Catalina 22 Class Rules

Updated November 1, 2026

A. GENERAL

1. All boats seeking recognition as a Catalina 22 Class Racing Boat are subject to approval by the Catalina 22 National Sailing Association, herein to be known as THE ASSOCIATION.

2. Any modification to the hull and/or deck of the Catalina 22 must be approved in writing by the Rules Committee of THE ASSOCIATION unless specifically permitted herein.

3. Modifications to the interior of the boat may not decrease the structural integrity of the boat. Specifically, changes made for the purpose of weight distribution will not be allowed.

B. RUDDER

1. Rudders shall be of fiberglass-foam-wood composition and from an approved mold. Rudders manufactured for Catalina 22s by Catalina Yachts prior to the publication of these rules are considered to be approved. In the case where the rudders are obviously different from those now being manufactured, proof of origin may be required.

2. Changes to the rudder to affect weight distribution will not be allowed.

3. Beaching rudders will be allowed provided they comply with B-1.

4. The leading edge of the rudder blade shall not extend forward of the near vertical line of the transom. (or no portion of the rudder blade shall extend to under the boat)

5. The Rudder Craft mold is approved, and all rudders produced from the mold will bear the circle “C22NSA” identification.



C. KEEL

1. Keels may be either retractable or fixed. In either case, they shall be as supplied by the manufacturer. They shall remain unmodified in composition, size, and shape. Refinishing the surface of the keel shall not be considered a modification.

2. Retractable keels shall have the cable attached and shall remain in the down position unless the safety of the crew or boat requires otherwise.

3. Fixed and swing keels may race together as one class.

D. MAST AND BOOM

1. The mast must remain fixed when stepped. No adjustable steps will be allowed. No step may raise the base of the extrusion more than an inch above deck level.

2. The extrusion of the mast and its fittings shall adhere to the specifications of the manufacturer and changes in shape and weight shall not be allowed.

3. The boom extrusion must be of standard shape and weight as specified by the manufacturer.

4. Whisker poles including end fittings may not exceed 12 feet.

5. Spinnaker poles including end fittings may not exceed 8 feet.

E. SAILS

1. Main:

a. Luff - 21 feet maximum

b. Foot- 9' 10" maximum. If "loose footed", the curve of the foot shall be no more than 6" below a line between the center of the tack grommet and the center of the clew grommet.

c. Leech - 23 feet 8 inches maximum, 22 feet 8 inches minimum. The leech profile shall be a smooth curve with ½ inch maximum hollow between battens.

d. Headboard - Maximum Horizontal width - 4 inches.

e. Battens - Four in number, with the top batten no nearer than 4' 7" to the head, along a line between the head grommet and the clew grommet. Batten length for "standard" battens are 24" (top) 39" (upper & lower middle) and 29" (bottom).

f. Full batten sails shall be allowed, but all battens must be perpendicular to the luff of the sail and fit in the positions described above. If a combination of "full" and "partial" length battens are used, all must be perpendicular to the luff and partial length battens are limited to the dimensions stated in E.1.e.

g. Mid-girth - 6 feet 1 inch maximum.

h. Quarter-girth - 3 feet 6 inches maximum.

i. Three quarter-girth - 8 feet 1 inch maximum.

j. Class Insignia—boats shall display the Catalina 22 Class Insignia with placement in accordance with the Racing Rules of Sailing. The official Catalina 22 Class Insignia is a red diamond outline with preference for a white filled color inside the diamond where practical, or no filled color inside the diamond when a white filled color is not practical. The black letter “C” is placed inside the top half of the diamond and the black numbers “22” are placed inside the bottom half of the diamond. See graphic below. Previously measured sails that deviate from this requirement as of 01/01/2022 shall remain grand-fathered.



2. Jib:

a. Luff - 22 feet 10 inches (maximum)

b. Foot - 10 feet 9 inches (maximum)

c. Leech - 20 feet (maximum)

d. Battens - none permitted

3. Genoa:

a. Luff - 26 feet 4 inches (maximum)

b. L.P. - 12 feet (maximum)

c. Battens - none permitted

4. Spinnaker:

a. Luff - 25 feet 10 inches (maximum)

b. Maximum Girth - 14 feet 5 inches

5. Limitations on sails:

a. No boat while racing may carry more than three sails aboard consisting of one measured jib, one measured Genoa, and one measured mainsail. In any one regatta the same sails must be used to fill the requirements of this section, unless there are extenuating circumstances, in which case the measuring official may waive this section.

b. Spinnaker sails are authorized and may be used in the National Championship Regatta and all sanctioned Regattas as a separate spinnaker class. Only one measured spinnaker may be used in the same regatta, in addition to the sail complement allowed in E-5-a.

c. Boats shall be limited to (1) new jib and/or Genoa and/or spinnaker and /or (1) new mainsail each year. The life of the sail shall start with the date placed on it at the time it is officially measured. The term year is defined as national regatta to the subsequent year's national regatta.

d. Storm Jib (70%): Luff - 20 feet (maximum), L.P. - 8 feet 5 inches (maximum) The above sail may be carried on board as a non-racing safety item.

6. Measurement of Sails:

a. General

(1) Sails shall be measured in a dry state laid on a flat surface with just enough tension to remove wrinkles across the line of measurement being taken.

(2) The term "sail" shall be taken to include the headboard, tabling, bolt, and foot ropes (or tapes). It shall not include cringles, which are totally outside of the sail.

(3) For the National Championship Regatta, that suit of sails which a competitor intends to use shall be submitted for measurement 24 hours prior to the start of the first official race, and marked by the Chief Measurer, or his designated representative. The mark shall be: C-22, Chief Measurer's initials and numbers indicating the month and last two digits of the year, placed at the tack of each sail. For example: the number 7-90 indicates that the sails were measured in July of 1990. Only one main, one jib, one Genoa and one spinnaker may be so marked for that regatta., unless the Race Committee feels circumstances necessitate otherwise.

b. Mainsails

(1) Definitions

(i) Head - the head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.

(ii) Clew - the clew shall be taken as the aftermost point of the sail projected to the foot or its extension.

(2) Measurements

(i) Leech - the length of the leech shall be taken as the distance between the head and the clew.

(ii) Luff - the length of the luff shall be taken as the distance on the mast between the upper edge of the lower measurement band and the lower edge of the upper measurement band; the point of intersection of the top edge of the boom with the aft edge of the mast shall not be below the upper edge of the lower measurement band.

(iii) Foot - the length of the foot shall be taken as the distance between the inner edge of the boom measurement band and the aft edge of the mast. The clew shall not be aft of the measurement band. Loose-footed mainsails are permitted.

(iv) Mid-girth - the distance from the mid-point on the leech to the nearest point on the luff, excluding the boltrope.

(v) Quarter-girth - the distance from the point one-quarter of the leech length down from the head to the nearest point on the luff, excluding the boltrope.

(vi) To determine the mid- and quarter-points on the leech, place the forward headboard hole over the clew grommet and mark the leech fold point; next, fold the head of the sail up until the end of the boltrope (even with the top of the headboard) is over the leech midpoint and mark the new leech fold point.

c. Headsails

(1) Luff - the luff shall normally be the distance between the lowest part of the sail on the luff rope or wire at the tack and the highest point of the sail on the luff rope or wire at the head. At the discretion of the measurer, if it appears that there has been liberty taken so as to take advantage of this rule in order to build a sail longer than would ordinarily be permitted under this rule, the point of measurement at the tack shall be taken as the point of intersection of the luff of the sail, or the luff extended, and the foot of the sail, or the foot extended, ignoring any round or hollow of the foot. Likewise, the point of measurement at the head of the sail shall be taken as the point of intersection of the luff of the sail, or luff extended, and the leech of the sail, or leech extended, ignoring any round or hollow of the leech.

(2) Leech - the leech shall be the distance between the head of the sail and the clew on a straight line. The point of measurement at the head shall be taken as the point of intersection of the luff and the sail, or luff extended, and the point of measurement at the clew shall be the point of intersection of the leech, or leech extended, ignoring any round or hollow of the leech, with the foot, or foot extended, ignoring any round or hollow of the foot.

(3) Foot - the foot shall be taken between the tack and the clew. The point of measurement at the tack shall be the same point as used in Section E-6-(c)-(2) above.

(4) LP - the measurement from the clew to the luff shall normally be taken between the clew and the nearest point on the luff.

d. Spinnakers

(1) Luff - the length of the luffs shall be taken as the distance between the highest point of the sail at the head and the lowest point of the sail at the foot measured around the edge of the luff.

(2) Maximum girth to be measured at widest point of the sail.

e. Banding

General - mast and boom shall be marked with one-inch band of contrasting color tape.

(1) Mast - the lower band on the mast must be placed so the top edge of the band is at least 3 feet 6 inches above the mast step. The upper band on the mast must be placed so the bottom edge of the band is no more than 21 feet above the top edge of the lower band. The new-style boat has a shorter mast; therefore, the lower band must be placed so the top edge of the band is at least 3 feet 3 inches above the mast step. The upper band placement is the same as that on the old-style boat.

(2) Boom - the forward edge of the boom band must be placed no more than 9 feet 10 inches aft of the aft edge of the mast.

7. Fleet Measurer:

Each fleet will, through normal procedures as set forth in fleet bylaws, select a fleet measurer. The name of the measurer will be sent to the Association. Upon measuring a set of sails and finding that they comply with the rules set forth herein, the measurer will affix to the area near the tack of each sail measured: C-22, the measurer's initials, and the numbers indicating the month and last two digits of the year. For example, the numbers 7-90 indicate that the sails were measured in July of 1990.

F. STANDING RIGGING

1. The standing rigging must remain unmodified and attached unless otherwise specified herein.

2. The backstay may be split, or a dual system may be used. A backstay adjusting mechanism may be incorporated.

G. RUNNING RIGGING

1. Unless otherwise specified or limited, running rigging will remain open.

2. The keel cable will be considered running rigging but must remain unmodified and attached to the keel cable winch at all times while racing.

3. Travelers must remain on the transom and will be limited so that the mainsheet attachment point may not travel past the point at which the factory installed traveler bar intersected the transom. No rope or wire travelers will be permitted.

H. REQUIRED SAFETY EQUIPMENT

General - every yacht while racing shall have aboard the following:

1. An operable outboard motor whose combined weight with associated fuel tank must weigh at least 40 pounds. The outboard motor must be mounted on the motor bracket. Should the minimum weight requirement not be met, then additional weight must be added on the motor bracket or outboard motor to meet the 40-pound minimum weight requirement. Additional weight may be added by attachment of barbell type weights with visible gradations to the interior side of the motor mount bracket bolts.

2. An anchor, chain and line whose combined weight is at least 15 pounds. Should this weight limitation not be met, then ballast must be added to meet the requirement.

3. U.S.C.G. approved personal flotation devices for all persons aboard.

4. Operable U.S.C.G. approved lights.

5. A fire extinguisher.

6. A horn.

7. Such other equipment as is required by the agency having jurisdiction on the waters where the regatta is being held. The Race Committees shall indicate such in the race instructions.

8. The Battery is to be secured in any place on the boat as long as it is strapped down in a battery box.

9. Any gas tank carried on board while racing will be located in the compartment provided for it by the factory or the cockpit.

10. An unmodified Catalina 22 bow pulpit is mandatory (several styles are available).

I. ANTI-HIKING

General - while participating in Catalina 22 Class races no person while on board and while racing may position themselves in any manner, which will extend their torso outside and beyond the vertical extension of the sheer other than temporarily.

1. While in a position to make sail changes criteria stated in I. above will not apply.

J. MEASUREMENT

1. THE ASSOCIATION shall make available the Official Certificate of Measurement. The Certificate of Measurement shall be binding upon all organizations conducting Catalina 22 sanctioned races.

2. All boats participating in a Catalina 22 sanctioned race shall have an approved Official Certificate of Measurement on-file with the Office of the Chief Measurer of the Association. A Catalina 22 having been granted such Certificate shall not be subject to protest on measurements unless there is reasonable evidence of subsequent alteration.

3. No Catalina 22 may race in a Catalina 22 sanctioned race without an approved Official Certificate of Measurement on file with the Chief Measurer.

4. The National Championship Regatta race committee under the direction of the Vice Commodore of THE ASSOCIATION may require measurement of any or all parts of a yacht participating in the regatta as a condition of participation or issuance of awards.

K. CHAMPIONSHIP REGATTA

1. Special regulations related to the organization and operation of the National Championship Regatta will be established by the Championship Regatta Race Committee (Vice Commodore, Chairman). These rules may relate to the conditions under which a yacht may enter and the equipment that he may use except that under no circumstances will equipment be permitted, which is not allowable under the rules governing the class.

2. Following each day of racing, those yachts finishing in a position representative of the number of trophies to be awarded that class may be inspected by the Chief Measurer or designated representative immediately after finishing.

3. The National Championship Regatta may be comprised of Gold and Silver fleets. A Spinnaker Fleet, comprised of competitors from Gold and Silver fleets, may also be formed.

4. The registered skipper of the winning Catalina 22 in the Gold Fleet will be declared the national champion.

L. PARTICIPATION

1. Eligibility - participation in Catalina 22 Class regattas in the capacity of skipper/helmsman shall be limited to owners of Catalina 22 Class sloops and their immediate families, who also need to be members in good standing of the National Association.

2. Establishment of Ownership - ownership is established by the presence of the name of the person in question on the Certificate of Registration of a Catalina 22 or, in the case of a charter, a certificate of registration of the charterer's Catalina 22.

3. Partnerships - partnerships are authorized in the Catalina 22 Sailing Association.

a. Sharing the helm while participating in class races is authorized. Helmsman must be an owner of the yacht.

b. Those owners having partnerships in yachts entered in any Fleet, Regional or National Regatta must be able to furnish race officials with written proof of ownership upon request.

4. Amateur Sport - no person on board a Catalina 22 entering either the officially sanctioned National or a Regional Regatta, either in the capacity of skipper or crew, shall be a professional yacht racing person. Specifically, any such person or persons on board, who earn the principal part of their living as maker of sails or builder or designer of sailing yachts, shall cause the boat entered to be automatically disqualified from participation in the race. Disqualification shall not require protest but remains in the judgment and at the discretion of either the National Racing Rules Committee, or second in charge, the local Race Committee. However, a professional yacht racing person may be present on board a racing Catalina 22 if that professional person is a FULL OWNER of a Catalina 22 and can show bonafide papers to prove this fact. Interpretation of the words "principal part of living" shall be left to the particular rules and/or racing committee in charge of the regatta. Whether ownership papers presented are "bonafide" shall be left also to the particular committee in charge.

M. SKIPPER

The helmsman of the Catalina 22 may be the owner, a family member of the owner, or a partner. (Reference L.3, Partnerships and L.3.a Sharing the helm.)

N. ADVERTISING

No advertising will be permitted on boats in a sanctioned regatta, other than normal manufacture brand logos. Advertising on clothing is permitted. Regatta sponsors may have advertising on bow numbers, however; participants have the right to "opt out" of this advertising if so desired.

O. REVISION OF CLASS RULES

Amendments to the Class Rules may include the creation of new rules, or updates, changes, deletion, or modification of existing rules.

Amendment of Class Rules may be accomplished by applying one of the following two methods.

Method 1 – Fleet Sponsorship

1.Proposed amendments may be submitted by two (2) fleets or one (1) fleet and the Governing Board and shall be submitted to the Chairperson-Rules Committee with justification and suggested date of implementation. Submitted proposals should plan on at least a twelve-month cycle for this process to complete.

2. The Chairperson-Rules Committee shall submit the proposed amendment to the Editor/Webmaster for publication in the MainBrace.

1st issue - draft amendment and sample ballot

2nd issue - pro and con submissions from readers

3rd issue - pros and cons, finalized amendment, ballot

4th issue - publication of results

3. All amendments affecting measurements must include a grandfather clause that specifies a time period.

4. An approved ballot must be returned per instructions on the ballot.

5. The Editor / Webmaster shall publish the results in MainBrace.

6. In order for the proposed amendment to pass, ballots must be returned to the Secretary by at least ten percent (10%) of THE ASSOCIATION.

7. A 2/3 majority of those voting is required for the amendment to pass.

8. A new rule will not become effective until at least 3 months after the results are published in the MainBrace.

9. Any interpretation of these rules by the Rules Committee shall be published annually when the rules are published, but the interpretations shall not be considered part of the rules.

Method 2 – Rules Committee / Governing Board Sponsorship

1. Proposed amendments may be submitted by Members, Fleets, Rules Committee or Governing Board to the Chairperson-Rules Committee with justification and suggested date of implementation.

2. The Chairman-Rules Committee shall distribute the proposed amendment to the Rules Committee for discussion and initial approval.

3.a. The Rules Committee will review and discuss the proposal amendment submitted before March 1, vote, and submit the proposed amendment to the Editor/Webmaster for publication as recommended changes to the Class Rules no later than May 1. Discussion and review of proposed amendments submitted to the Rules Committee on or after March 1, may be postponed until the next review period (See 3b).

3b. The Rules Committee will review and discuss the proposed amendment submitted before September 1, vote, and submit the proposed amendment to the Editor/Webmaster for publication as recommended changes to the Class Rules no later than November 1. Discussion and review of proposed amendment submitted to the Rules Committee on or after September 1 may be postponed until the next review period (See 3a).

4. The recommended changes will be published in the MainBrace for one issue, with requests for input from the Association membership.

5. The Rules Committee will evaluate the input from the membership. Input from the Association membership will not be required to be published but shall be reviewed by all the members of the Rules Committee.

6. The Rules Committee can amend the proposed amendment to the Class Rules with a majority vote.

7. Upon the approval of the Governing Board the new rules will be published in the next issue of the MainBrace.

8. No rules shall be changed before the completion of the National Championship Regatta of the current year without unanimous approval of the Rules Committee and the Governing Board.

P. INTERPRETATION

Specifications, however complete, cannot anticipate every situation which may arise. If a point is not herein covered, a ruling should be obtained from the Rules Committee. In interpreting these rules and specifications, the Rules Committee shall consider the intent rather than the technical construction that might be derived from the wording. It shall bear in mind always the basic principle of the specifications which is to maintain the Catalina 22 National Sailing Association as a one-design class.

PAST AND PRESENT RULINGS

So that all members of the National Association may be brought up to date on the rulings of this committee, the rulings are being furnished below:

1. The four lower shrouds shall remain attached to the standard factory spreader bracket. Attachment to a bolt through the mast is not permitted.

2. Deleted.

3. Internal halyards for the headsails and mainsail and an internal outhaul are permissible.

4. Reefing eyelets are permitted on sails and there are no restrictions on the number or location of such eyelets.

5. No restrictions on the type, size, length, location, or number of tracks used in controlling or sheeting headsails.

6. Any method of providing inboard sheeting of headsails may be used.

7. Covering the keel with fiberglass for the purpose of providing a protective coating is permitted if the coating does not significantly change its size, shape, or weight.

8. The term "standing Rigging" as used in Section F, Paragraph 1, means the stationary wires that hold the mast in place.

9. The term "Running rigging" as used in Section G, Paragraph 1, means that part of the rigging which includes moving or moveable ropes to make and take in sails. The phrase "will remain open" as used in this paragraph means unregulated or unlimited.

10. Section J. with respect to measurements and protests of measurements applies to the National Championship Regatta and all other officially sanctioned races.

An officially sanctioned race is one that has been sanctioned by the Catalina 22 National Sailing Association. In general, such sanction will be given to any race that complies with the Constitution, Bylaws and Class Rules.

11. Deleted.

12. The term "vertical extension of the sheer" used in Section I means an imaginary line extending upward from the sheer of the boat 90 degrees from the water.

13. Deleted.

14. Flaps or gaskets used to cover the well of the keel are not allowed.

15. A head foil on the forestay is prohibited in the Gold Fleet of National, Regional, and State Championship regattas. These and other sanctioned regattas may allow a head foil as a component of a furling system by making provision to place such entries in a Silver Fleet. Only one headsail may be hoisted on a boat with a multiple track head foil system while racing. Catalina 22 Spinnaker National Championship Regatta entries may include Silver Fleet entries with a head foil. Effective 11/15/23.

16. Deleted.

17. Deleted.

18. Section E, Paragraph 6-b-2 (ii) (iii) very adequately states that the mainsail luff and foot are the band distances. Accordingly, measurements along the luff and foot of the mainsail on the sail itself do not have to be taken and a sail cannot be disqualified on the basis of cloth measurements in those locations. If the banding is in the correct places, the mainsail luff and foot measure in by definition.

19. Section H, Paragraph 1 says motor and fuel tank. It does not include the words "and fuel".

20. The rules state that there shall be no more than three measured sails aboard. There is no limitation on the number of sails a skipper can own. Therefore, if a skipper thinks that he may want to use a storm jib he can substitute it for either the jib or the Genoa in the allowed complement allowed aboard. The storm jib does fit under the maximum measurements for either of those two sails.

21. Under Section O, the intent is that those items that are standard with the boat, or required options, must be aboard. Without them aboard, the boat is not a Catalina 22 for the purpose of class racing.

22. Rules amendments will take effect no sooner than 5 months after publishing as approved. Certain circumstances, including proposal of amendments that may affect the same item, may be considered by the rules committee in delaying the effective date.

23. Headboard dimension in the rules is to be the maximum horizontal width of the headboard itself, not including the bolt-rope or the cloth that is between the headboard and the bolt rope and usually enclosed in the mast. It shall be up to the measurer to decide in specific instances if there is stiffening (as with many layers of cloth), and whether or not to include the stiffened cloth as part of the headboard. In cases where it appears as if some methods were used to "beat" this rule, the headboard shall be measured from the aft side of the mast to the aft edge of the headboard.

24. A precedent has been set to allow certain modifications to the boat if those same modifications had been previously, or subsequently, made standard for Catalina 22s by the Manufacturer. In the past, this has included 1-inch spreaders (the original was 3/4 inch), and heavier lower shrouds (the original size was increased on later boats). Accordingly, any shroud size which has been used by the Manufacturer on standard Catalina 22s may be used.

25. In reference to Section E, Paragraph 5c, in the event that a sail is lost, stolen, or destroyed beyond effective repair prior to the appropriate time limit for replacement, request may be made to the rules committee for a waiver and early replacement.

26. In reference to Section H, Paragraph 1, "an operable outboard motor." For the outboard to be operable, it must be positioned in a readily operable location, i.e., on the motor bracket.

27. The new synthetic sails cloths are allowed.

28. The new-style Catalina 22 is recognized as a class legal yacht. This includes winged keel model. Installing a wing keel on an old-style Catalina 22 is not legal for Catalina 22 class racing.

29. Modification (s) to the running or standing rigging not already considered have to be submitted to both the fleet measurer and chief measurer for approval.

30. In reference to Section B. Rudder, it is permitted to use fiberglass products to change an original-style rudder (thin leading edge) to the new-style rudder (thicker leading edge) as long as the exact shape of the new-style is duplicated.

31. In reference to Section D. 4, whisker poles with overlong sections used as internal reinforcement are permitted so long as the overall pole length, including end fittings, does not exceed 12 feet. Such poles must be marked at the joint with a one-inch band of contrasting tape on each section.

32. Under deck reinforcement of the central bulkheads and the chain plates is permitted as long as the reinforcement does not extend across the cabin.

33. The items referred to in Section O and Ruling 21 consist of safety equipment, hatch covers, and companion way boards. Cushions and table may be removed from the boat during racing activities at the discretion of the owner. Deleted the requirement to have on board ten (10) interior cushions and the standard dinette table. Approved by the One Design Rules Committee. Effective March 29, 2005.

34. In reference to Section E-1-e. and f., mainsails measured in prior to September 1, 1990, are legal until September 1, 1992, regardless of girth dimensions. However, if the girth dimensions exceed those listed in Section E-1-e. and f., batten length will be limited to 23 inches for the top and bottom battens and 26 inches for the middle pair.

35. Section E-5-d. and Section H-8, 9 & 10 were approved by the membership on November 15, 1991 and go into effect on September 1, 1992.

36. When measuring for position of top batten, the measurement shall be taken from the top leading edge of the sail at the headboard on a line to the clew of the sail effective May 1, 2006.

37. Modifying the Sport traveler: Provision G.3. of the class rules must be satisfied for the dimensions of the 1985 (pre-design change) or earlier factory traveler bar. Rationale: The intersection of the Sport transom and traveler bar (stern rail) is wider than that of the original classic design. The factory provided traveler meets this condition as the adjustment hardware prevents the attachment point from moving beyond the limitations of the classic version. This ruling should be applicable to all versions and does not restrict modification of any model to an original traveler bar. Modified travelers will be easily measured for compliance; factory travelers on 1985 (post-design change) and later will be legal. Section A-1; B-4; E-1d,

5c, 6b2; K-2; N-Method 1 1; addition of Method 2 was approved by Rules Committee and Board of Governors October 31, 2001.

38. Upper chain-plate eyebolts can be relocated on older hull to bring upper shrouds into column with the center of the mast.

Explanation: On older hulls the straps for the upper chain-plate eyes that bolts to the forward bulkhead, was installed from the factory on the front of the bulkhead, which locates the chain-plate eye forward and out of column with the mast. Newer hulls had the chain-plate eye strap mounted on the aft side of the bulkhead which corrected the problem.

39. The use of a spacer block (up to a 1"thickness) under the top gudgeon is permitted.

Explanation: Rudder rule B-4 creates a vertical line down from the transom that the rudder's leading edge must be behind. The standard straight blade rudder has a 3-4" set back on the blade aft of the transom vertical line. This setback causes far too much weather helm, which has resulted in many broken or cracked rudders. The spacer block moves the leading edge closer to this vertical line thus removing heavy weather helm and making a more balanced helm.

40. The repairing of a broken or cracked rudder in a method that makes the leading edge closer to the vertical line of the transom is permitted.

Explanation: This permits broken or cracked rudder to be repaired in a way (making the front edge straight) that helps reduce weather helm and the cause of rudder failure. It basically accomplishes the same result as the spacer block under the top gudgeon (interpretation 39), bringing the leading edge of the rudder closer to the vertical line of the transom.

41. Replacing the backstay with synthetic line is not permitted.

42. are permitted except those with head-foils. See Ruling 15.

43. A "fixed bridle" for the mainsheet, on the stern, is permitted and can replace excising traveler. Explanation: The factory traveler is poor in design and function while being expensive to upgrade. A "fixed bridle" for the mainsheet offers a simple low-cost option that gives most of the function of the traveler, without giving any performance advantage.

44. For the Catalina 22 Sport, the Selden mast, boom and standing rigging are approved for class racing. The mast and boom must be banded per Class Rules. Catalina Yachts changed supplier to Selden effective with hull number 15759.

45. The Rudder Craft High Performance Fixed Rudder Blade and High Performance Unifoil Kick-Up Rudder (fiberglass and HDPE versions) are not approved for Class racing per ruling on 11/16/18.

46. Rudder Craft is making a Class-approved fiberglass rudder based on a mold provided by the Catalina 22 National Sailing Association. This Rudder Craft mold is approved, and all rudders produced from the mold and will bear the Class insignia per ruling on 11/23/19. The use of the Class insignia was changed to the "C22NSA" identification in Fall 2021. All rudders built have the correct "C22NSA" identification. The Class-approved rudder is not the same rudder as the "high performance" rudder also built by Rudder Craft for the Catalina 22. The "high performance" rudder is not approved for class racing.

47.The Class Insignia was approved by the Rules Committee and the Board on October 10, 2021, and effective 1/1/22.

48. Keel cables shall be 3/16" diameter stainless steel. Effective 11/15/2023.

49. Sections K. L. and M. to remove the conflict between Sections M. Skipper and Section L. Participation. Section M. Skipper conflicted with the provision of the rules in Section L. Participation which

allows sharing of the helm whereas M. Skipper states the helmsman shall be the skipper. Section L will remain intact as the relationship between partner/owner/helmsman is adequately defined. Change made to Section K to clearly define the National Champion. These changes define who will be declared national champion regardless of whether the helmsman is the owner, a family member, or a partner as prescribed in sections L. Participation and M. Helmsman. Effective March 27, 2025, by unanimous vote of approval by the Rules Committee and Governing Board.

50. Backstay flickers are not permitted. Effective 11/1/26.