Catalina 22 - An All-Around Champion

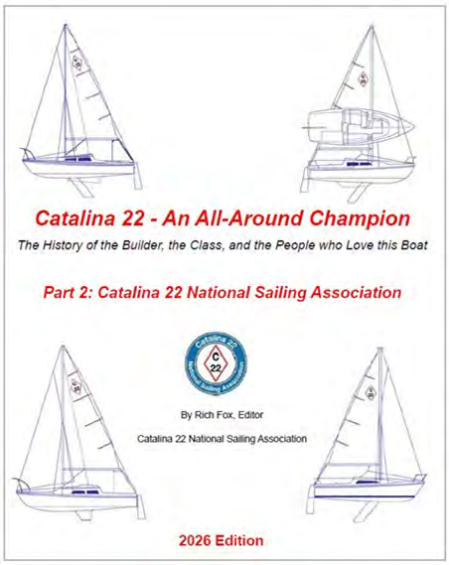
The History of the Builder, the Class, and the People who Love this Boat

Part 2: Catalina 22 National Sailing Association

By Rich Fox, Editor

Catalina 22 National Sailing Association

2026 Edition



3 How It All Started

10 Launch of the Catalina 22 National Sailing Association

12 Membership Has Its Benefits

13 Highlights of the Catalina 22 National Sailing Association

49 Board of Directors

50 Commodore

51 Vice Commodore

53 Rear Commodore

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58 www.catalina22.org

60 MainBrace Magazine

61 Mainsheet Magazine

62 Technical Manual

63 Publications

65 Class Rules

66 Rules Committee

67 The First “Official” Catalina 22 National Championship Regatta

68 National Championship Regatta

70 New To Racing? Race in the Silver Fleet

71 National Champions

73 Silver Fleet Winners

74 Spinnaker Fleet Winners

75 Locations of the National Championship Regatta

77 Big Boy Heavy Weight Challenge

78 Racing and Cruising Do Co-Exist

79 The First “Super” Cruise

81 The Northern Gulf Coast Cruise: How It All Began

85 Special Awards Program

88 Special Awards Recipients

103 Historical Impact

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

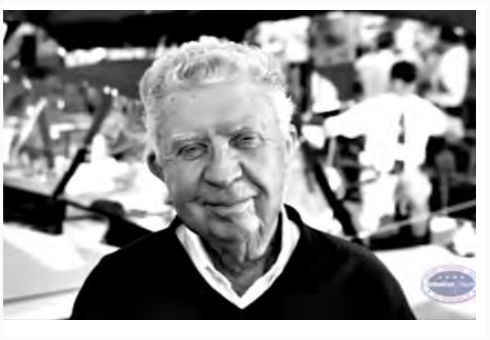
by Tom Winans
Founder of the Catalina 22 National Sailing Association

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

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

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

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



Frank made his way over to our dock and joined us. Standing on that dock and watching the test-sailing of the Coronado 15 with Frank Butler and hearing him rave and rave about the boat is what sold us that boat. Frank did not tell us he was raving about the boat that he designed and built. He acted like just another sailing enthusiast who happened to be down at the marina when this young fellow, Tom Linskey, happened to be "showing off" his sailboat handling skills by tacking in and out of narrow channels between row after row of boat slips in Marina del Rey, Los Angeles. Frank left. We stayed. We were mesmerized by Linskey's sailing prowess. He was amazing. He made it look so easy, so graceful. When Linskey came up the gangway, we paid him his due. We praised him lavishly, and it was sincere praise. He asked where did Frank go? "Who is Frank?" "You mean you didn't know you were talking to the man who designed and built this boat? The owner of Catalina Yachts?" I thought "Aw, Frank, you got me!" That is how it all started, with Frank Butler putting one over on my Dad and me.

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

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

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

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

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

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

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

A young Tom Winans, watching poetry in motion as young Tom Linskey sailed his boat, had fired my imagination. Maybe I could someday be a Champion? If I had never witnessed Tom Linskey sailing a Coronado 15 that day, I would have never met Frank Butler, never bought a Coronado 15, and never bought a Catalina 22, never started the Catalina 22 National Sailing Association. And never been a National Champion.

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

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

Of course, there were NO class races for the Catalina 22 because there was NO National Sailing Association to host them. So, I did the natural thing to do, I started the Catalina 22 National Sailing Association. I decided to start it off with a bang, so I did something rather audacious. “Little old nobody

me” got an appointment with the Man himself, Frank Butler. I told him my idea. I told him I would like to call a big race to kick things off. I asked him for a mailing list of all Catalina 22 boat owners in California. He gave it to me! Talk about being audacious, then I asked him for money! To my everlasting surprise, he instantly had a check written for $100 for postage. Imagine, one hundred dollars!

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

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

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

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

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

After the first day of racing, I called the first meeting of all California Catalina 22 boat owners who were present that night, and discovered they too were gung-ho. That evening while eating mushy spaghetti and drinking wine, they launched the National Sailing Association. I am not sure if the big hungry crowd

out there in the Ventura Yacht Club knew what pandemonium was going on in the tiny galley of that clubhouse. Fleet #1 did not have experience trying to cook for so many people (or for anyone for that matter), all of which people were starving after racing all day.

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

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

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

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

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

I started reading it immediately, much more interesting than cleaning out a drawer. Turns out that this would be a good issue for me to discover during a time of “taking stock,” so I got trapped. The July 2002 issue is particularly striking because the cover is a full-page montage of snap shots of skippers, crews, family members, and even a toddler is seen in the lower right-hand corner. It reminded me of how my young wife Linda and I day sailed in the

harbor with some sort of portable toddler's crib anchored inside the cabin of our Catalina 22. This was in 1978. We sailed inside the harbor with one eye on the crib and one eye on the boat traffic.

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

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

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

Then as I stood there looking through this old issue of *MainBrace*, I came across "Through the Lens" by Cindy Nettles, subtitle "Catalina 22 Lone Star Regatta." She opened her piece with "What I know about sailing you could just about fit inside the period at the end of this sentence. By the end of my day on the bay with 34 sailboats surrounding me, I had found a new passion: to learn the sport, the art, of sailing." That is exactly what I was hoping would happen as a result of the creation of a National Sailing Association of Catalina 22 boat owners. It would start very small and then grow and grow as good people were smitten by the sight of a spectacular fleet of Catalina 22s sailing together on a beautiful lake or bay.

As you know, as his life changes, a man changes. By 1975, I had a wife, and by 1977 I had a child. I

was now a family man. My goals changed. I wanted families to have a healthy, outdoors, physical activity that would create family fun and togetherness, and create lasting friendships. For me it was no longer just about racing!

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

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

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

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

Launch of the Catalina 22 National Sailing Association

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Good Sailing,

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

Membership has its Benefits

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

- Camaraderie and Social Activities
- Leadership and Organization
- Eligibility to participate in National and Regional Regattas
- Cruising Club and Week-long Cruises
- *MainBrace* and *Mainsheet* magazines
- Technical Manual
- Access to a variety of publications and Owner's Manuals
- Annual Special Awards Program
- Website - "a deep resource for all things Catalina 22" (per SAIL magazine)
- Catalina 22 logo clothing at CRS Apparel

Photograph by Ted McGee.

Highlights of the
Catalina 22 National Sailing Association

1971

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

As the Catalina 22 National Sailing Association is being formed, the first roster of acting officers are named and include:
Commodore - Tom Winans
Secretary/Treasurer - Marj Berg
Race Committee Chair - Jim Linville
Trophy Committee Chair - Ed O'Hearn
Publicity Chair - Dick Winans

1972

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

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

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

1973

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

Under the leadership of National Commodore Mark Cruz, the first One Design Rules Proposal is published in the January issue of *MainBrace.* The Catalina 22 National Sailing Association Constitution and Bylaw documents are being formulated. These documents become official in 1974.

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

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

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

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

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

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

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

1974

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

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

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

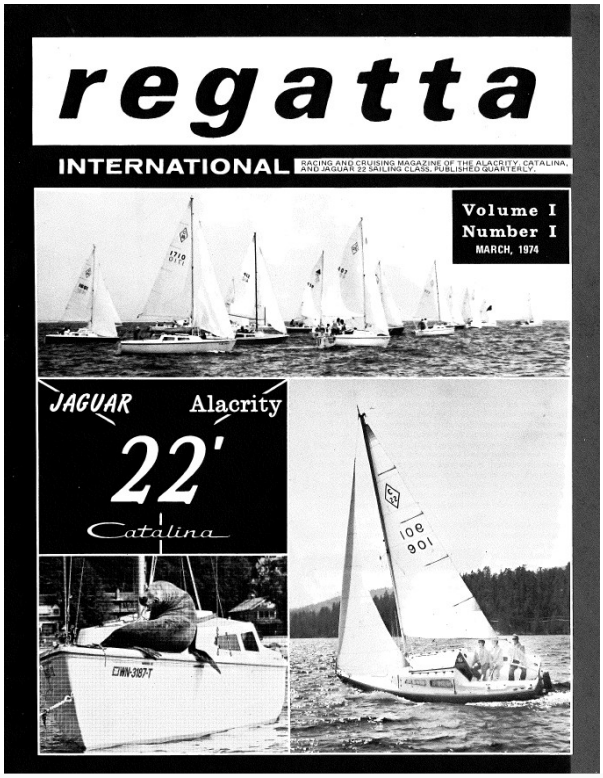
Gene Carapetyan wins the Nationals sailing Lady Belay (#1707). Four boats lost their masts during the event.

Doris Richardson (owners of Catalina 22 #962 and member of Fleet 4) submits to *MainBrace* Editor Tom Winans, a letter and pictures for her idea for a trailer keel guide and her idea for curtains for the Catalina 22. In her letter to Tom, Doris also mentions that she, and her sons Leland and Lowell, had met Tom on the San Juan Cruise.

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

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

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



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

1975

The Association has over 2,000 members.

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

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

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

The first Catalina 22 Tuning Guide is published.

Joe Becker wins the Nationals.

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

1976

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

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

Regional Champion, Southern Region, Beattie Purcell with sons who crew for him, Gary, 13, and Brent, 10. This photo taken at Hobcaw Regatta in Charleston Harbor, S.C., July 12 & 13, which Purcells also won.

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

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

Joe Becker is National Champion.

1977

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

Dick Durgan wins the Nationals.

Sally Brown wins the first “Women’s Trophy.”

1978

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

The Catalina 22 National Sailing Association Board approves the new factory stainless steel spreader brackets for the original mast as an upgrade to the aluminum casting.

The Catalina 22 National Sailing Association Constitution and Bylaws are amended to allow a greater participation by the membership in the nomination of Officers.

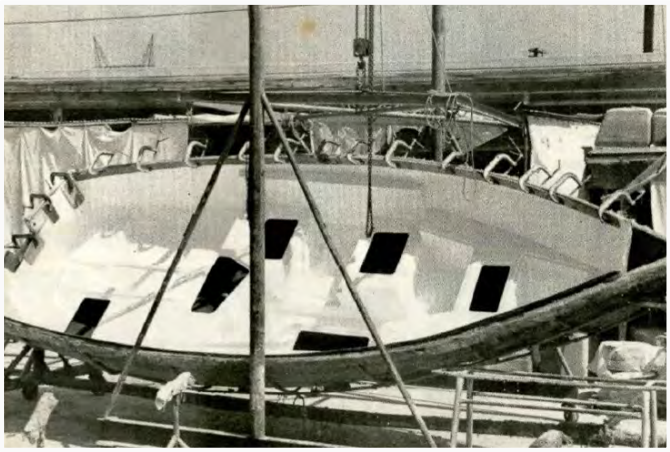
The Board also identifies the need to put more emphasis on cruising activities and encourage the membership to organize cruising activities and submit cruising articles to *MainBrace*.

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

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

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

Bill Culp is National Champion.



1979

Catalina Yachts continues to build 4 to 5 Catalina 22s a day to meet demand.

The Catalina 22 National Sailing Association has over 2,200 members. A rule to allow fixed keel boats to race with swing keel boats is passed. In addition, a rule to prevent raising the swing keel during racing is approved.

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

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

The East Coast Cruise (Chesapeake Bay) is held.

1980

The Catalina 22 National Sailing Association has ninety fleets across the United States.

Bennie Smith is elected as the first lady Commodore, and she also helped organized Fleet 47 (Fort Worth, Texas). Bennie drives to make the Catalina 22 National Sailing Association one of the largest, strongest and most effective one-design yachting associations in the U.S.

MS. BENNIE SMITH

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

The Catalina 22 National Sailing Association Board forms a Publicity Committee.

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

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

The first Texas State Championship regatta is held and won by Jim Wilson. Jim also won the Southwest Region 8 Championship.

Jim Wilson is the National Champion.

The Catalina 22 is named “Trailerable Boat of the Decade”.

1981

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

Hal and Sally Smith win the Nationals.
Dixie Hicks of the Sailor's Gazette suggests to Editor Sharon Napper that the Association compile a book of handy Catalina 22 tips that could be sold to members at a nominal fee. A decade later, this book evolved into the *Catalina 22 Technical Manual.*

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

Hal and Sally Smith (Ga.) look very happy with their 1st Place Trophy in the Jib/Genoa Division.

1982

The Catalina 22 National Sailing Association celebrates its tenth anniversary.

Dale McCaffety wins the Southwest Championship.

Don Carsten wins the Region 4 Championship on Lake Erie.

Gerald Hayslip is Region 8 Commodore.

The Catalina 22 National Sailing Association celebrates its 10-year anniversary.

Dick Woodside is National Champion.

1983

Catalina Yachts starts its own publication, *Mainsheet*, and invites the Catalina 22 National Sailing Association to include *MainBrace* in the newly launched *Mainsheet* magazine published by Catalina Yachts.

A National Cruise is held in Toronto, Ontario.

John Mies wins the Nationals on Lake Ontario.

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

Dick King is named Catalina 22 Technical Editor.

Catalina 22 #12000 is sold.

1985

The first C22 Midwinters Regatta is held in Florida and won by George Hatch.

Tom Paige wins the Nationals.

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

1986

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

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

Ed Webb is National Champion.

David Hayslip wins the Southwest Championship Regatta.

George Hatch wins the Region 3 Championship Regatta.

REDESIGNED Catalina 22

The New Catalina 22

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

Interior

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

Deck Layout

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

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

1987

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

David Hayslip (right) skipper David Henry, crew.

David Hayslip wins the Nationals on Chesapeake Bay.

Sandy Kennedy is Class Editor.

The National Cruise is held on Chesapeake Bay.

1988

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

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

Gene Ferguson is Region 8 Champion.

Mickey Richardson wins the Nationals.

Fowler Hegler is Region 3 Champion.

The first technical manual called “Life Savers” is published.

1989

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

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

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

FAMILY SAILING AWARD
The Gerald Hayslip Family

The Board tackles one-design issues related to over-sized main sails (larger roach) and a 700-pound variance in boat weights. There are discussions about establishing multiple classes, a minimum weight, and handicap ratings for the Catalina 22 to help equalize competition. (None are adopted).

Loal Scofield, on behalf of the Catalina 22 National Sailing Association, presents a plaque containing signatures from Catalina 22 owners from all over the country to Frank Butler, Sharon Day and Jerry Douglas as a "*Thank You Catalina Yachts*" for building the Catalina 22 for the past 20 years.

Steve Snider wins the “Kansas Stampede” Nationals.

1990

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

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

John Harrison wins the Catalina 22 Midwinters.

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

1991

The Board proposed an annual dues increase from $15 to $25.

The Nationals are divided into Gold and Silver fleets.

David Hayslip captures his second National Championship title in Idaho.

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

Art Hutson is the first South Carolina State Champion.

Joe Waters wins the Midwinters.

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

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

1992

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

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

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

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

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

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

Pam Bishop and Catalina 22 racer Dennis Slaton are married at the South Carolina State Championship / Turkey Shoot Regatta at Lake Keowee. Less than a decade later, Pam would go on to serve as C22NSA Vice Commodore and Commodore. Dennis would go on to serve multiple terms as Chief Measurer. Together they would win a National Championship (2001).

1993

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

Roger Kerr wins the Nationals at Keystone Lake, Oklahoma.

Steve Mabry is appointed as the first National Cruising Chairman.

Cruises are held on Chesapeake Bay, Maryland; Columbia River, Oregon; Lake Michigan; Grand Lake, Oklahoma, and Santa Cruise, California.

1994

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

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

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

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

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

1995

Sandy Kennedy is recognized as a lifetime member in honor of her enthusiasm and contributions to the Association as Editor. Sue & Rosser Bodycomb win the Texas State Spinnaker Championship.

Gene and Cathy Ferguson win the Nationals in Chautauqua, New York.

The Catalina 22 MK-II is launched starting with hull #15345.

Catalina 22 MK-II #15355 (swing keel), skippered by Ed Webb, places ninth out of 34 boats in the Gold Fleet at the Nationals.

The Catalina Mark II Debut, photo by V. Leffe'.

1996

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

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

Tom & Loretta Beaumont win the Region 2 Championship Regatta.

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

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

1997

Terry Cobb wins the Nationals.

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

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

1998

Due to limited space available for Catalina 22 articles, the Catalina 22 National Sailing Association Board decides to publish *MainBrace* on its own beginning with the January 11 issue that featured 24 pages. Gene Ferguson is named Editor. The Catalina 22 National Sailing Association is no longer represented in Mainsheet.

Fleets 56 and 58 host the Nationals on Lake Hartwell, it is won by Brad Wieland.

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

Hal Smith is PRO for the Nationals.

Hal Smith doing Race Committee duties during 1998 Nationals in South Carolina.

1999

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

Tom Turner, Southern Sailing Center salesman and US Sailing Judge, with Commodore Pam Slaton at the special celebration. *Photo by Pam Slaton*

Commodore Don Carsten advises Catalina Yachts and Randy Garrett that the Catalina 22 National Sailing Association has ruled that the Catalina 22 MK-II with a Capri 22 fin keel is not a class-legal boat for competition in the Catalina 22 National Championship Regatta.

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

Tom Newmann is appointed as an Advisor to the C22NSA Rules Committee.

The first Northern Gulf Coast Cruise is held.

Wolf Bay Lodge dock. Four boats at the dock and 3 rafted up in the background. *Photo by Bob Endicott.*

2000

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

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

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

Terry Cobb wins the Region 10 Championship.

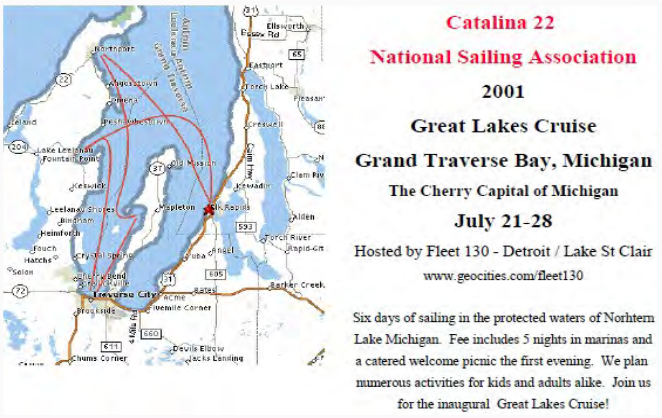
Bob and Trisha Endicott are the Cruising Family of the Year.

Fleet 10 hosts the East Coast National Cruise.

2001

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

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



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

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

Gene Ferguson is presented with the C22NSA Lifetime Achievement award.

2002

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

Bob Endicott is National Cruising Captain.

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

Interest in the Catalina 22 Northern Gulf Coast Cruise continues to grow with Catalina 22 sailors from all across the United States participating.

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

2003

Jon Griffin and Reid Collins have an Excellent Adventure in Alabama. I said to Jon, “are you going to tie your boat to the trailer?” He replied “No, it’s tied down good enough!” -Reid Collins

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

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

Frank Brown and family sail “True Love” at Regatta Time in Abaco.

The Catalina 22 Great Lakes Cruise is held on Green Bay / Door County, Wisconsin.

2004

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

Don Hare is the Region 10 Champion.

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

John Handler from Chicago wins the Catalina 22 Midwinters Regatta sailing “Chutzpah”. Eighteen boats were on the start line in the Gold Fleet. Six boats raced in the Silver Fleet.

Twenty five Catalina 22s sail the Northern Gulf Coast Cruise.

2005

Big Boy Trophy

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

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

Pete Harper wins the Nationals. John Thomas wins Silver.

Robert Donehoo is recognized with the Sandy Kennedy “Spirit” Award.

Chip Ford single-highhandedly sails a cruise in Maine.

Kent Overbeck is nominee for National Cruising Captain.

2006

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

Eight year olds Emma and Gracie race with their grandfather Bob Keim at the Region 4 Regional Championship Regatta in Indianapolis.

David Hayslip wins the Nationals. Pete Harper wins Spinnaker Fleet.

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

Kent Overbeck wins the Chattanooga Challenge.

2007

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

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

Reid Collins wins the Jane England Regatta.

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

Justin Chambers and Doug Thome win the Nationals – Gold and Spinnaker. The event was hosted by North Cape Yacht Club on Western Lake Erie.

Bruce Sondys wins Silver Fleet.

Tommy Smith is Region 2 Champion.

Erik Slockers is Regional Commodore of the Year.

Winn Story wins the Fun N Sun Regatta sailing "Crash Test Dummies" (#328).

Mike Bracket is the nominee for National Cruising Captain.

The Midwinters Regatta is held in honor of Richard "Dick" T. King IV and hosted by the FUN Maritime Academy on Lake Monroe, Sanford, Florida.

2008

Discussion begin on a new minimum weight proposal.

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

Justin Chambers
Catalina 22 National Champion
Genoa Gold and Spinnaker

Justin Chambers wins the Nationals; Matt Perry wins Silver.

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

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

The “Amigo Cruise” is held on Kentucky Lake.

The Catalina 22 Great Lakes Cruise sets sail from Lexington, Michigan (Lake Huron), south through the St. Clair River to Lake St. Clair. The cruise then sails south on the Detroit River to Lake Erie to the final destination in Toledo, Ohio.

Chip Ford is named Catalina 22 Technical Editor.

2009

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

Matthew Bennett races in the National Regatta.

Justin Chambers wins the Nationals. Gayle Bullock wins Silver.

2009 Silver Champions
Kevin Williams, crew; Vickie Bullock, crew
and
Gail Bullock, Skipper

A proposal to establish a minimum weight for Catalina 22 racing is defeated.

Bruce Sondys wins the Detroit NOOD Regatta - Catalina 22 class.

33 Catalina 22s participate in the Gone With The Wind Regatta on Lake Lanier. Justin Chambers wins Gold Fleet and Chuck Weaver wins Silver Fleet.

2010

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

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

Jerry Butz wins the Midwinters. Mark Cline wins Silver.

Keith Bennett is Region 3 Champion.

Alice and Aldo Camacci are Cruising Family of the Year.

Dick Cline is Regional Commodore of the Year.

The Nationals are held on Wheeler Lake, Alabama, with a turnout of 44 boats. Justin Chambers is the National Champion and wins Spinnaker Fleet. Norbert Falk wins Silver.

Norbert Falk and crew Larry Goolsby celebrate their first place results of a great week of racing. *Photo by Gene Ferguson.*

Tom Clark and Rob Fowler publish a new Tuning Guide for the Catalina 22 Sport.

David Hayslip is Region 8 Champion.

The Catalina 22 Great Lakes Cruise is held on Lake Michigan.

2011

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

Catalina 22 National Sailing Association Editor Gene Ferguson receives the US Sailing Service Award, John H. Gardiner Trophy for his distinguished service and leadership in the promotion of one-design sailing and class organization.

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

Gene Ferguson retires from racing. He started racing a Catalina 22 in 1977.

Reid Collins is National Champion and Spinnaker Fleet winner. Kevin Williams wins Silver.

Reid and mascot — "Dancing Chicken"

Catalina 22 National Champion Reid Collins participate in the US Sailing Championship of Champions hosted by the Corinthian Yacht Club in Dallas, Texas.

The Catalina 22 East Coast Cruise, hosted by Fleet 10, is held on Chesapeake Bay and organized by Aldo Camacci.

Photo of 2011 Cruisers.

2012

The Catalina 22 National Sailing Association turns 40 years old.

Catalina 22 sailors celebrate the lives of Dale McCaffity, Bennie Ann Smith (first Catalina 22 National Sailing Association Lady Commodore), David Torrisi, and Bruce Sondys.

Ben Miller wins the Texas Circuit Genoa Championship.

Bob Scott is National Champion. Lynn Van Hooser wins Silver Fleet. The event is held on Scotts Flat Lake, California.

Noah Miller is presented the "Sandy Kennedy Spirit Award" by Rear Commodore and Silver Fleet Champion, Lynn Van Hooser.

Noah Miller is recipient of the Sandy Kennedy Spirit Award.

Joe McFarland writes a detailed article for MainBrace about his adventures while sailing his Catalina 22 in and around Pine Island and Charlotte Park, Florida.

The Dixie Sailing Club of Lake Martin, Alabama hosts its 50th Punch Bowl Regatta.

IT'S GOLD, GRITS, 'N GONE !!

2013

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

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

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

Commodore Don Boyko and his wife Debbie represent the Catalina 22 National Sailing Association at the Havasu Pocket Cruiser Convention.

The Boykos have been heading to Havasu since the beginning of the HPCC.

Justin Chambers is National Champion and wins Spinnaker Fleet. Chuck Weaver wins Silver.

Region 4 sailors celebrate the life of Bruce Sondys, skipper and owner of the “Scurvy Dog”.

Randy Pawlowski wins the Florida Travel Series.

Here are the winners of the Florida Travel Series. Those in this photo are Steve Johnson, on the left, *Smiley* Randy Pawlowski, Skipper with the beautiful trophy and Luis Pawlowski on the right.

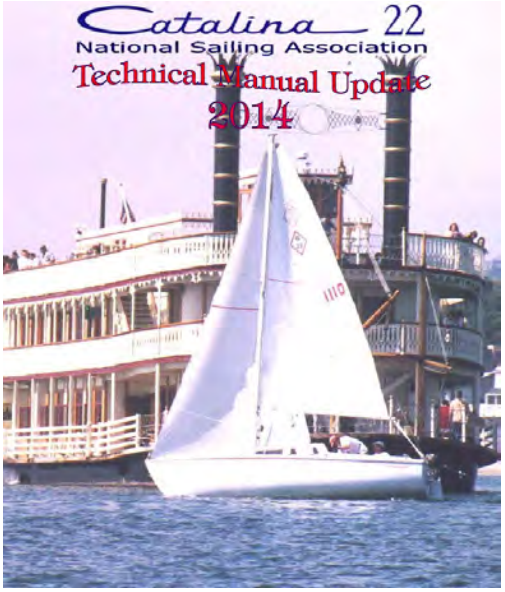
The MO cruise is planned by John and Anita Kjallberg. The MO cruise gets its name from two Catalina 22s; Vernon Senterfitt’s Mari-Lee and John and Anita Kjallberg’s Outrageous. The “M” from Mari-Lee and the “O” from Outrageous make the MO cruise. There were four Catalina 22s: John and Anita Kjallberg on Outrageous, Robert and Bonnie Donehoo on Line Dancer, Ted and Dora McGee on Rhapsody in seA, and Paul “Yel” Yelvington. This was Yel’s first cruise and he hasn’t named his boat yet.

Chris Kretz wins the Showdown in Motown Regatta hosted by the North Star Sail Club on Lake St. Clair, Michigan.

The Lake Worth Sailing Club hosts a Sailing 4 Heroes Regatta for wounded and disabled veterans.

2014

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

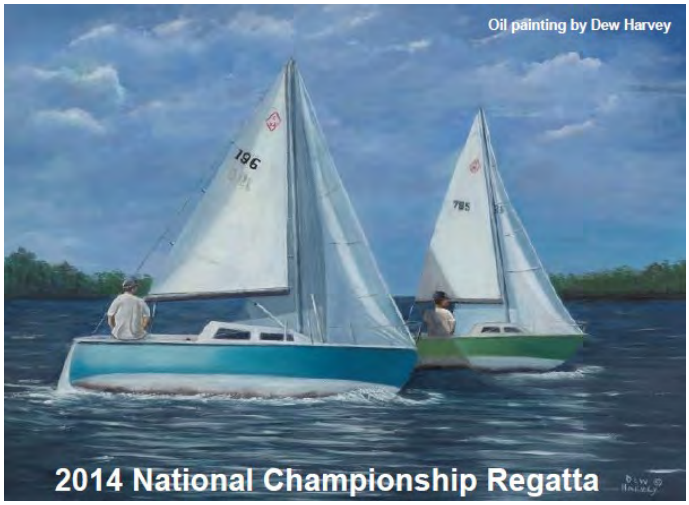


After serving as Class Editor for 17 years, Gene Ferguson steps down. Gene also served as C22NSA Commodore during the mid-1990s. Rich Fox is elected as Editor.

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

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

The Nationals are held at the Lakewood Yacht Club of Houston, Texas. Twenty three boats raced in Gold Fleet. Twelve boats in Silver Fleet. Fifteen boats in Spinnaker Fleet.



Owner's Manuals for all four Catalina 22 models are available on the catalina22.org website.

Fleet 160 of Mission Bay, San Diego, California joins the Association.

Catalina 22 Midwinters Regatta
Overall Champions
1985-2014

1985: George Hatch on LIL GAMBLER
1986: George Hatch on LIL GAMBLER
1987: Fowler Hegler on SUNDANCER
1988: Fowler Hegler on SUNDANCER
1989: Fowler Hegler on SUNDANCER
1990: John Harrison and Jody Fuller on RACERS EDGE
1991: Joe Waters
1992: Joe Waters
1993: Don Carsten on RUMB RUNNER
1994: John Harrison, Randy Goodman, and Sharon Tolson on RACERS EDGE
1995: Carl Anderson, Todd Brooks, and Stuart Cody on NO KA OI
1996: Don Carsten, Ken Chapman, and Gary Kreiger on RUMB RUNER
1997: Don Carsten, Melinda Carsten, and John Yerman on RUMB RUNNER
1998: Mickey Richardson on MISCHIEF
1999: Don Carsten, Ken Chapman, and Chris Kretz on RUMB RUNNER
2000: Don Carsten, Cary Myers, and Chris Kretz on RUMB RUNNER
2001: Don Lasky, Dave Ottaviani, and Adam Gillings on FLIP, FLOP & FLY
2002: Don Carsten, Chip Crawford, and Chris Kretz on HYDROTHERAPY
2003: John Handler, Stuart Muir, and Richard Handler on CHUTZPAH
2004: John Handler, Stuart Muir, and Gary Kirkilas II on CHUTZPAH
2005: Joe Waters, Chip Crawford, and Steve Mesick on BUCKWHEAT
2006:Don Lasky and Dave Ottaviani on FLIP, FLOP & FLY

The Association celebrates 30 years of the Catalina 22 Midwinters Regatta.

Catalina 22 Fleet 10 organizes the Cities of the Choptank River Cruise.

Ted McGee receives the Leadership award.

Fleet 96 receives the Fleet of the Year award.

Rich and Cindi Obrosky receive the Sandy Kennedy “Spirit” award.

John and Anita Kjalberg receive the Cruising/ Sailing Family award.

Dennis Slaton wins the Chattanooga Challenge - Gold Fleet.

Don Carsten wins the Jolly Roger Yacht Club’s Cattail-Bruce Sondys Memorial Regatta.

2007: Joe Waters and Chip Crawford on BUCK WHEAT
2008: Justin Chambers and Doug Thome on BUCEE
2009: Justin Chambers and Doug Thome on BUCEE
2010: Jerry Butz and Matt Ring on SOLD OUT
2011: Winn Story and Dennis Slaton on CRASH TEST DUMMIES
2012: Randy Pawlowski, Steve Johnston, Casey Pawlowski, and Daniel Pawlowski on GOLD RUSH
2013: Justin Chambers, Doug Thome, and Winn Story on BUCEE
2014: Justin Chambers, Doug Thome, and Winn Story on BUCEE

2015

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

Reid Collins wins the Percy Priest Yacht Club's Music City Challenge and the Dixie Sailing Club's Last Splash Regatta.

Don Hare wins the Go For The Gold Regatta.

Keith and Jennifer Bennett win the Gone With The Wind Regatta on Lake Lanier, Georgia.

Randy Pawlowski wins the Nationals in Portland, Oregon.

Larry Goolsby is presented the US Sailing Hanson Rescue Medal for his rescue of crew members Rob Eaves and Tony Cellamare during the 2015 Dulphin Island Regatta where six people lost their lives during an unexpected storm. Larry was the skipper of *Team 4G*, the Catalina 22 that sunk. It was Larry's actions that got flotation to his crew and kept them afloat until *Light O' Mobile* arrived on the scene to pick them up out of the water.

Below: Steve Zito (Commodore-Mobile Yacht Club), Larry Goolsby (displaying his US Sailing Arthur B. Hanson Rescue Medal and Sandy Kennedy "Spirit" Award, Ted McGee (former C22NSA Commodore and current Webmaster), and Means Davis (former US Sailing Board Representative).

2016

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

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

Ben Miller wins the Lake Canyon Yacht Club's Wurstfest Regatta - Catalina 22 fleet.

Tommy Smith wins the Midwinters Regatta.

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

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

Keith Bennett wins the Dixie Sailing Club's Punch Bowl Regatta.

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

2017

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

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

The 20th Northern Gulf Coast Cruise is held.

Gary Allen and Mike Bracket win the Region 4 Championship.

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

2018

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

Anita Kjalberg is appointed as National Cruising Captain.

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

Gary Allen and crew Mike Bracket win the St. Mary's Boat Club Catalina 22 Regatta.

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

Matthew Bennett receives the Sandy Kennedy "Spirit" award.

Anita Kjalberg is elected as National Cruising Captain.

Judy Goodwin receives the Betty Gay Clements Women's Trophy.

Andy Katz wins the Region 8 Genoa Championship Regatta on Lake Worth, Texas.

2019

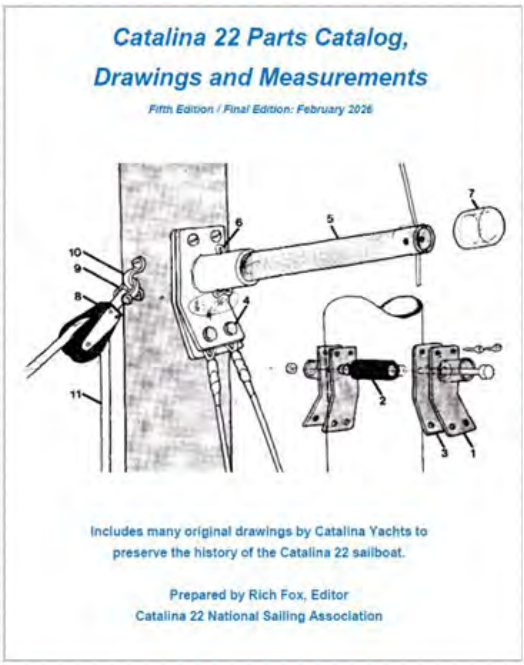
The National Championship Regatta and the 50-Year Anniversary celebration is held in Oklahoma City, Oklahoma.

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

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

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

The Catalina 22 National Sailing Association engages Rudder Craft to help build a new class-approved fixed fiberglass blade rudder.



2020

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

The new Catalina 22 National Sailing Association Store goes online.

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

2021

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

Rich Fox receives the Lifetime Achievement Award.

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

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

Rudder Craft now builds a Catalina 22 class-approved fiberglass blade rudder.

2022

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

Catalina 22 National Sailing Association Cruising Captain Stuart Weist and family host the Catalina 22 Cruise to the Apostle Islands.

Liz and Eric McCafferty host the Charleston Cruise.

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

Pete Harper wrote: “The Catalina 22 Class has lost a great one, Gene Ferguson passed away September 15, 2022. Gene is survived by his wife and faithful crew Cathy. If you never had the pleasure of meeting Gene in person, I can assure you he has still touched your life in some way. Gene was the past Commodore of the Catalina 22 National Sailing Association and long-term Editor of the MainBrace. On the water Gene was a legendary competitor with a no holds barred approach to the racing. Off the water Gene would do anything to help fellow sailors.”

National Commodore Gene Ferguson “rests” between races at the Texas State Spinnaker Championship.

Picture (L to R): Rosser Bodycomb, Larry Harper, Rick Abell, Bob Walker, Peter Harper, David Hayslip and Bill Cue.

2023

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

Keith Bennett and Doug Thome Do It Again!

Katie McBride is elected Region 8 Commodore. Katie is also recipient of the Betty Gay Clements Women's Trophy.

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

Randy Pawlowski wins the Midwinters Regatta.

Mike Bracket organizes and hosts the Great Lakes Cruise on Grand Traverse Bay, Michigan. Mike also receives the Sandy Kennedy “Spirit” Award.

Doug Thome presents a Tuning Tips seminar prior to the National Championship Regatta. The seminar is record and available on the catalina22.org website.

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

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

Mike McCaffrey builds a model of the Catalina 22 Sport.

2024

The Stuart Weist family is featured on the cover of Catalina Yacht's Mainsheet magazine.

The Nationals are held on Lake St. Clair, Michigan and hosted and organized by the North Star Sail Club. Jim Hodson served as Vice Commodore. Doug Thome is the National Champion and winner of the Spinnaker Fleet. Mark Breeden wins the Silver Fleet. Photography is by Eric Weist, son of National Cruising Captain Stuart Weist and wife Michelle.

Justin Chambers wins the Midwinters Regatta.

Week long cruises are held on Northern Lake Huron, Apostle Islands, and the Potomac River.

The Catalina 22 was featured in the August/ September SAIL magazine article "Eight Great Small Boats and Their Builders". SAIL magazine also refers to the www.catalina22.org website as "a deep resource for all things Catalina 22".

In late September, *Cruising World* magazine included the Catalina 22 Sport / Catalina 22 in its article "Best Small Sailboats for the Weekender."

New Fleet #151 is set-up in Crescent City, Florida.

Katie McBride receives the John Boemer Award for Sportsmanship at the Grapevine Sailing Club.

The Catalina 22 Great Lakes Cruise sets sail on Northern Lake Huron, Michigan.

2025

Mike Bracket receives the Lifetime Achievement Award.

Randy Pawlowski wins the Midwinters Regatta. Gene Cochran wins the Fun ‘n Sun Regatta.

Catalina Yachts is acquired by Michael Reardon in May, then is shut down by October.

The Catalina 22 Sport is no longer in production. The last Catalina 22 Sport built was hull number 15814.

David Hayslip is seven-time Catalina 22 National Champion. The event was held on Lake Worth in Fort Worth, Texas.

A record number of lady skippers took the helm and participated in the 2025 Catalina 22 National Championship Regatta. Pictured below as they received recognition by Dora McGee (far left) are skippers Jenny Beltman (Colorado), Susan McKinnon (Florida), Jennifer Bennett (Alabama), Carrie Hatfield (Texas), Allison Hyland (Texas), and Katie McBride (Oklahoma).

Yanic Harel and crew Katie McBride are Texas State Champions!

Game Over - Gene Cochran wins the Sanford Sailfest.

2026

Rich Gailey wins the Fun ‘n Sun Regatta.

Ryan Jordan wins the Catalina 22 Midwinters Regatta.

The Northern Gulf Coast Cruise is held May 8 to 13.

The Catalina 22 Great Lakes Cruise is held June 21 to 26 sailing the waters of Lake Charlevoix and Northern Lake Michigan.

The Apostle Islands Cruise is held August 23 to 29 and hosted by C22NSA Cruise Captain Stuart Weist.

Long-time friend to the Catalina 22 Class and sail-maker Joe Water passes away in mid-May.

Justin Chambers wins the Catalina 22 National Championship Regatta. Allen Kennedy wins Silver Fleet. Mitchell Bullock wins Spinnaker Fleet. A total of 32 boats participated in the event hosted by the Pensacola Yacht Club and organized by Mark Heinold with Hal Smith as PRO.

Jennifer and Keith Bennett purchase the last Catalina 22 - #15814 during an auction of Catalina Yachts assets in June.

Board of Directors

In 1972 the Catalina 22 National Sailing Association (C22NSA) was formally organized to coordinate nationwide Catalina 22 one-design class racing, inter-fleet cruising activities, and to serve as a central media for distribution of information and publicity related to Catalina 22 yachts.

The Association is managed by a member-elected Board of Directors consisting of:

- Commodore
- Vice Commodore
- Rear Commodore
- Secretary / Treasurer
- Chief Measurer
- Editor / Webmaster
- National Cruising Captain

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

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

Commodore

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

Current Commodore Duncan McBride (left) and prior Commodore Bill Heirendt (right).

Longest Serving Commodore

Duncan McBride, 6 Years

Year Initially Elected	Name
1971	Tom Winans
1972	Carl Drow
1973	Mark Cruz
1974	Sam Crabtree
1975	Bob Scoville
1976	George Hapsis
1977	George Kolb
1978	Dick Durgin
1979	Hugh Kelly
1980	Bennie Smith
1982	Jerry de Laurentis
1984	Ray Laguna
1985	Mickey Richardson
1986	Gary Burger
1988	Jerry Hayslip
1990	John Barnett
1992	Brad Wieland
1994	Gene Ferguson
1997	Don Carsten
1999	Pam Slaton
2003	Keith Bennett
2005	Rich Fox
2008	Jerry Talley
2009	Ted McGee
2013	Don Boyko
2017	Bill Heirendt
2019	Duncan McBride

Vice Commodore

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

The Nationals were held the year immediately following when each Vice Commodore was elected to office.

Year Initially Elected	Name
1971	Jim Linville
1972	Dick Comstock
1973	Sam Crabtree
1974	Bob Scoville
1975	Gary Kohler
1976	Dick Durgin
1977	Tom Milner
1978	Grace Roe
1979	Bill Dollison
1980	Paul Tuggle
1981	Jack Armistead
1982	Jim Douglas
1983	Jim Douglas
1984	Bill Joyce

Year Initially Elected	Name
1985	Joe Becker
1986	Tim Barnum
1987	Jerry Hayslip
1988	Ed Webb
1989	Kirk Walser
1990	Bob Wood
1991	Jane England
1992	Joe Becker
1993	Jerry Ingalls
1994	Jim Holler
1995	Sue Bodycomb
1996	Gary Preston
1997	Pam Slaton
1998	Joe Becker
1999	Roger Shaw
2000	Beattie Purcell
2001	Veit Gentry
2002	Michael Wing
2003	Reid Collins
2004	Bob Gross
2005	Don Hare
2006	Chris Kretz
2007	Jerry Talley
2008	Beattie Purcell
2009	Bill Robertson
2010	Gay Bulluck

Year Initially Elected	Name
2011	Don Hare
2012	Beattie Purcell
2013	Jerry Talley
2014	Don Woodhouse
2015	Don Waterhouse
2016	Bill Heirendt
2017	Don Hare
2018	Duncan McBride
2019	Brent Purcell
2020	Ron Jenkie
2021	Ted McGee
2022	Ron Nash
2023	Jim Hodson
2024	Julie Brandt
2025	Mark Heinold
2026	Jennifer Bennett

Three-Time Vice Commodores

Joe Becker
1985, 1995, 1998

Beattie Purcell
2000, 2008, 2012

Two-Time Vice Commodores

Don Hare
2005, 2017

Jerry Talley
2007, 2013

Jim Douglas
1982, 1983

Rear Commodore

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

Year Initially Elected	Name
1972	Bob Peterson
1973	Dave Shapiro
1974	John Sullivan
1975	George Hapsis
1976	Fred Polk
1977	Jack Moe
1978	Donna Surage
1979	Bob Muller
1980	Hal Smith
1982	Jack Armistead
1984	Jerry de Laurentis
1985	John Curtis
1988	Mark Lobo

Year Initially Elected	Name
1990	Bob Kennedy
1994	David Hayslip
1996	Marilyn Boemer
1998	Jim Deeter
2000	Lynn Buchanan
2006	Jennifer Brown
2012	Kevin Williams
2016	Don Woodhouse
2020	Lynn Buchanan
2022	Mark Goodwin
2026	Mark Heinold

Longest Serving Rear Commodore

Lynn Buchanan, 8 Years

Secretary / Treasurer

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

In 2026 the role of Secretary / Treasurer were separated into two separate roles - Secretary and Treasurer.

Year Initially Elected	Name
1971	Marj Berg
1972	Russ Robertson and Art Shorrock
1973	Tom Winans
1975	Fred Nelson
1976	Jack Moe
1977	Steve Kostanich
1978	Doug Jordan
1980	Darrell Shobert
1981	Tweedie Searcy
1982	Loal Scofield
1990	Joyce Seale
1996	Karen Miller
2002	Ted McGee
2005	Dora McGee

Longest Serving Secretary / Treasurer

Dora McGee, 21 Years

2005 to 2026

Year Initially Elected	Secretary Name	Treasurer Name
2026	Dora McGee	Chuck Atkinson

Chief Measurer

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

Longest Serving Chief Measurer

David Hayslip, 9 Years

Dennis Slaton, 7 Years

Doug Thome, 6 Years

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

National Cruising Captain

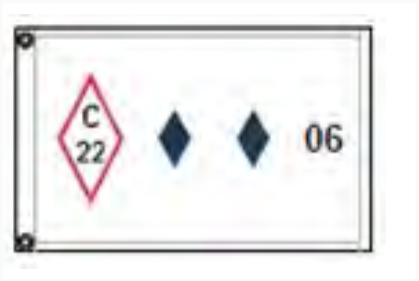
Cruising Captain shall be responsible for coordinating all matters pertaining to cruising functions of the Association. The Cruising Captain is elected to office in odd years and serves a two year term.

Longest Serving National Cruising Captain

Steve Mabry, 6 Years

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

Editor



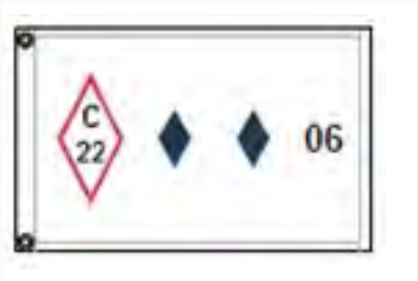
The *MainBrace* Editor shall be responsible for the content and distribution of the MainBrace magazine of the Association. The MainBrace Editor is elected to office in even years and serves a two year term.

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

Longest Serving Editor

Gene Ferguson, 17 Years

Webmaster



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

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

www.catalian22.org

"A deep resource for all things Catalina 22"

Editor - *SAIL* Magazine

August / September 2024

www.catalina22.org

The Premier Destination for Catalina 22 Information

The editors of SAIL magazine (August/September 2024) referred to the catalina22.org website as “a deep resource for all things Catalina 22.”

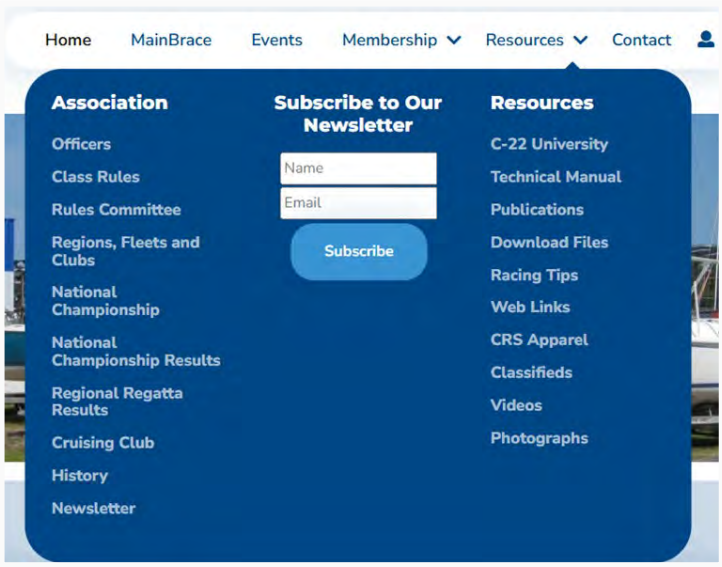
The Catalina 22 National Sailing Association (C22NSA) website is the premier destination for Catalina 22 information and sailing activities. Whether Catalina 22 sailors enjoy cruising, racing, or just messing around with their Catalina 22, the website is full of resources and opportunities to maximize the enjoyment of owning a Catalina 22. C22NSA members receive expanded access to additional resources available on the website—membership has its benefits!

The User experience on the website is particularly good because:

- Home page content is regularly updated—especially racing and cruising events
- Navigation is simplified by use of a “Resource” MEGA menu
- New content is regularly added, and bad links are promptly corrected or removed
- Strong security measures are in-place

To be the premier destination for Catalina 22 information means making it easy to find the resources and information for all Catalina 22 owners. Accessible by selecting “Resources” from the main menu, most of the resources noted below are available from this big blue MEGA menu.

- Catalina 22 MainBrace
- Catalina 22 Technical Manual and Updates
- Catalina 22 Technical Article Guide
- Catalina 22 Buyer’s Guide
- Catalina 22 Owner’s Manuals for all four models
- Catalina 22 Parts, Drawings and Measurements
- Catalina 22 History Book
- Catalina 22 University
- Racing Tips
- Welcome To Silver Fleet
- National Regatta Articles
- Cruising Club
- Northern Gulf Coast Cruise Stories
- Organizing a Catalina 22 Cruise
- Destinations
- Tuning and Sail Trim Guides
- Artwork
- Newsletter
- Events Calendar
- Articles and links to upcoming regional regattas and regatta results
- National Championship Regatta Notice of Race, Sailing Instructions, and Results
- Option to subscribe to Mainsheet magazine and order a MainBrace DVD



No other sailboat class comes close to the vast resources that the www.catalina22.org website and the Catalina 22 National Sailing Association offers to its community.

MainBrace Magazine

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

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

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

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

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

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

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

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

In 2010, due to higher distribution costs and lower membership count, the decision was made to stop distributing a printed *MainBrace* to the membership. Instead, *MainBrace* became available on the Association website in PDF format, allowing members to easily download, save and print the publication at their convenience. C22NSA members may also purchase a MainBrace DVD with access to all issues dating back to 1972.

With over 250 editions published since 1972*, MainBrace* remains in production on a quarterly schedule and easily accessible to the entire Catalina 22 sailing community from the www.catalina22.org website.

Mainsheet Magazine

With the growing number of boats and models built by Catalina Yachts, Frank Butler wanted to have a owner's magazine to help bring its large customer base together. The company launched *Mainsheet* magazine in 1983 and published and distributed on a quarterly basis. Jim Holder was Editor. *Mainsheet* was funded by the various Associations and by advertising revenue.

The Catalina 22 National Sailing Association elected to have *MainBrace* published within *Mainsheet* starting in 1983. However, by 1997, due to concerns about limited space, the C22NSA left *Mainsheet* and returned to publishing *MainBrace* as a stand-alone publication. The C22NSA did return its presence to *Mainsheet* around 2005 and offered the magazine as an optional subscription to its membership.

In Spring 2025, *Mainsheet* magazine ceased publication following the purchase of Catalina Yachts by Michael Reardon. This left a big gap for those sailing Associations where *Mainsheet* was their primary means of keeping in touch with their membership.

In Spring 2026, Holly Hannah, daughter of Sharon Day and owner of the Catalina Yachts Store, acquired all rights to *Mainsheet* magazine. Holly, along with Publisher David Landis, currently publish an on-line version of *Mainsheet* magazine and available on a quarterly basis.

Mainsheet magazine remains the official publication for thousands of Catalina Yachts sailboat owners around the world.

Catalina 22 Technical Manual

The ultimate and most popular Catalina 22 resource is the *Catalina 22 Technical Manual*. Available only to members of the Catalina 22 National Sailing Association for over 35 years, the *Catalina 22 Technical Manual* is available for an additional purchase. Starting as an idea back in the early 1980s, today, the Technical Manual features over 700 pages of technical tips written by Catalina 22 sailors for Catalina 22 sailors. It is one of the best investments a new Catalina 22 owner can make.

For new Catalina 22 owners, this is a must-have resource to quickly learn more about the Catalina 22.

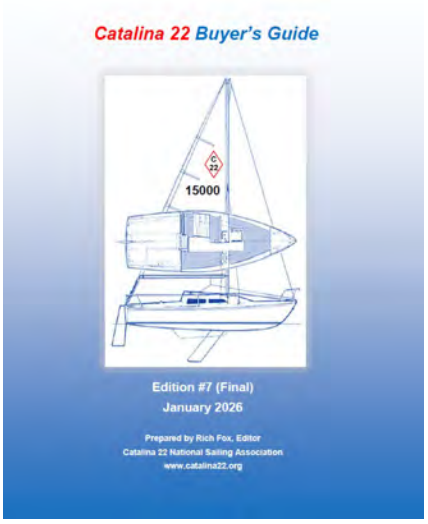
The *Technical Manual* includes tips on:

- Mast, Boom and Rigging
- Keel and Rudder
- Top Sides. Cockpit and Cabin
- Canvas
- Sail Trim and Tuning
- Outboard Motor
- Racing
- Electrical
- Trailering
- and much more.

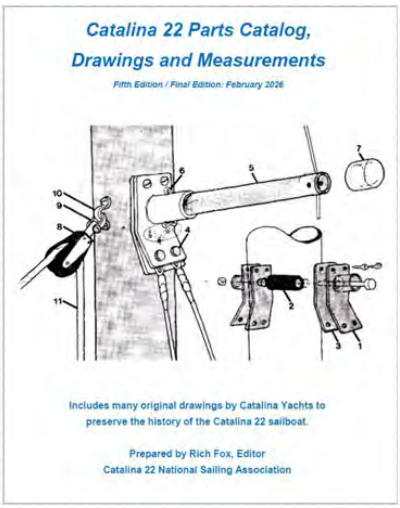
Catalina 22 owners can spend hours or days searching the internet and social media for bits and pieces of Catalina 22 advice (or bad opinions). Or, for a small investment, owners can easily purchase the *Catalina 22 Technical Manual* and instantly have the most complete Catalina 22 technical resource available at their fingertips.

Catalina 22 Publications

In addition to the Catalina 22 Technical Manual, a variety of publications are available to the Catalina 22 sailing community to help owners maximize their enjoyment of sailing a Catalina 22. Although many are available to the public, some of the publications are only available to members of the Catalina 22 National Sailing Association. Membership does have its benefit.The publications are available on the catalina22.org website.



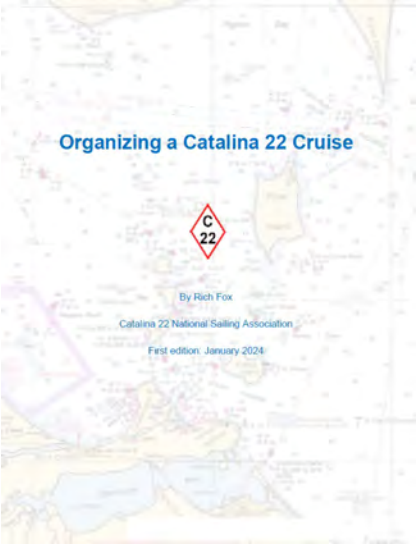
Catalina 22 Buyer's Guide



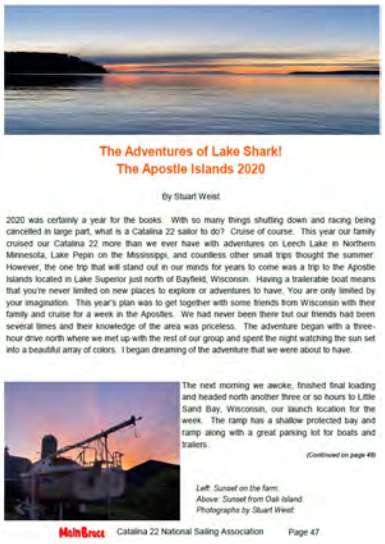
Catalina 22 Parts, Drawings and Measurements

Welcome to Silver Fleet

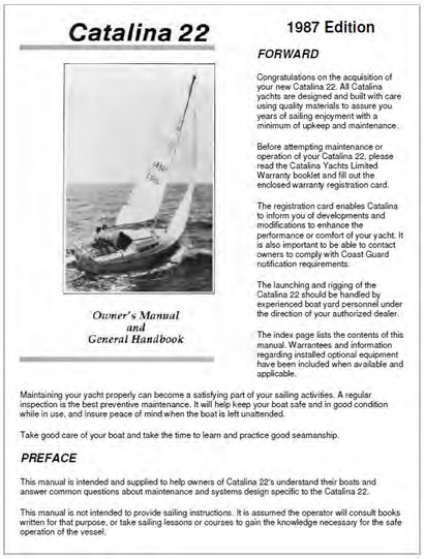
Northern Gulf Coast Cruise: A Collection of Stories



Organizing a Catalina 22 Cruise



Catalina 22 Destinations



Catalina 22

1987 Edition

Owner's Manual and General Handbook

FORWARD

Congratulations on the acquisition of your new Catalina 22. All Catalina yachts are designed and built with care using quality materials to assure you years of sailing enjoyment with a minimum of upkeep and maintenance.

Before attempting maintenance or operation of your Catalina 22, please read the Catalina Yachts Limited Warranty booklet and fill out the enclosed warranty registration card.

The registration card enables Catalina to inform you of developments and modifications to enhance the performance or comfort of your yacht. It is also important to be able to contact owners to comply with Coast Guard notification requirements.

The launching and rigging of the Catalina 22 should be handled by experienced boat yard personnel under the direction of your authorized dealer.

The index page lists the contents of this manual. Warrantees and information regarding installed optional equipment have been included when available and applicable.

Maintaining your yacht properly can become a satisfying part of your sailing activities. A regular inspection is the best preventive maintenance. It will help keep your boat safe and in good condition while in use, and insure peace of mind when the boat is left unattended.

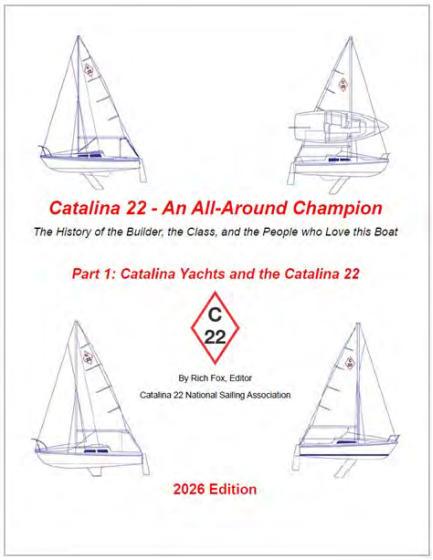
Take good care of your boat and take the time to learn and practice good seamanship.

PREFACE

This manual is intended and supplied to help owners of Catalina 22's understand their boats and answer common questions about maintenance and systems design specific to the Catalina 22.

This manual is not intended to provide sailing instructions. It is assumed the operator will consult books written for that purpose, or take sailing lessons or courses to gain the knowledge necessary for the safe operation of the vessel.

Owner's Manuals all four Catalina 22 Models



Catalina 22 - An All-Around Champion

The History of the Builder, the Class, and the People who Love this Boat

Part 1: Catalina Yachts and the Catalina 22

C 22

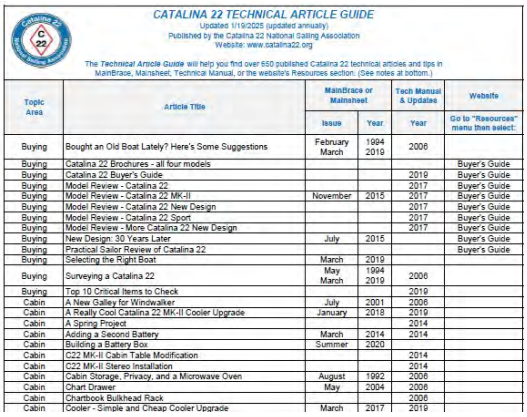
By Rich Fox, Editor

Catalina 22 National Sailing Association

2026 Edition

Catalina 22 History Book

National Championship Regatta Articles



CATALINA 22 TECHNICAL ARTICLE GUIDE

Updated 1/19/2025 (updated annually)
Published by the Catalina 22 National Sailing Association
Website: www.catalina22.org

The *Technical Article Guide* will help you find over 650 published Catalina 22 technical articles and tips in MainBrace, Mainsheet, Technical Manual, or the website's Resources section. (See notes at bottom.)

Topic Area	Article Title	MainBrace or Mainsheet		Tech Manual & Updates	Website
		Issue	Year	Year	Go to "Resources" menu then select:
Buying	Bought an Old Boat Lately? Here's Some Suggestions	February March	1994 2019	2006	
Buying	Catalina 22 Brochures - all four models				Buyer's Guide
Buying	Catalina 22 Buyer's Guide			2019	Buyer's Guide
Buying	Model Review - Catalina 22			2017	Buyer's Guide
Buying	Model Review - Catalina 22 MK-II	November	2015	2017	Buyer's Guide
Buying	Model Review - Catalina 22 New Design			2017	Buyer's Guide
Buying	Model Review - Catalina 22 Sport			2017	Buyer's Guide
Buying	Model Review - More Catalina 22 New Design			2017	Buyer's Guide
Buying	New Design: 30 Years Later	July	2015		Buyer's Guide
Buying	Practical Sailor Review of Catalina 22				Buyer's Guide
Buying	Selecting the Right Boat	March	2019		
Buying	Surveying a Catalina 22	May March	1994 2019	2006	
Buying	Top 10 Critical Items to Check			2019	
Cabin	A New Galley for Windwalker	July	2001	2006	
Cabin	A Really Cool Catalina 22 MK-II Cooler Upgrade	January	2018	2019	
Cabin	A Spring Project			2014	
Cabin	Adding a Second Battery	March	2014	2014	
Cabin	Building a Battery Box	Summer	2020		
Cabin	C22 MK-II Cabin Table Modification			2014	
Cabin	C22 MK-II Stereo Installation			2014	
Cabin	Cabin Storage, Privacy, and a Microwave Oven	August	1992	2006	
Cabin	Chart Drawer	May	2004	2006	
Cabin	Chartbook Bulkhead Rack			2006	
Cabin	Cooler - Simple and Cheap Cooler Upgrade	March	2017	2019	

Technical Article Guide

Available at
www.catalina22.org

Class Rules (One Design Rules)

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

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

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

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

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

It is obvious from reaction already received that we shall never reach a unanimous opinion about the rules and that changes in the rules will be a consideration of the National Association from some time to come. In our deliberations we attempted to keep two things in mind.

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

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

Rules Committee

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

Proposed changes to the Class One Design Rules may be submitted by C22NSA members to the Chief Measurer, who will then initiate a review process with the Rules Committee. If approved, the proposal will become a ruling or an amendment to the Class Rules.

The First “Official” Catalina 22 National Championship Regatta

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

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

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

Following the races on Saturday, a great steak bar-b-que was served at Seal Beach Yacht Club and subsequently the annual National Sailing Association’s general membership meeting was held, presided over by Commodore Carl Draw. As part of the program, a beautiful trophy was awarded the "Keelswingers" Fleet 3 for hosting the "most successful regatta of the year 1973". which indeed the Nationals turned out to be! Also, Sacramento's Fleet 4 was awarded a similar fleet trophy for hosting the "most outstanding cruise of 1973" – the cruise to the San Juan Islands.

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

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

National Championship Regatta

Since 1973, the Catalina 22 National Sailing Association is fortunate to have held a National Championship Regatta every year (except 2020 due to a global pandemic). The Catalina 22 National Championship Regatta is the premier event of the Association. No other Catalina Yachts class can claim this accomplishment. Two key reasons for the long-term success of the National Championship Regatta program are 1) ease of trailerability due to the swing keel and 2) commitment by the Board, hosts sailing clubs, and participants.

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

The C22NSA rotates the National Championship Regatta around the United States to allow Catalina 22 sailors with better access to participate in the event. The Association also strives to keep the event family-friendly.

In 2001, former Commodore Pam Slaton described the Catalina 22 National Championship Regatta—"*As always the National Championship Regatta is a week of intense competition, the renewing of old friendships and the development of new ones. Actually, the spirit of the event is one of a homecoming; one of bringing far-flung family members together for a celebration. In the middle of this celebration, we just happen to throw in a few friendly races, deadly serious, friendly races! I want to salute all of the fleet for the level of skill displayed in the regatta and their ability and willingness to conduct themselves as ladies and gentlemen! These two factors do not always go hand in hand, but they seem to be a prevailing element in our class. These are two of the most important reasons that Dennis and I have stayed devoted to the Catalina 22.*"

Photograph by Eric Weist.

In recent years, the Catalina 22 National Championship Regatta has included three fleets. The Gold Fleet for skippers who want to complete for the title of Catalina 22 National Champion. The Silver Fleet is for new racers. The Spinnaker Fleet is for those who seek a spinnaker-flying thrill.

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

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

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

Regardless of age of boat or model, Catalina 22 owners love to race them and have fun on and off the water!

New to Racing?
Race in the Silver Fleet at the
Catalina 22 National Championship Regatta

Opportunities

Participate and compete in an entry-level fleet at a national racing event

Sail and socialize with the best and fastest Catalina 22s sailors in the country

Gain valuable insight on how to improve Catalina 22 performance

Learn how to optimize the set-up and rigging of your Catalina 22

Build a network of new Catalina 22 friends

Enjoy new memories that will last a lifetime

Organization

Well-established owner's organization with inexpensive membership

Budget-friendly and family-friendly National Championship Regatta

Professional race management

Camaraderie

Family-friendly and welcoming of new sailors, including youth sailors

Easy to build new long-lasting friendships

Experience skippers willingness to share tips

Racing Tactics and Rules Seminars

C 22 NATIONAL CHAMPIONS

Year	Skipper
1973	Tom Winans
1974	Gene Carapetya
1975	Joe Becker
1976	Joe Becker
1977	Dick Durgin
1978	Bill Culp / Carlos Canalizo
1979	Bettie Purcell
1980	Jim Wilson
1981	Hal Smith
1982	Dick Woodside
1983	John Mies
1984	John Mies
1985	Tom Page
1986	Ed Webb
1987	David Hayslip
1988	Mickey Richardson
1989	Steve Snider
1990	John Mies
1991	David Hayslip
1992	David Hayslip
1993	Roger Kerr
1994	David Hayslip
1995	Gene Ferguson
1996	Mickey Richardson
1997	Terry Cobb
1998	Brad Wieland
1999	Harvey Baker

Year	Skipper
2000	Pete Harper
2001	Dennis Slaton
2002	Don Carsten
2003	Pete Harper
2004	Mike Glover
2005	Pete Harper
2006	David Hayslip
2007	Justin Chambers
2008	Justin Chambers
2009	Justin Chambers
2010	Justin Chambers
2011	Reid Collins
2012	Bo Scott
2013	Justin Chambers
2014	Justin Chambers
2015	Randy Pawlowski
2016	Justin Chambers
2017	Justin Chambers
2018	David Hayslip
2019	Dennis Slaton
2020	Canceled
2021	Justin Chambers
2022	Keith Bennett
2023	Keith Bennett
2024	Doug Thome
2025	David Hayslip
2026	Justin Chambers

C 22 NATIONAL CHAMPIONS

Skipper	Number of National Championship Titles	Years Won
Justin Chambers	9	2007, 2008, 2010, 2012, 2013, 2014, 2016, 2017, 2021, 2026
David Hayslip	7	1987, 1991, 1992, 1994, 2006, 2018, 2025
Pete Harper	3	2000, 2003, 2005
John Mies	3	1983, 1984, 1990
Joe Becker	2	1975, 1976
Mickey Richardson	2	1988, 1995
Dennis Slaton	2	2001, 2019
Keith Bennett	2	2022, 2023

Keith Bennett, David Hayslip, Hal Smith, Mickey Richardson, Justin Chambers.

C 22 SILVER FLEET WINNERS

Year	Skipper
1992	Steve Snider
1996	Brian Keathley
1997	Chuck Alyea
1998	Terry Allen
1999	Terry Brown
2000	Julie Wilson
2001	Sandy Zevin
2002	Robert Gross
2003	Mark Bowen
2004	Bo Scott
2005	John Thomas
2006	Rachel Hadley
2007	Bruce Sondys
2008	Matt Perry
2009	Gayle Bullock
2010	Norbert Falk
2011	Kevin Williams
2012	Lynn Van Hooser
2013	Chuck Weaver
2014	Steve Montgomery
2015	David Hewitt

Year	Skipper
2016	John Gzrnich
2017	Sam Beckman
2018	Duncan McBride
2019	Bill Apker
2020	Canceled
2021	Richard Gailey
2022	Mark Heinold
2023	Bobby Edmond
2024	Mark Breeden
2025	Jennifer Bennett
2026	Allen Kennedy

C 22 SPINNAKER FLEET WINNERS

Year	Skipper
1981	Bill Vawter
1982	Jack Armistead
1985	Don White
1986	Buz Owens
1988	Dick Edwards
1989	Gene Ferguson
1994	Gene Ferguson
1995	Gene Ferguson
1996	Rosser Bodycomb
1999	Pete Harper
2000	Don Carsten
2001	Pete Harper
2002	Pete Harper
2004	Mike Glover
2005	Justin Chambers
2006	Pete Harper
2007	Justin Chambers
2008	Justin Chambers
2009	Justin Chambers
2010	Justin Chambers
2011	Reid Collins

Year	Skipper
2012	Bo Scott
2013	Justin Chambers
2014	Justin Chambers
2015	Keith Bennett
2016	Justin Chambers
2017	Justin Chambers
2018	Randy Pawlowski
2019	Dennis Slaton
2020	Canceled
2021	Justin Chambers
2022	Keith Bennett
2023	Keith Bennett
2024	Doug Thome
2025	Justin Chambers
2026	Mitchell Bullock

Locations of the National Championship Regatta

Year	Location
1972	Channel Island, CA
1973	Alamitos Bay, CA
1974	San Francisco, CA
1975	Dallas, TX
1976	Washington
1977	Jackson, MS
1978	Fort Worth, TX
1979	Lake Lanier, GA
1980	Lake Texoma, TX
1981	Ocala, FL
1982	Long Beach, CA
1983	Youngstown, NY
1984	Toledo, OH
1985	Huntington Lake, CA
1986	Fort Gibson Lake, OK
1987	Chesapeake Bay, MD
1988	Grapevine Lake, TX
1989	Wichita, KS
1990	Youngstown, NY
1991	Cascade Lake, ID
1992	Jackson, MS
1993	Tulsa, OK
1994	Lake Tahoe, CA
1995	Lake Chautauqua, NY
1996	Fort Worth, TX
1997	Lake Tahoe, CA
1998	Anderson, SC
1999	Tulsa, OK

Year	Location
2000	Mission Bay, CA
2001	Fort Walton Beach, FL
2002	Houston Yacht Club, TX
2003	Cascade Lake, ID
2004	Lake Lanier, GA
2005	Canyon Lake, TX
2006	Scotts Flat Lake, CA
2007	Western Lake Eric, MI
2008	Grapevine Lake, TX
2009	Fort Walton Beach, FL
2010	Wheeler Lake - Huntsville, AL
2011	Grapevine Lake, TX
2012	Scotts Flat Lake, CA
2013	Fort Walton Beach, FL
2014	Galveston Bay, TX
2015	Portland, OR
2016	Fort Walton Beach, FL
2017	Lake Worth, TX
2018	Scotts Flat Lake, CA
2019	Fort Gibson Lake, OK
2020	Canceled
2021	Pensacola, FL
2022	Fort Walton Beach, FL
2023	DeGray Lake, AR
2024	Lake St. Clair, MI
2025	Lake Worth, TX
2026	Pensacola, FL
2027	Lake Martin, AL

Big Boy Heavy Weight Challenge

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

In an attempt to encourage more Catalina 22 New Design boats to participate in Catalina 22 regatta, Gregg DeGruccio and Wayne Buti (see photo) of Region 10 introduced the concept of a friendly match race event for the "heavy weights" of the Catalina 22 class. The "heavy weights" were defined as those boats with hull numbers 13143 through 15347. The match-race participants would compete for the Heavy Weight title and possession of the Big Boy Cup. The first Big Boy Challenge was held at the 2005 National Regatta. It was won by Greg DeGruccio.

The Big Boy Cup continues to be awarded to the highest placing skipper in Gold Fleet (if none, then Silver Fleet) for skippers sailing a Catalina 22 New Design or Catalina 22 MK-II.

Luke Weist holds the prized Big Boy Challenge Cup.

Racing and Cruising Do Co-Exist

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

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

Most sailboat classes either focus all their resources on racing, or all their resources on cruising. A few other sailboat classes may say they support racing and cruising but deliver very little substance in terms of actual events that owners may participate. However, Catalina 22 sailors are part of a Class that not only has a very active racing program, but a very active cruising program.

Throughout the history of the Catalina 22 National Sailing Association, there have been organized week-long cruises with nearly as many Catalina 22s participating as there were in the National Championship Regatta held the same year.

The Catalina 22 National Sailing Association is quite fortunate that racing and cruising have successfully co-existed together for over 50 years. And a lot of Catalina 22 sailors enjoy doing both. How many other sailboat Class can make this statement?

The First “Super” Cruise

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

John Lawrence wrote:

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

Dan Buckley wrote:

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

Cruise organizer Harry Gordon wrote:

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

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

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

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

What a thrill our first day at Skyline Marina, Anacortes, Washington seeing the number of fellow sailors from our Sacramento fleet begin to grow, as we readied boats and crew. Throughout that first day everyone pitched in, lending a hand where it was needed or giving encouragement to a first mate.

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

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

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

Northern Gulf Coast Cruise: How It All Began

by Bob Endicott

Photos provided by Bob Endicott

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

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

We bought our Catalina 22, *Tequila Sunset*, in the summer of 1995. She was a 1985 model (#12759) one of the last of the "old-styles" and had been in the same family since new. She came with most of the options that we wanted in a "pocket cruiser", e.g., sliding galley with two-burner Origo stove, pop-top enclosure, porta-potti, etc.

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

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

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

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

In 2000, we opened the Northern Gulf Coast Cruise to the Catalina 22 National Sailing Association and had 15 participants. In 2001, we had 21. I believe the number has pretty much remained in the 18 to 24 range since.

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

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

We also tried to keep things interesting with awards and games. We had a *Cruising Large Award* for the cruiser with the most outrageously (pun intended, John and Anita) equipped Catalina 22. We also had a MacGyver Award, which was given to the cruiser who demonstrated the greatest resourcefulness in overcoming some calamity during the cruise. From the start, the Northern Gulf Coast Cruise had a history of "cruisers helping cruisers", so this was sometimes a tough call. Later Northern Gulf Coast Cruise's featured scavenger hunts, the Poker Crawl and other such amusements.

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

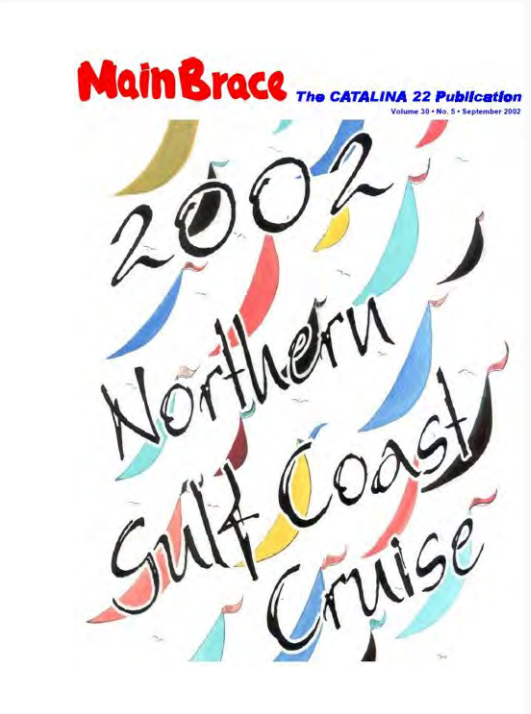
Hurricanes, particularly Ivan in 2004, required us to consider new stops, as some marinas went away never to return and other new ones were built in different places. Wolf Bay Lodge burned to the ground in the early hours of December 7, 2008. Cruisers expressed interest in touring the Pensacola Lighthouse,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

We think that the Northern Gulf Coast is one of the best places on the planet to sail a Catalina 22. The folks that come every May to enjoy these waters with the folks of Fleet 77 are what make the Catalina 22 Northern Gulf Coast Cruise one of the best cruises anywhere, year after year. The friends Trish and I have made in the Catalina 22 family, particularly through the Northern Gulf Coast Cruise, are still among our *best* friends.

We are proud to have played a role in the origin of the Northern Gulf Coast Cruise and humbled by the status it has achieved over the years. Let's hope there are many more!

Fair winds to you all!

Bob & Trish Endicott



Special Awards Program

In most sailing circles it is often the racing success that is recognized in any substantial way. For over 30 years, the Catalina 22 National Sailing Association acknowledges that many other aspects of sailing are important and deserve equal recognition. The purpose of the Special Awards Program is:

- To highlight individuals, families, or groups who have made significant contributions during the past award year as role models that Association members can emulate.

- To provide incentive for our members to contribute the time and effort required to promote the Catalina 22 National Sailing Association's objectives at the local fleet level as well as at regional and national levels.

Awards are presented to the winners by the C22NSA officers during the General Annual Meeting held at the Catalina 22 National Championship Regatta.

Leadership Award: is bestowed in recognition of an individual who has demonstrated exceptional initiative, enthusiasm, organizing ability and leadership in the promotion of Catalina 22 sailing and the C22NSA organization. Individuals must be nominated by a Catalina 22 fleet or person(s) who are members in good standing of the C22NSA.

Family Sailing Award: given in recognition of a family who consistently participates in Catalina 22 class-sanctioned and non-sanctioned events. Families must be nominated by a Catalina 22 fleet or person(s) who are members of the C22NSA. All nominations should include the following:

Regional Commodore of the Year: recognizes the Catalina 22 National Sailing Association Regional Commodore who excelled in his or her assigned duties and generated the best results in terms of promoting fleet and membership development. The Rear Commodore shall make a written nomination to the officers of the C22NSA. The nomination shall include:

Best Fleet Newsletter / Website Award: given in recognition of the fleet or individual who produced the best Catalina 22 newsletter or website during the past year.

Fleet of the Year Award: given in recognition of the commitment of a fleet to the goals of the Catalina 22NSA.

Sandy Kennedy "Spirit" Trophy: awarded to the sailor who is not an officer, who demonstrates fair play, is involved in the Association, has a positive outlook and enjoys the sport of sailing.

Recruiter of the Year Trophy: the member who sponsors the most new members to the Catalina 22 National Sailing Association will be awarded a free one-year membership and a perpetual trophy for recruiting the most new memberships.

Best Photograph Award: presented to a member whose own photography work best captures the enjoyment of sailing a Catalina 22 sailing during a 12-month period prior to the Catalina 22 General Membership Meeting held at the National Championship Regatta.

Best Video Award: is presented to a member whose own video work, cannot be professionally produced, best captures the enjoyment of sailing a Catalina 22.

The following racing awards are also presented at the National Championship Regatta and are based on individual participation or observed performance:

New Racer Award: given in recognition of the Catalina 22 owner who, "with the least prior racing experience," enters and skippers his or her boat in the National Championship Regatta.

Betty Gay Clements Women's Memorial Trophy: awarded in perpetuity to fully recognize the fine qualities of seamanship and sportsmanship which Betty Gay Clements represented. It is awarded to the highest finishing woman skipper in the National Championship Regatta. The order of selection will be:

1. From the Gold Fleet
2. From the Spinnaker Fleet
3. From the Silver Fleet

If no female skippers participated, the award will be given to a female crew in the highest finishing position.

National Championship Trophy: presented to the winner of the Gold Fleet at the National Championship Regatta.

Silver Fleet: presented to the winner of the Silver Fleet at the National Championship Regatta.

Big Boy Trophy: presented to the highest placing Catalina 22 New Design or MK-II at the National Championship Regatta racing in the Gold Fleet. If there are no New Designs or MK-II boats racing in the Gold Fleet, then the award is presented to the highest placing Catalina 22 New Design or MK-II in the Silver Fleet.

Dick King Sport Award: presented to the highest placing Catalina 22 Sport at the National Championship Regatta racing in the Gold Fleet. If there are no Sports racing in the Gold Fleet, then the award is presented to the highest placing Sport in the Silver Fleet.

Long Distance Award: presented to the skipper who traveled the furthest with boat-in-tow to race in the National Championship Regatta.

Youth Sailing Awards: presented to all sailors under the age of 18 who sail during the National Championship Regatta.

Special Awards Recipients

Congratulations to the very long list of Catalina 22 sailors who have been recognized for their contributions to the Catalina 22 National Sailing Association:

Mary Alderman
New Racer, 2024

Gary Allen
New Racer, 2010
Stella's Award, 2023 ("Pass'n Wind")

Bill Apker
Stella's Award, 2023 ("Filthy Beast")

Chuck Atkinson
Sandy Kennedy Spirit Award, 2024

Joe Becker
Leadership, 1999
Lifetime Achievement, 2001

Josh Becker
Youth Sailing, 2016

Sam Beckman
Dick King Sport Trophy, 2013
Stella's Award, 2023 ("Danger Zone")

Richard Bell
Best Fleet (#158) Newsletter, 2004

Jenny Beltman
New Racer, 2025
Women's Skipper Recognition, 2025

Jennifer Bennett
Betty Gay Clements Women's Trophy, 2015, 2019, 2026
Women's Skipper Recognition, 2025

Keith Bennett
Regional Commodore of the Year, 2003
Leadership, 2005
Sportsman, 2025, 2026

Matthew Bennett
Youth Sailing Award, 2017, 2019
Sandy Kennedy Spirit, 2018

John Bergdall
Youth Sailing. 2016

Jennifer Bennett with
Duncan McBride and Dora McGee.

Photograph by Ted McGee

Dennis Berry
New Racer Award, 2018

Willie Blevins Family
Racing Family, 1999

Marilyn Boemer
Betty Gay Clements Women's Trophy, 1998, 2001, 2011, 2017
Sandy Kennedy Spirit, 2001

Marilyn & John Boemer and grand-daughters Danielle & Jamie
Racing Family, 1997

Dan & Peggy Bowers
Cruising Family, 2009

Don Boyko
Long Distance, 2013
Recruiter, 2014

Mike Bracket
Cruising Family, 2002
Recruiter, 2010
Leadership, 2012, 2021
Sandy Kennedy Spirit, 2023
Lifetime Achievement Award, 2025

Austin Breeden
Youth Sailing Award, 2025

Mark Breeden
Stella's Award, 2023, ("Poppi")

Doug Brennan
Sportsman, 2015

Greg Brown
Sportsman, 2017

Frank, Betty, Mike & Jennifer Brown
Racing Family of the Year, 2005

Liza Brown
Betty Gay Clements Women's Trophy, 2009

Dr. Terry Brown & Family
Racing / Sailing Family, 1998

Lynn Buchanan
Betty Gay Clements Women's Trophy, 2003
Recruiter, 2004, 2006, 2011
Leadership, 2020

Gayle Bulloch
Long Distance, 2009

Brittney Burnham
Youth Sailing, 2011
Leadership, 2020

Mike Bracket
With Dora McGee

Jerry Butz
Dick King Sport Trophy, 2024

Winnie & Marcy Butz
Youth Sailing, 2007

Zach Caley
Youth Sailing 2011

Alice & Aldo Camacci
Cruising Family of the Year, 2010, 2013

Guy and Tina Campbell
Sailing Family of the Year, 2020

Don Carsten
Long Distance, 2000

Dick Cline
Regional Commodore of the Year, 2010
Leadership, 2017

Gene Cochran
Sandy Kennedy Spirit, 1998, 2007
Racing Family of the Year, 2001

Reid Collins
New Racer, 1998
Regional Commodore of the Year, 2001
Sandy Kennedy Spirit, 2008
Sportsman, 2011

Jim Covey & Katie McBride
Dick King Sport Trophy, 2021

Sandy Cox
Betty Gay Clements Women's Trophy, 2021

Bob Cook
New Racer, 2021
Big Boy Heavyweight, 2026

Lowell Cook
New Racer, 2026

Wesley Dameron
New Racer, 2015

Bismark Dirius
Sportsman, 2018

Jim Deeter
Long Distance, 1998

Greg DeGruccio
Long Distance, 2005

Robert Donehoo
Sandy Kennedy Spirit, 2005

Robert & Bonnie Donehoo
Cruising / Sailing Family, 2017

Jerry Butz

Sandy Cox with Duncan McBride

Chip Embrey
Dick King Sport Trophy, 2014

Bob & Trish Endicott
Cruising Family, 2000

Geoff Endris / Connie Endris
Cruising / Sailing Family Award, 2023

Cameron Faranetta
Youth Sailing, 2011

Gene Ferguson
Lifetime Achievement, 2002

Mark Fiecher
Long Distance, 2002

Fleet 4
Best Fleet Newsletter / Website, 2010

Fleet 10
Host—National Cruise, 1998, 2000

Fleet 11
Host—National Regatta, 1999

Fleet 17
Fleet of the Year, 2003

Fleet 20
Best Fleet Newsletter / Website 2001, 2002, 2003, 2005, 2006

Fleet 23
Host—National Regatta, 2000

Fleet 29
Fleet of the Year, 2005
Best Fleet Newsletter / Website, 2009, 2011

Fleet 30
Fleet of the Year, 2008

Fleet 32
Host—National Regatta, 2005

Fleet 52
Fleet of the Year, 2012, 2013
Best Fleet Newsletter / Website, 2012

Fleet 54
Fleet of the Year, 2001, 2006

Fleet 58
Host—National Regatta 1998, 2004
Best Fleet Newsletter / Website, 1999, 2000, 2004

Fleet 56
Host—National Regatta, 1998

Fleet 58
Host-National Regatta, 2004

Fleet 62
Fleet of the Year, 2020

Fleet 64
Fleet of the Year, 2000, 2004
Host—National Regatta, 2003

Fleet 76
Fleet of the Year, 2011

Fleet 77
Host—National Regatta, 2001
Fleet of the Year, 2002, 2009

Fleet 80
Host—National Regatta

Fleet 82
Fleet of the Year, 1998

Fleet 91
Fleet of the Year, 1999

Fleet 95
Fleet of the Year, 2007

Fleet 96
Fleet of the Year, 2013, 2014

Fleet 130
Best Fleet Newsletter Website, 2007
Fleet of the Year, 2015

Fleet 137
Fleet of the Year, 2010

Fleet 148
Best Recruiter, 2024

Chip Ford
Recruiter, 2005

Rich Fox
Leadership, 2001, 2003, 2020
Sandy Kennedy Spirit, 2002
Regional Commodore of the Year, 2012, 2013, 2014, 2020
Lifetime Achievement, 2021
Award of Excellence, 2025

Phil Fry
New Racer, 2007

Rich Gailey
New Racer, 2021
Regional Commodore of the Year 2023, 2025, 2026
Leadership Award, 2025

Paul Gallant
Cruising Family of the Year, 2006
Sandy Kennedy Spirit, 2009

Todd Garner
Youth Sailing, 2011, 2013, 2014

Terry & Todd Garner
Family Sailing, 2013

Don Garrison
New Racer, 2011

Mari Gentry
Betty Gay Clements Women's Trophy, 1999, 2002

Judy Goodwin
Betty Gay Clements Women's Trophy, 2018

Rich Gailey

Mark Goodwin
Regional Commodore of the Year, 2019, 2022
Sandy Kennedy Spirit, 2020

Larry Goolsby
Sandy Kennedy Spirit, 2015

Tom Grass Family
Racing Family of the Year, 2004

Bob Gross
Long Distance, 2004
Leadership, 2005

Glen Craig Gustafson
Best MainBrace Photograph, 2021, 2026

John Gzrinich,
Best Fleet Newsletter / Website, 2008

Rachel Hadley
Betty Gay Clement Women's Trophy, 2006

John Handler Family
Family Sailing, 2007

George Hapsis
Lifetime Achievement Award

Don Hare
Long Distance, 2011
Regional Commodore of the Year, 2015

Pete Harper
Sandy Kennedy Spirit, 2006

Gary & Dee Harwell
Cruising Family of the Year, 2018

Carrie Hatfield
New Racer, 2025
Women's Skipper Recognition, 2025

Greg Haymore & Nancy Benaquis
Family Sailing, 2006

David Hayslip
Leadership, 2007, 2011
Regional Commodore, 2015
Lifetime Achievement, 2019

Jeanie Hayslip
Sandy Kennedy Spirit, 1999

Mark Heinold
New Racer, 2021
Best Recruiter, 2024

Paul Hellings & Family
Family Sailing, 2008

Carson Hewitt
Youth Sailing, 2015

Jim Hodson
Best Video, 2024

Wes Hoffschildt
New Racer, 2012

John Holley
New Racer, 2000

Allyson Hyland
Dick King Sport Trophy, 2025
New Racer, 2025
Women's Skipper Recognition, 2025

Tim Johans
New Racer, 2003

Bob & Janice Johnson
Cruising Family of the Year, 2008

Steve Johnston
Best MainBrace Contribution, 2016

Lauren Jodky
Youth Sailing, 2011

Andrew Katz
Dick King Sport Trophy, 2023

Gordon & Mary Kayser
Cruising/Sailing Family of the Year, 2026

Sandy (Bob) Kennedy
Lifetime Achievement Award, 1999

John & Anita Kjallberg
Cruising Family of the Year, 2014
Best MainBrace Contribution, 2017
Best Photograph, 2017

Michael Kretz
Youth Sailing Award, 2024

Left to right: Dora McGee Jenny Beltman, Susan McKinnon, Jennifer Bennett, Carrie Hatfield, Allison Hyland, and Katie McBride.

Casey Koch
Youth Sailing, 2009

Corrie Anne Kosco
New Racer, 2013

Scott Lacy
Sportsman Award, 2014

Mickey & Dee LaGarde
Cruising Family of the Year, 2007

Josh & Katie Landers
Cruising Family of the Year, 2015

Dave Landis
Performance Cruiser, 2004

Josh & Katie Landers
Cruising Family of the Year, 2015

Don Lasky
Regional Commodore of the Year, 2004

Joe & Diana Lehr
Cruising Family of the Year, 2011

Jerry Lepper
Long Distance, 2001
New Racer, 2001

Bob & Eric Levy
Family Sailing, 2014

Doug Lewis
New Racer, 1999

Robert Loyd
Best MainBrace Article, 2021

Dale Mack
Best Fleet (#20) Newsletter, 2001, 2002, 2003, 2005. 2006
Cruising Family of the Year, 2001
Leadership, 2009

James & Kathy Matthews
Cruising / Sailing Family of the Year, 2021

Duncan McBride
Leadership, 2023

Duncan McBride Family
Cruising / Sailing Family of the Year, 2025

Julie McBride
Best MainBrace Article, 2026
New Racer, 2026

Liz McCafferty
Photograph by Eric McCafferty

Katie McBride
- New Racer, 2021
- Sportsman, 2022
- Betty Gay Clements Trophy, 2022
- Best MainBrace Article, 2023
- Betty Gay Clements Woman's Trophy, 2023, 2024
- Regional Commodore of the Year, 2025
- Women's Skipper Recognition, 2025

Eric & Liz McCafferty
- Cruising / Family Sailing, 2022
- Best Video, 2023

Dale McCaffity
- Leadership, 2005

Mike McCaffrey
- Best MainBrace Photograph, 2022

Claudine & Donovan McDonald
- Best Video, 2021

Joe McFarland
- Best MainBrace Contribution, 2015

Dora McGee
- Leadership, 2016
- Frank Butler Impact Award, 2026

Ted McGee
- Best Fleet (#158) Newsletter / Website, 1998, 1999
- Regional Commodore of the Year, 1999
- Leadership, 2004, 2006, 2016, 2014

Ted & Dora McGee
- Family Sailing, 2009
- Lifetime Achievement, 2016

Bill McKenzie
- New Racer, 2003

Floyd & Carol Ann McKenzie
- Cruising Family of the Year, 2012
- Leadership, 2015

Susan McKinnon
- Betty Gay Clements Women's Trophy, 2025
- New Racer, 2025
- Women's Skipper Recognition, 2025

Philip & Sharon Merlier
- Cruising Family of the Year, 2005

Ben Miller IV
- Sportsman, 2021
- Sandy Kennedy, 2026

Bo Miller
- New Racer, 2021

Katie McBride
Photograph by CeCe Stoldt

Cindi and Rich Obrosky

Karen Miller
Leadership, 2000

Noah Miller
Sandy Kennedy Spirit, 2012

Kevin Myers
Regional Commodore of the Year, 2005

Ron Nash
Vice Commodore Award, 2023

Aaron Noble
New Racer, 2025

Ginger Noble
Sportsman, 2013

AJ Obrosky
Youth Sailing, 2002, 2006

Rich & Cindi Obrosky
New Racer, 2002
Long Distance, 2006, 2007
Sandy Kennedy Spirit, 2014

Cindi Obrosky
Betty Gay Clements Women's Trophy, 2007, 2010

Caleb O'Neil
Youth Sailing, 2011

Christian O'Neil
Youth Sailing, 2011

Matthew Orr
Youth Sailing, 2017

Jim, Debbie & John Ott
Family Sailing, 2010

Kent Overbeck
Sandy Kennedy Spirit, 2003
Best Recruiter, 2007, 2008, 2009

Pete Page
Sandy Kennedy Spirit, 2004

Karen Palmer
Betty Gay Clements Women's Trophy, 2005

Ken Palmer
Sandy Kennedy Spirit, 2010

Ken & Tammy Palmer
Sailing Family of the Year, 2019

Mickey Richardson, Dennis Slaton and David Hayslip receive the Lifetime Achievement Award from Dora McGee. Photograph by Bruce McDermott

Dina Parker
New Racer, 2008

Jack Parker
New Racer, 2014

Catherine Parten
New Racer, 2005

Brandon Pawlowski
Youth Sailing, 2013, 2014
Best MainBrace Contribution, 2016

Luis Pawlowski
Best MainBrace Contribution, 2016

Daniel Pawlowski
Youth Sailing, 2013
Best MainBrace Contribution, 2016

Randy Pawlowski
Long Distance, 2012, 2015
Best Fleet Newsletter, 2014
Sandy Kennedy Spirit, 2011

Jerry Petritsh
New Racer, 2021
Dick King Sport Trophy, 2026

Louis & Donna Plaisance
Family Sailing, 2011

Daniel Polson
Youth Sailing, 2017

Andrew Power
Best MainBrace Photograph, 2023

Beattie & Bret Purcell
Racing Family of the Year, 2000

Beattie Purcell
Lifetime Achievement, 2016

Grace Purcell
Youth Sailing, 2022

Alante Quinn
Best MainBrace Contribution, 2016

Olivier Raftray
Youth Sailing, 2016

Ron Rabine
New Racer, 2026

Liana Raggio & Evan Noon
New Racer, 2026

Colin Raynal
Youth Sailing, 2024, 2026

Jeff Raynal
New Racer Award, 2023

Jeff Raynal and sons
Patrick and Colin

Photograph by Eric Weist

Jeff Raynal & sons Patrick & Colin
Family Sailing Award, 2024

Michelle Reddaway
Youth Sailing, 2013

Mickey Richardson
Sandy Kennedy Spirit, 2016
Lifetime Achievement, 2019
Sportsman, 2024

Bill Robertson
Best Recruiter, 2009

Gregg Rohde
New Racer, 2006

Hannah Rollins
Youth Sailing, 2012

Sydney Rollins
Youth Sailing, 2012

Tiffany Schaeffer
Betty Gay Clements Women's Trophy, 2016

John Schwacke
Sandy Kennedy Spirit, 2017

Loal Scofield
Lifetime Achievement Award

Bob Scott
New Racer, 2004

Joyce Seale
Lifetime Achievement Award

Vernon Senterfitt
Cruising Family of the Year, 2003

Lynda Shaw
Sandy Kennedy Spirit, 2000

Joshua Shiffler
Youth Sailing Award, 2024

Dennis Slaton
Regional Commodore of the Year, 1998
Leadership, 2013
Lifetime Achievement, 2019
Sandy Kennedy Spirit, 2019

Pam Slaton
Best Fleet (#158) Newsletter, 2000
Leadership Award, 1998, 2002
Betty Gay Clements Women's Trophy, 2004

Hal Smith
PRO Award
US Sailing
National Race Officer

Erik Slockers
New Racer, 2005
Regional Commodore of the Year, 2007, 2008, 2009

Jim Slosson
Best Video, 2022

Hal Smith
PRO Award, 2023
Thank You Award, 2026

Harmon Smith
Youth Sailing, 2017, 2021

Barbara Snyder
Best Photograph, 2015

Bruce Sondys & daughter Becky Sondys
Family Sailing, 2012

Bruce Sondys
Long Distance, 2010

Wynn Story
Sandy Kennedy Spirit, 2013

David Strain
Leadership, 2010

Eric Svilan
Best MainBrace Article, 2024

Michelle Sweatt
Youth Sailing, 2010

Kirby & Carissa Sweatt
Sportsman, 2016

Carissa Sweatt
Sportsman, 2016
Youth Sailing, 2016

Jerry Talley
Leadership, 2008

Terry Talley
Betty Gay Clements Women's Trophy, 2008

Doug Thome
Long Distance 2018

David Torrisi
Sportsman, 2012

Brandon Trepte
Youth Sailing, 2011, 2012

Youth Sailing Awards presented to Nick Weist, Matthew Bennett, Lucas Weist, and Eric Weist.

Photograph by Ted McGee.

Lynn Van Hooser
Betty Gay Clements Women's Trophy, 2012, 2013, 2014

Stephanie Victa
New Racer, 2022

Don Waterhouse
New Racer, 2009
Regional Commodore of the Year, 2011
Long Distance, 2022, 2026

Eric Weist
Youth Sailing, 2019, 2021, 2023
Best MainBrace Photo, 2024

Lucas Weist
Youth Sailing, 2019, 2021, 2023, 2024

Michelle Weist
Best MainBrace Article, 2022
Sandy Kennedy Award, 2025

Stuart Weist & Family
New Racer, 2019
Best MainBrace Contribution, 2018, 2020
Big Boy Cup, 2021, 2023, 2024
Leadership, 2022

Nicholas Weist
Youth Sailing, 2019, 2021. 2023

Dean & Phyllis Wells
Cruising Family of the Year, 2004

Michael Wells
Best Video, 2024

Craig White
Dick King Sport Trophy, 2017

Pam Wieland
Sandy Kennedy Spirit, 1998

David Williams
Cruising / Sailing Family of the Year,

Don Woodhouse
Photograph by CeCe Stoldt

2016

Julie Wilson
Betty Gay Clements Women's Trophy, 2000

Tom Winans
Lifetime Achievement Award
Sandy Kennedy Spirit, 2022

Don Woodhouse
Long Distance, 2014, 2017, 2019, 2021, 2022, 2023, 2024, 2025
Best Photograph, 2016

Don Woodhouse & Sandy Cox
Sportsman, 2019

Glen Woodhouse
New Racer, 2026

Chris Woolsey
Best MainBrace Article, 2025

George Yerger
Sportsman, 2023

Eddie Zeller
New Racer, 2017

Erv Zimmerman
Best Fleet (#130) Newsletter

Historical Impact

The Catalina 22 National Sailing Association (C22NSA) has played a pivotal role in shaping one-design sailing culture in the United States by organizing national competition, preserving class history, and sustaining one of the world's most successful trailer-sailor communities. Its influence spans more than 50 years of racing, cruising, education, and class development.

Historical contributions include:

- The C22NSA formed shortly after the Catalina 22's early racing success, helping standardize rules and promote fair, competitive one-design racing.
- The C22NSA has maintained national championship regattas, regional championships, and a long record of national award winners, reinforcing the boat's prominence in U.S. sailing.
- The C22NSA remains one of the most active keelboat sailing associations in the United States.
- The C22NSA's visibility and organized racing helped the Catalina 22 become one of the most produced sailboats in history, with milestone hull numbers (5,000; 10,000; 15,000) marking its widespread adoption.
- The Catalina 22's dual purpose of cruising and racing has made the C22NSA a hub for both family sailors and competitive racers.
- In supporting the original charter of the C22NSA to "serve as a central media for distribution of information and publicity pertinent to Catalina 22 yachts", the www.catalina22.org website provides a vast library of resources to its membership that are unmatched by most other sailing clubs or sailboat classes. The website is a true destination for Catalina 22 information and a "deep resource for all things Catalina 22".

The Catalina 22 National Sailing Association continues to be a model for how a sailing class association can keep a boat relevant for decades. Its blend of racing, cruising culture, education, and historical stewardship has ensured that the Catalina 22 remains not just a boat, but a multi-generational sailing institution.