet. It is an elegant solution to one of the fundamental problems of trailerable cruising boats: how do you make a boat stable enough to sail while keeping it shallow enough to move easily?

The Catalina 22 MK-II's answer is simple. Move the swing keel when you need to. That means the owner can explore shallow anchorages and use a wide variety of ramps without giving up the sailing characteristics of a deeper-keel boat once underway. For a cruising sailor, that versatility is gold. The best cruising memories often happen in places larger boats can't reach.

An alternative fiberglass-encased wing keel with its 2'6" draft is also easily trailerable. It may be a good choice when the MK-II may reside in salt water or if the owner does not want a retractable keel. Think no swing keel maintenance!

Photograph by Don Boyko.

Sailing the Way Sailing Should Feel

There is another reason the Catalina 22 brand remains so beloved for so many decades: it is simply fun to sail. In an age when modern boats increasingly emphasize interior volume, broad hulls, and floating-apartment comfort, there is something refreshing about a boat that puts the sailor back in direct contact with the elements. On the Catalina 22 MK-II, a change in wind is something you feel.

A puff heels the boat. A wave changes the motion beneath your feet. Trim the jib and you can feel the difference immediately. Ease the mainsheet and the boat responds. The Catalina 22 MK-II is forgiving enough for newcomers but rewarding enough for experienced sailors.

And because the Catalina 22 brand has such a long 55-year history as a one-design racing class, owners can take the same boat cruising on Saturday and racing on Sunday. That dual personality is part of the charm. It is a cruiser that hasn't forgotten how to be a sailboat.

Can the Catalina 22 MK-II perform on the race course? Yes it can! Catalina 22 MK-II #15355, fresh off the production line, finished in ninth place (out of 34) in a highly competitive Gold Fleet at the 1996 Catalina 22 National Championship Regatta on Chautauqua Lake, New York. Unfortunately, the MK-II was never embraced by the Catalina 22 racing community to put the boat to more repeated opportunities at the national level.

Simplicity Is a Feature

Cruisers often talk about reliability, but reliability isn't necessarily about having the best equipment. Sometimes it is about having less equipment.

The Catalina 22 MK-II systems are comparatively simple. Auxiliary power can come from a portable outboard motor. There is no complicated diesel installation. There are no elaborate hydraulic systems or sprawling electrical networks demanding constant attention. There is no exterior teak regularly requiring maintenance.

That simplicity lowers the barrier to ownership. You learn how to raise and lower the mast. You learn how the rig works. You learn the keel mechanism. You learn the trailer. You learn the outboard. You learn how to solve small problems before they become big ones. And when something inevitably goes wrong—as something eventually does on every boat—you are dealing with systems you can understand. That's an underrated form of luxury.

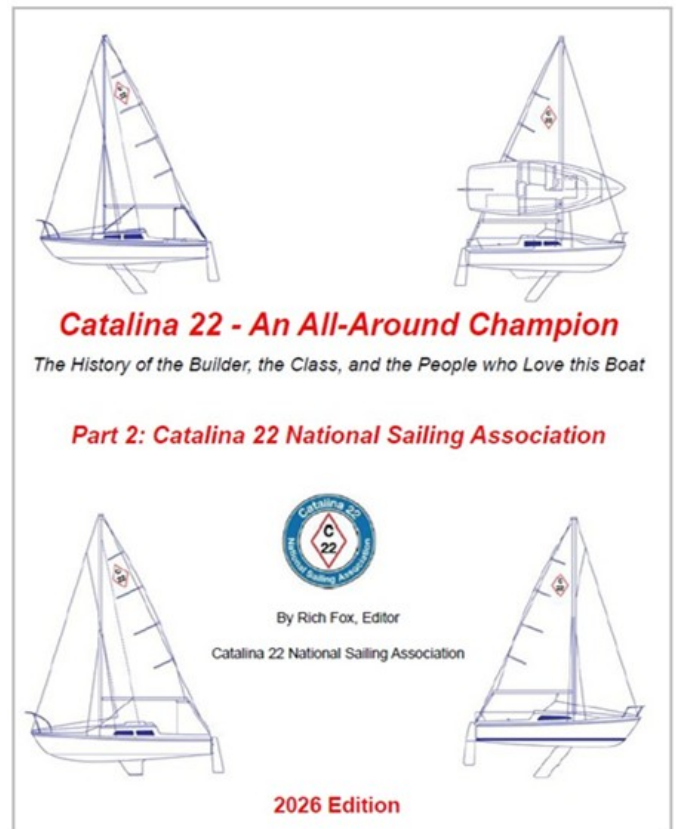
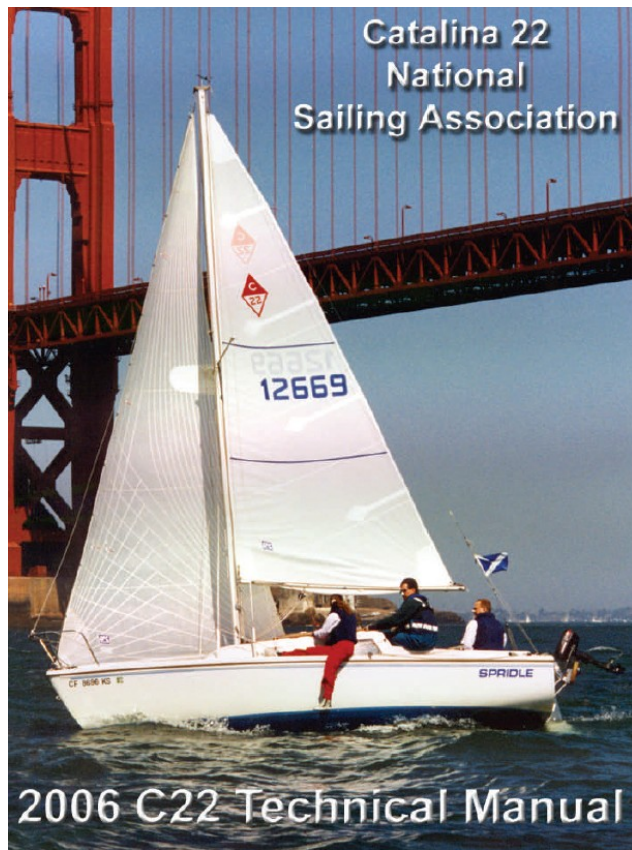
The Community Comes With the Boat

Then there is something you can't measure with a tape measure: the Catalina 22 community. Few production sailboats have accumulated such a deep reservoir of owner knowledge. Decades of racing, cruising, restoration, modification, and maintenance have produced an extraordinary body of information on the www.catalina22.org website for the Catalina 22 National Sailing Association.

Instead of owning an orphaned design, you become part of a continuing story. Owners share modifications. Fleets organize races and cruises. Technical resources abound including the 700+ page Catalina 22 Technical Manual. With Catalina Direct, parts are easier to find than they are for many boats of similar age.

The Catalina 22 brand and the Catalina 22 MK-II has an ecosystem. And that ecosystem is one of the reasons a Catalina 22 can remain useful and enjoyable decades after it left the factory.

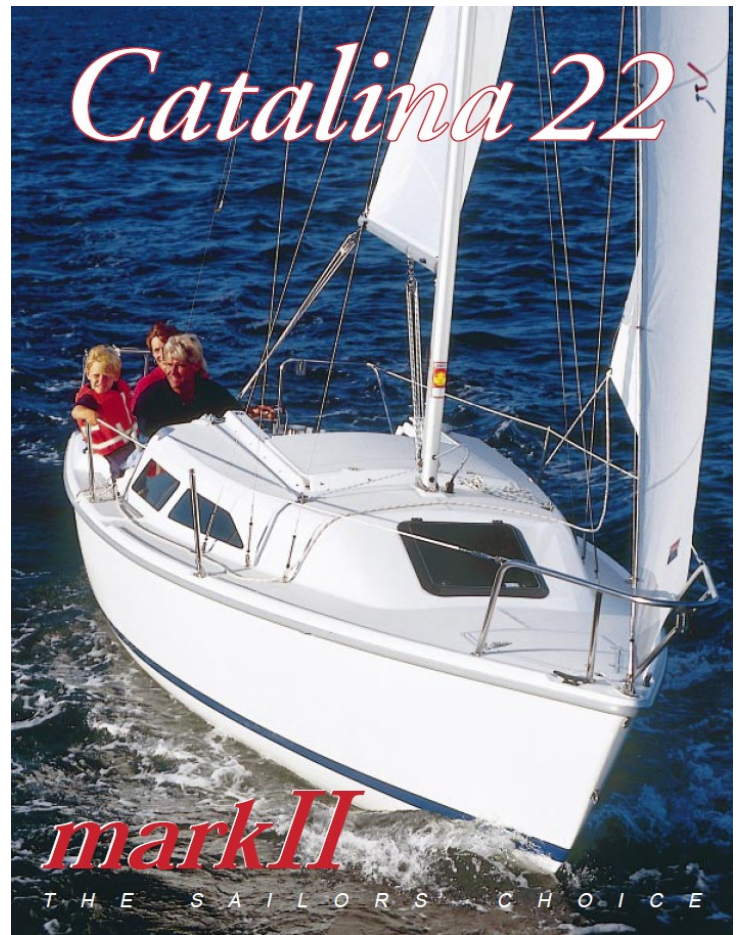
Production of the Catalina 22 MK-II ceased in 2010 during the company's final transition from Woodland Hills, California to Largo, Florida. Approximately 250 to 300 Catalina 22 MK-IIs were built during its 15-year production run.



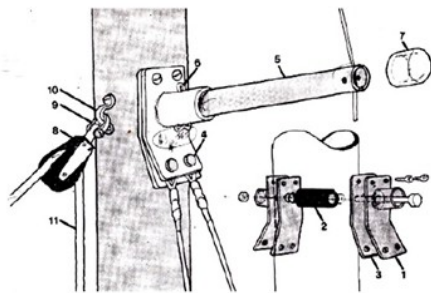
The Ultimate Measure of a Boat

So, is the Catalina 22 MK-II really the ultimate trailerable cruising boat? If "ultimate" means the biggest, fastest, or most luxurious, obviously not. But if it means the boat that best balances capability, simplicity, portability, affordability, and sheer opportunity for adventure, the argument becomes much stronger. Because ultimately, boats are not built to sit in driveways. They're built to go somewhere. The Catalina 22 MK-II makes going somewhere remarkably easy.

The Catalina 22 MK-II isn't merely trailerable. It is a reminder that cruising doesn't have to be complicated. Sometimes, all you need is a small boat, a willing crew, a good breeze—and somewhere new to go.



Catalina 22 Parts Catalog, Drawings and Measurements



Includes original drawings by Catalina Yachts to preserve the history of the Catalina 22 sailboat.

Prepared by Rich Fox, Editor
Catalina 22 National Sailing Association

2026 Edition

If you are new to Catalina 22 ownership and a member of the Catalina 22 National Sailing Association, then you have access to the "Catalina 22 Parts Catalog, Drawings and Measurements" publication. An excellent resource to learn more about how a Catalina 22 is put together and rigged.

To access this publication:

- Log-in at www.catalina22.org
- Go to Resources, then select Publications where you will find the document in PDF format for easy access

So, I Married a Sailor . . .

Cruising in Comfort from a Ladies Perspective

By: Michelle Weist

Without diving into my whole life story I will start with the basics, I own a 22-foot sailboat but only because I was the one who registered the boat when my husband and I purchased it 6 years ago. I did not grow up around boats, nor did I ever imagine that my life experience would include things like living aboard a 30-foot Catalina for 3 years, sailing from Catalina Island to San Diego, or camping on a sailboat while island-hopping in the Apostles with my family on-board. My husband, Stuart, has a love for the sea and I knew when I married him that owning sailboats would be a part of our marriage. While there are many “boat things” I have learned over the years, in this article I wanted to focus on one thing that has made all the difference for me, comfort.



Maybe you are asking yourself, can a sailboat be comfortable? Most men do not care about comfort when it comes to boating. If they are men who love the wind in their sails and a tiller in their hand then they are happiest on the water. Furthermore, most men do not give much thought to what they need to make them happy while boating. For them the act of being on the water makes them happy, they do not “need” anything else except maybe a bottle of water and a sandwich. Women typically are not that way, at least I am not that way. I do not want to rough it all day or week on the boat, I want to relax on the boat and enjoy the slowness and beauty of the view. Many years ago, Stuart and I were talking about boats (okay he was talking, and I was half listening) and he mentioned a book that he had read on sailing. Honestly, I do not remember the title of the book or what he was trying to say to me but there was a key phrase that came up from the book, “sailing decadence” that has stuck with me over our 16 years of marriage.



Decadence, by definition, carries the idea of excess or self-indulgence. The thought of blending decadence and sailing isn't just for the uber wealthy on a mega sailing yacht. Sailing decadence is possible for anyone and it starts with being comfortable on the boat. For me to be comfortable living aboard a sailboat or out cruising with my husband and children I had to ask myself a simple question, what do I need to make boating fun (i.e., comfortable) for me? I am not talking about plenty of sunblock, water, or lunch. I mean what are the extra things that I need to be a part of boating

for me to have a good time. The hard part of this question was answering myself honestly. For me to be comfortable on the boat I need snacks, pillows, a bathroom, and a great sun hat.

It does not matter if it is just my husband and I having a date on the boat or if my whole family is crammed into every bit of the boat's 22 feet for several days. Without access to these things boating is not as much fun for me, and my husband would struggle to get me to spend any time on the boat with him. Your list is probably going to be different than my list and that is my point, you have to be honest and say what works for you. To borrow a phrase from Marie Kondo, "what brings you joy?" Evaluate the type of boater you are and what you want to do on the boat, this is a great way to figure out what you need to be comfortable while boating.

By now you are probably wondering about my seemingly random list. It's not random, it's purposeful and a little bit decadent. I like snacks and having fun snacks on board enhances my boating fun. I specifically pick "boat snacks" that are things that I wouldn't normally buy at the grocery store to just have around the house. I have 3 boys and whenever mom tries to have special mom snacks in the house, they gobble it up before I get a chance to eat it. I have in the past even resorted to hiding places and let me tell you teens are like blood hounds when it comes to food, they can sniff it out anywhere. So, when I am preparing for a sailing adventure whether it is for the day or longer, I pack myself with some salty and sweet treats. Cheese-Its, pretzels, M&Ms, and dried fruit are my favorites.

Pillows- yes, I am a girl who loves pillows. There are 6 decorative pillows on my bed at home that are not for sleeping and several throw pillows on the couch that make it look pretty. These seemingly useless pillows annoy my husband. For the men who may be reading this article, do not squish your wife's pretty pillows, you will never live it down and indoor pillows are not for going outside. On the boat I like to have pillows too, because having a few throw pillows on-board makes my boat spot a little more comfortable. The pillows I have honestly came with the boat when we bought them and they were in

good shape, so we kept them and use them regularly. I enjoy laying on deck and having a pillow under my head or sitting in the cockpit with a pillow on my back as I lean on the cabin. Again, this is just something that makes boating more fun for me. So maybe get yourself some special pillows just for the boat to add to your spot. Another reason to have separate pillows for the boat is so if something happens to them, like going overboard, it is no big deal.

OK now the weird one on my list... a bathroom. Without getting too specific I have needs. Sometimes due to medical reasons I need to get to the bathroom fast. So, for me to be comfortable boating I need to have access to a bathroom within a reasonable amount of time should "nature call". My sweet husband bought a new porta-potty for our boat, just in case we are not near a shore with bathroom access. There are many toilet logistics to figure out for ladies on a boat but that will have to wait for a different article. We almost never use it, in fact I think the last time the porta-potty was used it was on our family Apostle Islands trip during 2020 when everything was shut down, including many of the bathrooms on the islands. Without a toilet on-board I would worry about needing one and not enjoy the trip much at all. I think you all get my point. The peace of mind in just having it on board makes me more willing to relax, go sailing, and have a great time.

Now the silly item, a great hat. I like big hats, I cannot lie... yep, I went there! I have always enjoyed sun hats as opposed to a baseball cap. It does not matter if I am laying out in the sun, sailing on the boat, or out working in my garden my favorite type of hat is a ladies wide-rimmed wrap-around hat. In fact, I have lost several of these hats overboard due to the wide brim catching the wind and going into the lake. I finally bought a hat with a string that goes around my neck. A wide hat has a two-fold



purpose. First, it protects all sides of my head and my shoulders from excessive sun on the boat. Sunburns are no fun, especially on the face so a wide brimmed hat is what works for me. Second, it is totally girly. I have 3 sons and a husband which means that my home is basically a 24/7 boys locker room. Anywhere that I can add a little femininity (insert throw pillows here too) into my life I appreciate it. My life does not only need to be full of nerf guns and fart jokes.

The bottom line is that sailing does not have to be difficult or unpleasant. Sailing can be a really enjoyable adventure with a little planning and personal decadence it can actually be quite comfortable and a lot of fun. So, ladies, and men who are reading this article, have the conversation of what it would take for you to have fun on the boat. Your list of things to make you comfortable on the boat does not have to be big or expensive things but just things that matter to you. Maybe it is having music playing on-board from a wireless speaker, or a book to read during the slow parts of sailing. Perhaps you need nerf guns on board to bean the crew and captain when they get a little surly, just make your list and get out there. Sailing is more fun when you are comfortable, and you will be more likely to go again if you have a little decadence.



Anchor Riding Sails

By Kent Overbeck

Reprinted from *MainBrace* - September 2006.



LeapFrog anchored with it's Anchor Riding Sail hoisted. *Photo furnished by Kent Overbeck.*

I don't know about your boat, but mine will swing around 40 degrees on its anchor when the wind picks up. It is when the boat "cocks" at the end of the swing, turning sideways to the wind and waves, that the rolling becomes the most uncomfortable. This is also when the highest loads are put on your anchor. A riding sail rigged on your backstay solves the problem. I used mine twice on a recent trip. It kept "Leap Frog" pointing straight into the wind. I had less than ten degrees of swing. The harder it blew, the straighter it kept the boat. This took

most of the strain off the anchor and a lot of worry about dragging off my mind. That, plus greatly reducing the rolling, translates into a much better night's sleep. Another big advantage is it, most of the time, reduces the need to set a second anchor. It is eye opening to see how little strain there is on the anchor when the boat is pointed into the wind. Riding sails are inexpensive. I made mine by cutting about 7' off of an old 110 jib sail. I "hanked" it on to the back stay, hoist it with the main halyard, then pull the clew tight with a line somewhere in the middle of the boom. Just where depends on the shape of the sail. Ted and Dora McGee use their storm jib, and it works great. Eddie Graham, Fleet 95, made his out of a small poly tarp for about \$6. For good articles on using, making or buying riding sails, check out the following.

Sailrite at www.sailrite.com has kits.

SailNet at www.sailnet.com, then look under "seamanship" for good info.

Bulkhead Repair on a Catalina 22 New Design (1986 to 1994)

By Tom and Sue Miller

Reprinted from *MainBrace* – September 2006

Late last summer in 2005, we decided to take the plunge into sailing and purchased a used 1987 Catalina 22. After a search, we bought our boat from a private owner at a marina in southeastern Ohio where the boat had been sitting on a cradle for possibly two or more years. The boat looked to us like it was in relatively good condition. A little rust on the keel to be cleaned up, and some wood refinishing of the outside teak trim and a general cleaning up and she should be good as new. We towed it to our lake, stepped the mast and put it in. I did a good going over of the fittings and checked for any water inside from any hull leaks and she looked fine to us.

The problem with the boat was not apparent to us when we bought it but after a few rainy days we discovered a bit of water inside in a few of the storage areas underneath the seat cushions. I first found water pooling in the main starboard locker across from the table. After cleaning the water out and finding it had returned again after the next rain, I decided to look for the source. With a bucket I carefully went around the boat spilling water on any area that I thought could be a source of water intrusion. At the same time, I thought that I could clean out some of the mud from the forward anchor locker with the same bucket of water. I probably dumped three or four buckets of water into the anchor locker and stirred it up to clean out the mud. Well, when I went below I discovered that about half of the water from that anchor locker had accumulated in the very forward storage area under the V-berth. This was my first leak. It was in the drain hole right at the anchor locker exit hole. I plugged the cracked gel coat with a sealant and made sure that the drain hole was free to drain with a stick.

After continuing around the deck spilling my bucket of water on likely leaks, I found the source of the water in the seat lockers. It was coming from the upper shroud chain plate openings through the deck. On the new style boats, the upper shroud chain plates go right through the deck and fasten to the bulkhead wood with four stainless steel bolts on each side. After a careful examination I discovered that the water was leaking through the deck down both of the chain plates on the forward side of the bulkheads. It was easy enough to re-seat the chain plates with some good quality flexible sealant, and this stopped the leaks. Whew, with all this checking for leaks I finally became confident that the boat was not going to sink from rainwater, but I can tell you that the sliding hatch can only tolerate so much water on the cabin roof at one time before the water is going to spill down into the cabin.

We had a few nice leisurely sails a few times before our October 15 take out date but the day when we took out the boat was kind of windy and with us being rather new to sailing, I was very cautious of a knockdown. We were not sure how the boat was going to respond and we were not exactly sure that everything was setup correctly. Since the winds were beyond our experience and confidence level, I decided to drop the sails and motor back to the docks. We loaded the boat on the trailer, un-stepped the mast, secured everything and trailered the boat to our place for the winter and a thorough going over. One thing that I wanted to do was to varnish the wood on the inside and outside. This work was going to be my job while my wife would be cleaning up the boat in the spring. I finally decided to remove as much of the wood as possible for sanding and refinishing because the job was going to be neater in the long run. While removing the wood I noticed a few screws on the interior boards that were a bit loose. A few of these loose screws included the bulkhead screws at the bottom where the bulkheads fasten to the hull liner and the upper shroud chain plate bolts. Now this concerned me for obvious safety reasons but after a careful look at the bulkheads, I discovered the teak veneer was delaminating and a fair amount of rot at the base of the plywood. With this in mind, in retrospect I think that we were lucky that the bulkheads had enough strength on that last sail to survive the strength of the winds. If they failed, we could have easily lost the mast. Because of this, I determined that this boat needed the bulkheads replaced.

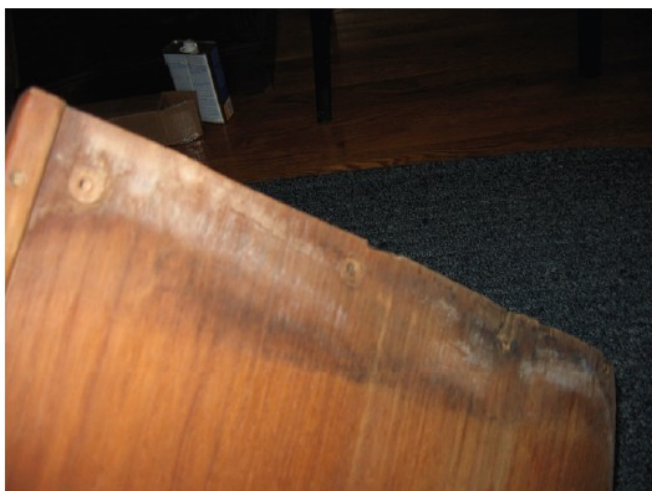
In the following photo taken before we bought the boat, the older bulkheads look just about perfect. What I didn't see or couldn't have been experienced enough to notice was the rotting wood on the bottom front of the bulkheads and the rotting fabric on the bottom rear corners of the V-berth cushions. Since these pieces of wood and fabric were just sitting for some time and not being bothered with



Things are looking pretty good from this view.



On the bottom right of this photo, you can barely see that there is some veneer missing from the area near the chain plate bolts.



The old starboard bulkhead showing the rot on the bottom area.



Old port bulkhead showing the rot on the bottom and the missing veneer (Not all of this veneer was missing when I bought the boat. Some started to fall off later).

movement, they didn't even look like they were in bad condition to me. In actuality though they were weakened from rot and didn't start falling apart until we started using the boat again.

As a DIY kind of person, I thought that I could tackle this job myself and I think the work that I did came out fine for our uses. I removed the old bulkheads and measured out the amount of plywood that I needed. After looking at the original plywood, I figured that although it is a good grade of plywood with a teak veneer, it doesn't appear to be marine grade nor was it waterproofed in any way to prevent rot. I tried finding replacement teak but decided that the cost would be too high, so I gave up on an exact match of teak. I felt, however, that I needed a good grade of plywood for appearances as well as strength. One of the problems with selecting a suitable type of plywood for replacement is that it may have voids or spaces in the wood that can compromise the strength of the board. I would have to believe that if there are more layers to the ply, the problem is lessened as long as the voids aren't too extensive in the various layers. It's also my estimation that the voids are more important if one is trying to use the plywood as a table and having supporting weight or pressure on the top or bottom surface of the board but as bulkheads, the stress is going to be from the chain plates pulling up as the sails pull on the windward shrouds. I decided on 1/2" red oak that has a total of nine layers of wood. The two layers on the surface are of thin veneer oak. My conclusion was that this oak plywood looked fine to me for this purpose and was most likely going to be as strong as the original teak. One could use birch as well and it may be a closer match to the teak, but the oak looked good to me.

I believe that by carefully measuring out the boards, one can actually use a 4' x 4' sheet of plywood if they are doing an exact match of the original bulkhead shape, but I wanted to make the port side bulkhead extend to the cabin ceiling. So, I purchased a full sheet of plywood from the local home improvement store. I removed the teak trim pieces from the old bulkheads. They were fastened with staples and glue but by tapping against the pieces with a flat board and a hammer, they came off with only few cracks that could be cleaned off and re-glued to the new plywood. I was happy that I could reuse the trim pieces for a more factory look. To measure the fit of the reshaped port bulkhead, I went



My template for the new poet bulkhead.



In this photo, one can see my clamping method for gluing the trim boards. It was actually strong, clear and stretchable tape.

to the boat with the old bulkhead. I relocated it and taped some newspaper (a piece of cardboard would have been better) to the bulkhead to approximate a template for measuring out the new wood.

The smaller starboard bulkhead was cut as an exact replacement in size to the older one. The teak trim pieces from the old bulkheads fit right onto the new starboard bulkhead. I also had enough trim pieces to fit them onto the new port side board with a few cuts and splices. I reattached the teak trim pieces to the new bulkheads with strong waterproof glue and clamped them without nails.

I have good reason to believe that the wood trim was stained previously because I discovered stains on the neighboring fiberglass. I removed those stains with solvent and did my best to match the stain on the new boards to the interior stain on the other parts of wood trim.

A point about the old bulkheads: Catalina Yachts uses vinyl trim edging to fill gaps in the areas between the bulkhead, the cabin ceiling, and the hull interior. I didn't reuse the older vinyl edging. It seemed old and brittle, and I wanted the area to be more substantial. I used a commonly available inside radius type cove molding as a replacement. I tried to make the area between the fiberglass and the bulkhead as narrow as possible while measuring the plywood. I adhered to the old adage that I learned from my wife's father who was a carpenter, "Measure twice and cut once." I also felt that it was better to cut the boards just a bit over-sized and then I used a belt sander carefully to close fit the boards. I filled any voids between the plywood and the fiberglass with epoxy putty and then glued and screwed the cove



New port bulkhead looking from the stern.



The starboard bulkhead viewed from the stern.

molding over the voids. Before attaching, the cove molding was sanded with a belt sander on the inside corner that is against the wood to make it a bit more bendable so that it conformed to the hull liner and the deck/ceiling interior. To prevent future rot, the bulkheads are completely encased in West System epoxy, and any drilled holes were coated in epoxy. The West System epoxy should not only waterproof the wood but strengthen it a bit further since it soaks into the surface of the wood. The chain plates are reinforced with 1/4" thick aluminum straps on the other side of the bulkheads and the 1/4"X 24 thread stainless steel bolts and coated with 3M, 4000 sealant. The base of the bulkheads are



Port bulkhead from bow showing the Plexiglas mirror. This photo also shows the aluminum strap on the bottom edge of this bulkhead.



Starboard bulkhead viewed from the bow. This photo also shows the aluminum strap on the bottom edge of this bulkhead.



Port Bulkhead from stern with shelf. This photo also shows the aluminum backing plate for the chain plate bolts.

also reinforced with 1/4" thick aluminum straps. I feel that these replacements should hold for at least as long as the original ones.

One of the reasons why I decided to make a full-length bulkhead on the port side was for privacy in the V-berth area. On the back side of the port bulkhead, I have added a shelf above the sink, and on the V-berth side I have attached a Plexiglas mirror. The cut-out at the top center of the port bulkhead was done to clear top of the compression post fitting while installing and the cut-out aids in passing light from the 12V light fixture to the V-berth.

A final note, I have learned that anything that fastens on these boats should be periodically checked to insure that they are secure. If possible, use Loctite on the bolts or some sealant on things to keep them together.



Catalina 22 Technical Manual & Updates

With over 700 pages of content written by experienced Catalina 22 sailors for Catalina 22 sailors, the Catalina 22 Technical Manual is a “must-have” purchase for anybody new to owning a Catalina 22. Available only to members of the Catalina 22 National Sailing Association.

You can spend hours or days searching the internet and scrolling through social media posts for bits and pieces of advise (or bad advise) from so-called experts who have never owned a Catalina 22, or for a small investment you can easily purchase the Tech Manual (available in PDF format) and have the most complete Catalina 22 technical resource instantly available at your finger tips.

Split Backstay

By Gerald Hayslip, Technical Advisor

Reprinted from *MainBrace* - September 2000

The split backstay arrangement does two things for the Catalina 22:

1. It centers the backstay. In the original early configuration, the backstay was attached to the transom to the starboard side of the traveler bar.
2. It allows for a pulley arrangement to be used to adjust the backstay tension which in turn tightens the forestay and increases the bend in the mast.

Mast bending flattens the mainsail and reduces the power which is helpful in gusts and generally heavy air conditions. As far as mast tune, first make sure the mast is centered and vertical. This can be done by running a tape measure to the top of the mast and measuring to identical locations on each side of the boat. The main halyard can be used if a tape is not available.

The upper stays can be set at approximately 28 to 30 on a Loos tension gauge and should be equal. Lacking a gauge, they should feel fairly snug but not bar tight. The lower stays can be set at about 20-22 on the same gauge, or by feel not quite as tight as the uppers. As you adjust the tension on the lower stays, make sure that the mast stays in column (straight) -look up the sail track from the bottom to the top. Once you have it true, further changes are made by adjusting opposing turnbuckles equal turns.

At this point I would add enough tension to the forward lowers to induce about 1" of pre-bend in the mast and I would start with about 3 to 4 inches of side-to-side play in the forestay.

As you sail, you will find it necessary to change some of the settings and tilt the mast forward or backward a little to balance the boat.



A Very Cool Catalina 22 MK-II Cooler Upgrade

By Don Boyko

Reprinted from *MainBrace* - January 2018

The Catalina 22 New Design, MK-II, and Sport use a cooler at the companionway to also serve as a step into the cabin. The coolers are fine for a day or two, but they are fairly inefficient, and even with the plywood reinforcement on the top, they tend to crack as they age and get brittle. Another issue on the MK-II versions requires the cooler to be installed opening to the cockpit. When they are installed so the lid opens into the cabin, the door strikes the electrical panel and turns off the circuit switches.



One of the things we enjoy about cruising is the feeling of being self-sufficient for a number of days, so we can find a nice cove or beach and drop the anchor. Keeping our food and drinks cold without electricity can get problematic. I've tried those 12-volt coolers in the past and found they require a lot of power, and I really didn't want a small generator running to extend our time out on the water.

Several years ago, we took the plunge and purchased a Yeti 35 Tundra cooler. I was impressed with the construction, and the claims to keep ice for a week. But one of the problems was they didn't fit into the factory's cooler location. We tried locating the cooler to another location in the boat, but it was just in the way, and besides, we still needed a step for getting into and out of the cabin. With the Yeti's elastic rubber clips to secure the top, it required to be installed with the lid opening into the cabin, which is what we preferred anyway.

I modified the wood brace that ran across the front of the cooler to secure it in the factory location. When I make a modification, I like it to look like a factory original design. I had to install some angle stock to move the brace further forward.



The cooler fit nicely but stepping into the cabin was a hazard with the cooler's ability to rock back and forth and from side to side. Not a good situation, especially while underway. The ultimate solution was to install straps on the sides of the cooler. These are an option, and the Yeti is designed to be secured with the side straps, and best of all, they don't interfere with the opening of the cooler. I set the cooler into the space and positioned it making sure the lid could be fully opened without interfering with the electrical panel.



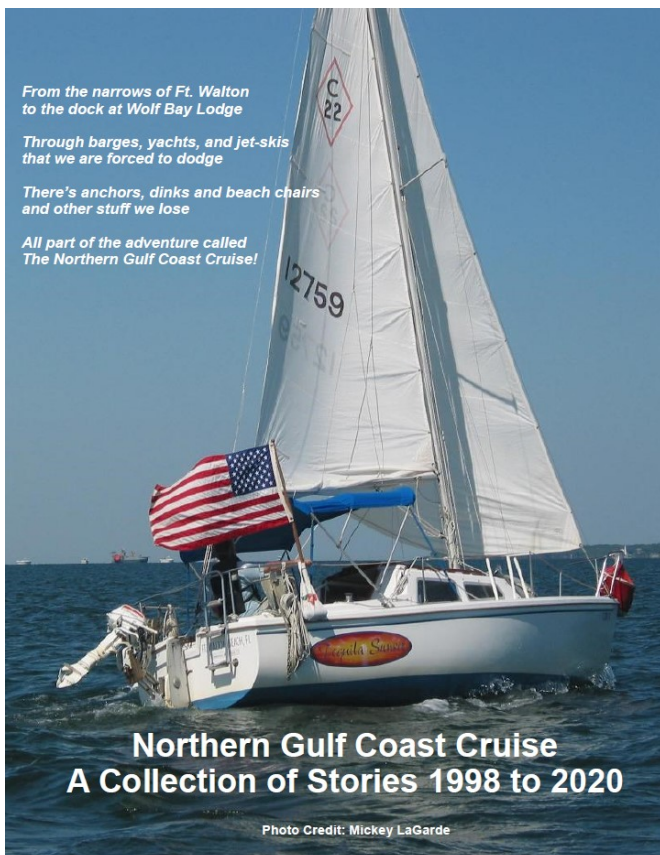
I marked the location where the straps would be and installed the hold-down brackets. I used some scrape fiberglass stock to make a backing plate on the inside of the storage locker. I routed the straps, so I would tighten them by pulling up.

Once I snugged the straps, the cooler was locked in and rock solid with no movement from side to side, or front to back. We now had a secure step into the cabin. The lid on the Yeti cooler is not only super strong to support our weight, but it's also textured so your wet feet won't slip when stepping into the cabin.



Now there are several other manufacturers making clones of the Yeti coolers, and at a substantial savings. So maybe these other coolers will perform equally, or close to the performance we've enjoyed with the Yeti.

We normally use the Yeti to store our food and vegetables requiring refrigeration. We have a separate smaller cooler that we use strictly for our cold beverages. This helps limit the number of openings of the Yeti cooler. We also pre-chill the food and beverages at least 24 hours before placing them into the coolers. Now the ice just keeps the items cold, and we don't have to waste ice cooling them down. The smaller cooler for our drinks can be kept in a shaded area in the cabin out of the sun and will keep our drinks cold for 3 days before we start looking for ice. But after several days it's time to empty the holding tank also, so we can take care of both chores at the same time, (guess who's job it is to empty the holding tank?).



Enjoy reminiscing about the good ole days of sailing on the Northern Gulf Coast Cruise.

Featuring a collection of stories about the NGCC from 1998 to 2020, this publication is easily accessible from the www.catalina22.org website.

Go to:

- Resources
- Select Publications
- Open the Northern Gulf Coast Cruise Stories document available in PDF format

Fender Mid-Mast Support



By Rich Fox, Editor

A very simple way to support the mid-section of your mast when trailering - place a large fender between the mast, near the spreader bar and the cabin trunk top, just forward of the main cabin hatch. Please note that use of a large fender will only work if the top of your mast is resting on the stern pulpit, not on the mast-up.

An adjustable strap looped around the ends of the fenders enables the fender to be secured to the mast and keep it in place.

The adjustable strap also enables the large fender to be attached to a dock post at your next cruise destination.



Plan a Catalina 22 “Destinations” Vacation

By Rich Fox, Editor

Want to take your Catalina 22 on a sailing vacation but you are not sure where to go? The Catalina 22 “Destinations” series of articles may help.

Members of the Catalina 22 National Sailing Association may log-in and read about destinations where Catalina 22 sailors have enjoyed cruising aboard their Catalina 22. There are over 50 PDF-formatted articles written by Catalina 22 sailors about their Catalina 22 sailing adventures all over the United States. The Catalina 22 Destinations series of articles include:

Apostle Islands	Lake Charlevoix
Arkansas River	Lake Erie
Bahamas	Lake Michigan
Cape Cod	Lake Ontario
Catalina Island	Lake Superior
Charleston, South Carolina	Lake Texoma
Channel Islands, California	Maine
Chesapeake Bay / Middle Chesapeake Bay	McClellanville, South Carolina
Door County / Sister Bay / Green Bay	Middle Chesapeake Bay
Florida Apalachicola River	Mississippi River
Florida Emerald Gulf Coast	Nashville Percy Priest
Florida Keys / Key West	New York Long Island
Florida St. John’s River	North Channel Canada
Harding Lake, Alaska	Pacific Northwest / San Juan Islands
Kentucky Lake	Savannah, Georgia

Articles are accessible after logging into the www.catalina22.org website:

- * Go to Resources
- * Select Cruising Club
- * Scroll down, select link to Catalina 22 Destinations

or

- ◆ Go to Resources
- ◆ Select Download Files
- ◆ Select Destinations



When you renew your C22NSA membership dues, consider adding a subscription to *Mainsheet* magazine (digital edition) published quarterly by the Catalina Yachts Store.

Mainsheet features stories, tech tips, and news from the other Catalina Yachts owners associations.



In the Fall issue of *Mainsheet* is a well-written article by Jon Arck, Commodore-Catalina 4 Series Association, about the return of the Catalina Yachts brand with C&T Technologies.

MainBrace

Advertising Rate Card and Requirements

Effective July 1, 2026

Contact: Rich Fox, Editor, c22mainbrace@yahoo.com

Availability:

MainBrace is the official news publication of the Catalina 22 National Sailing Association. *MainBrace* is published six times a year – January 15, April 1, June 15, July 15, September 15, and November 1. *MainBrace* is available in PDF format and accessible to the Catalina 22 sailing community at www.catalina22.org.

Rate Card:

	<u>Half Page</u>	<u>Full Page</u>
Price per Publication	\$40	\$70
Annual Rate / 6 Publications / Year	\$200	\$350
Link to your Business Website	Included	Included

Requirements:

- Advertising is limited to products and services of value and benefit to owners of the Catalina 22 sailboat and subject to acceptance by the Editor. The Editor may refuse acceptance of any request for advertising that does not demonstrate value or benefit to the Catalina 22 sailing community.
- Advertising copy may be sent electronically to the Editor and may also be scanned from camera-ready art. Or the Editor will prepare an advertisement for you. Advertising copy is due to the Editor at least 10 days before the desired publication date(s).
- Payment is due within 30 days of receipt of invoice. An invoice is e-mailed to the Advertiser on the publication dates listed above.

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* Membership in Catalina 22NSA required for purchase of Tech Manual CD or MainBrace DVD

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MainBrace

is published six times a year

Winter (January 15)

Spring (April 1)

Early Summer (June 15)

Summer (July 15)

Early Fall (September 15)

Fall (November 1)

Send your fleet reports, regatta results, NoRs, cruise announcements, tech tips and Catalina 22 general interest sailing stories and photographs by e-mail to Editor Rich Fox at c22mainbrace@yahoo.com.

Deadlines:

January 15

April 1

June 15

July 15

September 15

November 1

(Noon Eastern)