

Regatta Program

Includes the Sailing Instructions



Catalina 22 National Championship Regatta

Fort Gibson Lake, Oklahoma

June 1-6, 2019

Celebrating 50 Years of Catalina 22 Sailing Fun!

Welcome!



Duncan McBride

Commodore, TSA-LA-GI Yacht Club
Vice Commodore, Catalina 22 National Sailing Association

Dear Catalina 22 Racers,

Hello. On behalf of Catalina 22 Fleet 62, the TSA-LA-GI Yacht Club, and the Catalina 22 National Sailing Association Board of Directors, I welcome you to the 2019 Catalina 22 National Championship Regatta. All of the sponsoring organizations and volunteers have worked hard to make sure that you have an exciting, competitive and enjoyable week of Catalina 22 racing fun! On the water, you can expect our PRO, Hal Smith, and the Race Committee to deliver four days of race management excellence.

We are also excited to use this event to help celebrate the 50-year production anniversary of the Catalina 22, and extend our congratulations to Catalina Yachts for designing and building a great sailboat. The Catalina 22 sailboat has introduced tens of thousands of people to sailing. And this week, we celebrate this very special milestone that remains unmatched in the industry.

As you read through this Regatta Program, you will find that we have a fun week of activities scheduled for you, your family and crew. Whether you are a skipper, crew, or supporting family member, we want you to enjoy your stay and have an enjoyable week of racing and camaraderie. Thank you for coming, and my best wishes to you for a safe week of sailing fun!

Duncan



Catalina 22 National Sailing Association

Officers

Bill Heirendt	Commodore
Duncan McBride	Vice Commodore
Dora McGee	Secretary / Treasurer
Don Woodhouse	Rear Commodore
Doug Thome	Chief Measurer
Anita Kjallberg	National Cruising Captain
Rich Fox	Editor / Webmaster



TSA-LA-GI Yacht Club

Officers

Duncan McBride	Commodore
Mitch Moses	Vice Commodore-Sail
Bob McLeod	Vice Commodore-Facilities
Jim Covey	Vice Commodore-Harbor
Francie Lundberg	Treasurer
Jim Covey	CSSA Rep
Duncan McBride	Membership
Drew Wilcoxon	Executive Secretary

Events Schedule

Friday, May 31

1400 - 1800

Registration / Sail Measurement / Inspection

Saturday, June 1

0800-1800

Registration / Sail Measurement / Inspection

Sunday, June 2

0800-1500

Registration / Measurement / Inspection

1430

Practice Race

1630

Skipper's Meeting

1730

National Meeting

1900

Dinner at Club House

Monday-Tuesday-Wednesday-Thursday

0830-0930

Continental Breakfast

1025

Warning Signal-Spinnaker Fleet

1255

First Warning Signal—Gold and Silver Fleets

Monday, June 3

1700

Q&A with Top Skippers

1800

Social Hour and Live Music at Club

Tuesday, June 4

1700-1930

Cheeseburger and Margarita Night with
Jimmy Buffett Music at Club

Wednesday, June 5

1700-1800

Social Hour and Live Music at Club

Thursday, June 6

1730-1830

Happy Hour at Three Forks Marina

1830

Closing Ceremony and Awards Banquet

Volunteers & Sponsors

Thank you to all the volunteers who generously helped with the planning, organization, staffing and Race Committee management of this year's National Championship Regatta.

Race Committee:

Hal Smith, PRO

Gill Greenwood

Sally Smith

Dora McGee

Anita Kjallberg

Chase Boats

Flint Johnson

Nick Clark

Bob Cheek

Drew Wilcoxon

Photographers

Steve Wyneken

Leslie Lauderdale

Registration

Leslie Lauderdale

Sara McBride

Julie McBride

Breakfast and Lunches

Susan Apker

Sandra Whitt

Kristy Leach

Greeters and Parking Lot

Duncan McBride

Katie McBride

Jim Covey

Safety Personnel

Rich Leach

Jerry Whitt

Technical Committee Chair

Doug Thome

National Regatta Program

Rich Fox

Agenda for C22NSA National Meeting
Sunday, June 2, 2019 @ 5:30 PM
TSA-LA-GI Yacht Club, Fort Gibson Lake, OK

Welcome / Meeting Called to Order	Bill Heirendt
Recognition of Fleet 62 and TSA LA GI Yacht Club	Duncan McBride
Recognition of Special Guests	Duncan McBride
Roll Call	Dora McGee
Introduction of C22NSA Officers	Bill Heirendt
Officer Elections – Introduce nominees for office	Bill Heirendt
Commodore – Duncan McBride	
Measurer – Doug Thome	
Cruising Captain – Anita Kjallberg	
Vice Commodore – Brent Purcell	
Voting	
Officer Reports	
Commodore	Bill Heirendt
Treasurer	Dora McGee
National Measurer	Doug Thome
Cruising Captain	Anita Kjallberg
MainBrace Editor/Webmaster	Rich Fox
Guest Speaker(s)	William Culp 1978 National Champion
Special Awards	
Cruising/Sailing Family of the Year	Anita Kjallberg
Sandy Kennedy Spirit Award	Dora McGee
Region Commodore of the Year	Don Woodhouse
Lifetime Achievement Award	Bill Heirendt / Dora McGee
Old Business	Bill Heirendt
Voting Results	Dora McGee
New Business	Bill Heirendt
Invitation to 2020 National Regatta	Brent Purcell
Adjourn	Bill Heirendt

Welcome to Fort Gibson Lake



With over 225 miles of shoreline located in the hills of eastern Oklahoma, Fort Gibson Lake draws its name from the nearby historic town of Fort Gibson. Fort Gibson played a prominent role in the military history of early-day Oklahoma. It was the scene of many important events – from the first appearance of the relocated members of the Five Civilized Tribes through its contacts with the tribes of the western plains and the turbulent years of the Civil War. Union and Confederate forces at different times occupied the post.

Founded in 1824 by Col. Matthew Arbuckle of the seventh Infantry and named for Col. George Gibson, this was the farthest west military outpost in the chain of fortifications stretching from the northern to the southern borders of the United States. Until 1857, it served as the chief military center for the Indian Territory and many treaties with the Indians were signed here. It was the base for the establishment of the sub-posts of Forts Chaffee, Wayne, Holmes, Arbuckle and Washita. Jefferson Davis, later president of the Confederacy, served here under Gen. Zachary Taylor, who became President of the United States in 1849.

When the Missouri-Kansas and Texas Railroad became the first rail line to cross Indian Territory in 1872, the nearby town of Muskogee was born. Named for the Creek Tribe, this raucous cow town rapidly grew into Indian Territory's most important city when the U.S. government established the Union Agency for the Five Civilized Tribes in 1875. The government established a federal court here in 1889. The Dawes Commission to the Five Civilized Tribes was headquartered here to enroll the Indians and allot their land. It was in Muskogee that the Tribes gathered in 1905 to write a constitution for the State of Sequoyah. Muskogee was selected to be the capital of the "Indian State."

Denied admission to the Union, Indian Territory then joined with Oklahoma Territory to form the state of Oklahoma.

Local Info

The nearby town of Muskogee is an economic center in the area and operates the Port of Muskogee on the Arkansas River, which is accessible to the Gulf of Mexico.

Temperatures

- Average high (June): 88 degrees
- Average low (June): 67 degrees

Muskogee Attractions

- Five Civilized Tribes Museum
- The U.S.S. Batfish and War Memorial Park
- Three Rivers Museum
- The Oklahoma Music Hall of Fame
- Thomas-Foreman Historic Home

Police, Fire or Medical Emergency —call 911

Muskogee Hospitals (call 911)

Muskogee County Hospital
North Main Street—Muskogee

Urgent Care of Muskogee
384 S. 33rd Street, Suite D, Muskogee
918-686-0400

St. Francis Hospital-Muskogee
Emergency and Urgent Care
300 Edna M. Rockefeller Drive—Muskogee
918-682-5501

Muskogee Regional Medical Center
4318 W. Okmulgee Street—Muskogee
918-686-9471

Bartsch Dalaine—Muskogee Community Hospital
Emergency and Urgent Care
2900 N. Main Street—Muskogee
918-687-7777

SAILING INSTRUCTIONS



CATALINA 22 2019 NATIONAL CHAMPIONSHIP

June 1 - 6, 2019

Hosted by the Catalina 22 National Sailing Association
Catalina 22 Fleet 62 and TSA-LA-GI Yacht Club
Fort Gibson Lake, Oklahoma

The Notation “[DP]” in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board inside the Competitors Meeting Tent.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Changes to the Sailing Instructions (SI) will be announced at the competitors meeting and posted on the official notice board immediately. Thereafter, any changes to the SI will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3.2 Oral changes to the SI may be given on the water by hail on the designated VHF channel in accordance with RRS 90.2 (c) while properly displaying code flag L.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on flagpole outside of TSA LA GI Clubhouse.

4.2 When code flag "AP" is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the race signal AP. This changes the Definition of Race Signals.

5. SCHEDULE OF RACES

5.1 Dates of racing: June 3 to June 6, 2019

5.2 Events:

Friday, May 31	1400-1800	Registration, Sail Measurement, Inspection
Saturday June 1	0800-1800	Registration, Sail Measurement, Inspection
Sunday June 2	0800-1500	Registration, Sail Measurement, Inspection
	1430	Practice Race
	1630	Competitors Meeting
	1730	National Meeting
	1900	Dinner at Clubhouse
Monday June 3	0830-0930	Continental Breakfast
	1025	Spinnaker Fleet warning signal
	1255	Gold/Silver Fleet first warning signal of the day
	1700	Questions & Answer w/top Skippers
	1800	Social Hour & Live Music at Club
Tuesday, June 4	0830-0930	Continental Breakfast
	1025	Spinnaker Fleet warning signal
	1255	Gold/Silver Fleet first warning signal of the day
	1700-1930	Cheeseburgers & Margarita Night w/Jimmy Buffet music

Wednesday, June 5	0830-0930	Continental Breakfast
	1025	Spinnaker Fleet warning signal
	1255	Gold/Silver Fleet first warning signal of the day
	1700-1800	Social Hour & Live Music at Club
Thursday, June 6	0830-0930	Continental Breakfast
	0955	Spinnaker Fleet warning signal
	1155	Gold/Silver Fleet first warning signal of the day
	1730-1830	Happy Hour – Three Forks Marina
	1830	Closing Ceremony & Awards Banquet

- 5.3 One race is scheduled each race day for Spinnaker Fleet. Two races are scheduled Monday-Wednesday for Gold/Silver Fleets. One race is scheduled Thursday for Gold/Silver Fleets. More races may be held on any day if time and conditions permit. No warning signal will be made after 1300 on Thursday.

6. CLASS FLAGS

- Genoa Gold Fleet: Gold Flag with C22 insignia
 Genoa Silver Fleet: Silver Flag with C22 insignia
 Spinnaker Fleet: Green Flag with C22 insignia

7. RACING AREAS

The racing area will be in the main body of the Jackson Bay area of Fort Gibson Lake.

8. THE COURSES

- 8.1 The diagrams in Appendix C shows the courses, including the approximate angles between legs, the order in which the marks are to be passed, and the side on which mark is to be left.
- 8.2 No later than the warning signal, the Race Committee (RC) Signal Vessel will post the course by displaying either a numeral pennant 4 or 5 corresponding to the course number designations on the course diagram.
- 8.3 The RC will broadcast the course, bearing and distance information before the warning signal. Failure to broadcast or to receive this notification shall not constitute grounds for granting redress. This changes RRS 62.1(a).
- 8.4 If mark 1a is missing, boats shall sail to mark 2 after rounding mark 1.
- 8.5 If one of the leeward gate marks is missing and not replaced by a mark vessel in its place displaying code flag “M” and making repetitive sounds, boats shall sail round the single leeward mark to port.

9. MARKS

- 9.1 The starting marks will be RC vessels with a staff displaying an orange flag.
- 9.2 The offset mark will be an orange ball.
- 9.3 Rounding marks will be orange and cylindrical in shape except for a change of course.
- 9.4 New marks used for changing a leg of the course, as provided in RRS 33, will be yellow and cylindrical in shape. Subsequent legs will be changed to maintain the course shape using original marks.
- 9.5 The finish mark will be a RC vessel with a staff displaying an orange flag at one end of the line and an orange ball at the opposite end of the line.

10. THE START

- 10.1 Races will be started using RRS 26.
- 10.2 The starting line will be between the staff displaying an orange flag on the RC vessels.
- 10.3 A boat starting later than 5 minutes after her start signal will be scored DNS. This changes RRS A5 and the Definition of Start.
- 10.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as 100 yards in all directions from the starting line. [DP]

11. RECALLS

- 11.1 Individual recalls and boats disqualified under RRS 30.3 will be broadcast on the designated VHF channel using bow/sail numbers. This is in addition to and changes RRS 29.1 and 30.3.
- 11.2 The RC will broadcast the bow/sail numbers of all boats observed to be OCS at the start twice; it will not alter the list based on a boat’s actions subsequent to the start.

11.3 Failure of the RC to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

11.4 Failure to carry a VHF or failure to complete the transmission clearly or otherwise shall not be grounds for redress.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practical. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2 Class flags for the classes for which a change of course applies will be displayed along with flag "C". If no class flags are displayed, the change applies to all classes.

12.3 The RC may adjust the angle of a gate without making any signals.

12.4 The RC shall attempt to broadcast any course changes over the designated VHF channel. Failure of a boat to hear such notification or failure to broadcast will not be grounds for redress. This changes RRS 62.1.

12.5 A course change for the final leg of a race will be signaled by an RC vessel in the vicinity of the last rounding mark(s). It will display code flag "C" over "F". This signal (C over F) applies only to the boats sailing their final (finishing) leg. The change will be signaled before the leading boat of a class has begun the leg, although the finish line may not yet be in position.

13. THE FINISH

13.1 The finish line will be between the staff displaying an orange flag on an RC vessel and the finish mark.

13.2 Flag "A" displayed, with no sound, while boats are finishing means "No more racing today" This changes RRS race signals.

14. **PENALTY SYSTEM:** Rule 44.1 shall apply.

15. TIME LIMITS AND TARGET TIMES

15.1 The target time for races is 45 to 60 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15.2 The overall time limit will be 2 hours for the first boat to finish

15.3 The time limit for the first boat to round Mark 1 is 30 minutes.

15.4 Boats still racing 30 minutes after the first boat sails the course and finishes, and not thereafter retiring, being penalized, or given redress, will be scored TLE (Time Limit Expired, see Scoring). This changes RRS 35, A4, A5 and A11.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 Protests shall be written on forms available on the Official Notice Board and lodged with the protest committee representative within Protest Time which will begin when the RC Signal Vessel docks and end 60 minutes later. The RC Signal Vessel will make a sound signal upon docking. The docking time will be posted on the official notice board.

16.2 Protests will be heard in approximately the order of receipt as soon as possible.

16.3 Notices of scheduled protests or requests for redress hearings will be posted on the Official Notice Board to inform competitors of hearings in which they are parties or may be parties affected by a request for redress. This will constitute notice to all parties under RRS 63.2 and its Prescription.

16.4 On the last day of the regatta, a request for reopening a hearing shall be delivered:

(a) within the protest time limit if the requesting party was informed of the decision on the previous day.

(b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.

17. SCORING

17.1 The Low Point Scoring System of Appendix A will apply.

17.2 Seven races will be scheduled for the Gold and Silver Fleet with three races constituting a Regatta. Four races will be scheduled for the Spinnaker Fleet with one race constituting a Regatta.

17.3 No race scores will be excluded. This changes RRS A2.

17.4 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points. This changes RRS A4.1, A4.2 and A5.

18. SAFETY REGULATIONS

- 18.1 Before the first warning signal of each day, all boats shall sail past the stern of the RC Signal Vessel on starboard tack and check in by hailing their sail/bow number. They shall continue to do so until their sail/bow number is verbally acknowledged by the RC. [DP]
- 18.2 A boat that retires from a race shall notify the RC before leaving the course area or immediately after arriving ashore via radio contact from the TSA LA GI clubhouse. [DP]
- 18.3 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail their proper course or carry out their commercial functions in a normal manner.
- 18.3.1 A boat whose actions or maneuvers result in a Danger Signal (5 Horns or Sounds) from a commercial vessel, shall be protested.
- 18.3.2 A boat in violation of Sailing Instruction 18.2 can only be protested by the race committee. This Changes RRS 60.1 and 60.3.
- 18.3.3 The penalty for breaking this Sailing Instruction 18.2 shall be disqualification from the entire regatta.

19. REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Gold Fleet and Spinnaker Fleet: The number of crew and/or crew substitutions may not change during the regatta except for extenuating circumstances. A prior written request and written approval of the Technical Committee is required. [DP]
- 19.2 Silver Fleet: A prior written request and written approval of the Technical Committee is required for crew substitutions and/or number of crew change. [DP]
- 19.3 Substitution of damaged or lost equipment, with the exception of sails, will not be allowed without a prior written request and written approval of the Technical Committee. Granted approval does not relieve the approved change from separately meeting class rules requirements and being subject to SI 20.0. [DP]

20. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and SI. On the water, a boat can be instructed by a class measurer, or his assigns, to proceed immediately to a designated area for inspection.

21. HAUL-OUT RESTRICTIONS

All boats must be launched by 1030 on Monday, June 3 and remain in the water unless written permission is granted by the Technical Committee.

22. RADIO COMMUNICATIONS

- 22.1 The RC will use VHF channel 72 to hail competitors regarding start times, starting infractions, and information important to racing. Failure of the transmission, failure of any boat to receive or properly interpret this information, or any errors or omissions on the part of the hailed messages shall not be grounds for granting redress. This changes RRS 62.1.
- 22.2 The RC may not acknowledge any radio transmission except in the case of an emergency, and it may not enter into dialogue with competitors.

23. DISCALIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk; see RRS 4 Decision to Race. Each competitor is solely responsible for his own safety and, by participation, agrees to sail and utilize FWYC facilities at his or her own risk. The Organizing Authority will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during, or after the regatta or related activities.

24. INSURANCE

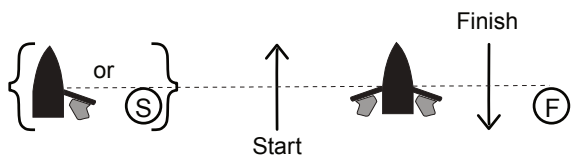
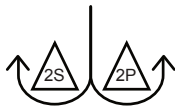
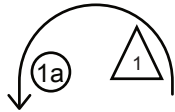
The boat is required to hold adequate third-party insurance, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate.

Catalina 22 National Sailing Association
 Course Diagram
 Appendix C

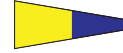
Pennant 4



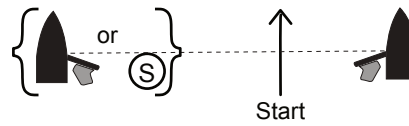
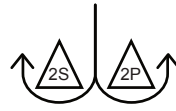
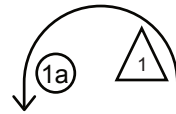
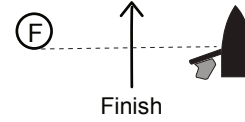
Start - 1 - 1a - 2S/2P - 1 - 1a - Finish



Pennant 5



Start - 1 - 1a - 2S/2P - 1 - 1a - 2S/2P - Finish



Signal Boat Flags and Signals



Race Committee



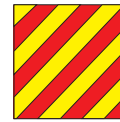
Orange Flag
Identifies one end of the start/finish line (must be specified in sailing instructions)



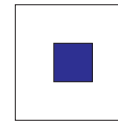
Blue Flag
This race committee vessel is in position at the finishing line



L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



Y Wear a Personal Floatation Device (see Rule 40)



S The course has been shortened. Rule 32.2 is in effect.



Gold Fleet



Silver Fleet

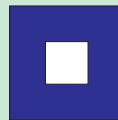


Spinnaker Fleet

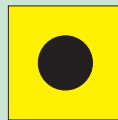
5 Min to Start ↑ ●

Start ↓ ●

Class Flags



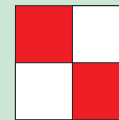
P Preparatory signal



I Rule 30.1 is in effect



Z Rule 30.2 is in effect



U Rule 30.3 is in effect



Black Flag
Rule 30.4 is in effect

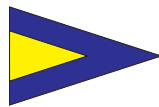
Preparatory 4 Minutes ↑ ●

1 Minute (Long Sound) ↓ ●

Start Signals



X Individual Recall
↑ ●



First Substitute
General recall
The warning signal will be made 1 minute after removal
↑ ● ● ↓ ●

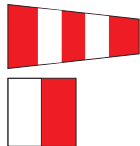


Appendix L US Sailing Prescription 5.6
Flag A displayed, with no sound, while boats are finishing means "No more racing today."

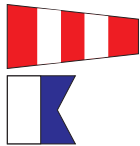
Must be stated in Sailing Instructions.



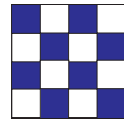
AP Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned
↑ ● ● ↓ ●



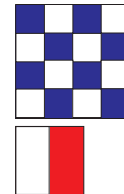
AP over over H
Races not started are postponed. Further signals ashore.
↑ ● ●



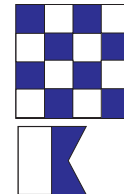
AP over A
Races not started are postponed. No more racing today
↑ ● ●



N All races that have started are abandoned. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed
↑ ● ● ● ● ↓ ●



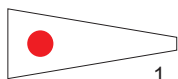
N over H
All races abandoned. Further signals ashore.
↑ ● ● ●



N over A
All races abandoned. No more racing today
↑ ● ● ●

AP over a Numeral Pennant 1-6

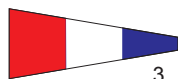
Postponement of 1-9 hours from the scheduled starting time. ↑ ● ● ● ↓ ●



1



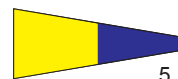
2



3



4



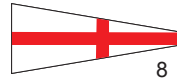
5



6



7



8



9

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A Brief History of the Catalina 22 National Championship Regatta

The Catalina 22 National Sailing Association is fortunate to have held a National Championship Regatta every year since 1972 with an average of 41 boats on the start-line. The National Championship Regatta is the premier event of the Association. Two key reasons for the long-term success of the National Championship Regatta program is the ease of towing the Catalina 22 with a family vehicle and a strong commitment by the Board and the members who volunteer to host the event. .

How did the Catalina 22 National Championship Regatta get started?

On August 19 and 20, 1972, outside of Channel Islands Harbor, California, the first Catalina 22 "nationals" were held in the form of a California State Championship Regatta. Approximately 50% of all Catalina 22 owners lived in California, and 9 of the 12 existing fleets were California based, justifying California as the site of the first "nationals."

In 1972, the very young Catalina 22 National Sailing Association mustered enough strength and manpower to promote this race in California, but promised that all Catalina 22 owners in the US would be contacted and invited to participate in the Nationals for 1973.

The California State Championship Regatta, hosted by Channel Islands Catalina 22 Fleet #1 under the direction of Tom Winans (Fleet Captain and C22NSA Acting Commodore), was attended by 36 Catalina 22's. The regatta was coordinated by Jim Linville as Regatta Chairman for the event. The race committee boat was run by Ron and Josie Harrison of Anacapa Yacht Club.

Five races in all were staged with two classes being permitted—Main and 150% Genoa Class, and a Main and 110% Jib Class. Fourteen skippers elected to sail in the Main and Genoa Class and twenty-two owners sailed in the Main and Jib division.

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The winner of the Main and Genoa Class was Jim Linville. The winner of the Main and Jib Class was Carl Drove who was elected after the regatta as the first Commodore of the Catalina 22 National Sailing Association. Following the regatta and election, Carl was carted away by the Fresno Fleet "Wild Bunch" and tossed into the cool Channel Islands Harbor.

The following year, a record number of boats sailed across the start line on August 25, 1973. at Alamitos Bay, California, to make National Association history as the first truly "national" Catalina 22 National Championship Regatta 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. A special salute goes to Fleet 14 of Phoenix, Arizona which pulled together six Catalina 22's to represent them in the Nationals. This was more boats than any other single fleet outside the State of California could muster.

The winner of the 1973 Nationals was Tom Winans along with his girlfriend Karen Steimle and father Dick Winans sailing aboard "Sun Spot" (#407).

As the Catalina 22 National Sailing Association continued to quickly grow during the early 1970s, a decision was made to rotate the National Championship Regatta from east to central to west across around the United States to provide more Catalina 22 sailors with better access to participate in the event.

At the heart of the Nationals are the Catalina 22 sailors who return year after year. 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. The spirit of the event is one of a home-coming; 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 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."

Since the early 1990s, the National Championship Regatta has included three fleets. The Gold Fleet for skippers and crew who want to compete 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.

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

Location of Catalina 22 National Championship Regattas

1972	Channel Islands, CA
1973	Alamitos Bay, CA
1974	San Francisco Bay, CA
1975	Dallas, TX
1976	Seattle, WA
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	Tulsa, OK
1987	Chesapeake Bay, MD
1988	Lake Grapevine, TX
1989	Wichita, KS
1990	Youngstown, NY
1991	Cascade Lake, ID
1992	Jackson, MS
1993	Tulsa, OK
1994	Lake Tahoe, CA
1995	Jamestown, NY
1996	Fort Worth, TX
1997	Lake Tahoe, CA
1998	Lake Hartwell, SC
1999	Lake Keystone, OK
2000	Mission Bay, CA
2001	Fort Walton Beach, FL
2002	Houston, TX
2003	Cascade Lake, ID
2004	Lake Lanier, GA
2005	Canyon Lake, TX
2006	Scotts Flat Lake, CA
2007	Western Lake Erie, MI
2008	Lake Grapevine, TX
2009	Fort Walton Beach, FL
2010	Wheeler Lake, AL
2011	Lake Grapevine, 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



Year	Skipper	Year	Skipper
1973	Tom Winans	2001	Dennis Slaton
1974	Gene Carapetya	2002	Don Carsten
1975	Joe Becker	2003	Pete Harper
1976	Joe Becker	2004	Mike Glover
1977	Dick Durgin	2005	Pete Harper
1978	Culp / Canalizo	2006	David Hayslip
1979	Beattie Purcell	2007	Justin Chambers
1980	Jim Wilson	2008	Justin Chambers
1981	Hal Smith	2009	Justin Chambers
1982	Dick Woodside	2010	Justin Chambers
1983	John Mies	2011	Reid Collins
1984	John Mies	2012	Bob Scott
1985	Tom Page	2013	Justin Chambers
1986	Ed Webb	2014	Justin Chambers
1987	David Hayslip	2015	Randy Pawlowski
1988	Mickey Richardson	2016	Justin Chambers
1989	Steve Snider	2017	Justin Chambers
1990	John Mies	2018	David Hayslip
1991	David Hayslip		
1992	David Hayslip		
1993	Roger Kerr	Skipper	Number of National Championship Titles
1994	David Hayslip	Justin Chambers	8
1995	Gene Ferguson	David Hayslip	6
1996	Mickey Richardson	Pete Harper	3
1997	Terry Cobb	John Mies	3
1998	Brad Wieland	Joe Becker	2
1999	Harvey Baker	Mickey Richardson	2
2000	Pete Harper		



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	Bob 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
2016	John Grzinich
2017	Sam Beckman
2018	Duncan McBride



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
2012	Bob Scott
2013	Justin Chambers
2014	Justin Chambers
2015	Keith Bennett
2016	Justin Chambers
2017	Justin Chambers
2018	Randy Pawlowski



Photo by Sail Magazine

“When the Catalina 22 was introduced, we hoped to build about 500. As we all know, the Catalina 22 has been a tremendous success story. I never dreamed we would build over 10,000. Because of the growth and constant interest in the Catalina 22, I think we can look forward to building another 5,000 or more in the future. “

Frank Butler
President, Catalina Yachts

Catalina 22 History

July 1969, the first Catalina 22 is built in North Hollywood, California.

February 1975, hull number 5000 is built.

May 1977, a flat-sided mast is standard on new boats.

February 1980, SAIL magazine names the Catalina 22 as “Trailer-able Boat of the Decade”.

September 1980, hull number 10000 is built. The Catalina 22 is built in plants in California, Florida, England, Australia and Canada.

July 1985, the Catalina 22 “New Design” is introduced beginning with hull number 13143.

1987, the wing keel is offered as an option.

February 1990, hull number 15000 is built.

January 1995, the Catalina 22 MK-II is introduced beginning with hull number 15348. It features an enlarged cockpit, deck and interior, fiberglass encased keel.



February 1995, the Catalina 22 is named as one of the five charter members to the Sailboat Hall of Fame.

June 2004, the Catalina 22 Sport is built beginning with hull number 15540 and makes its debut at the Nationals on Lake Lanier, Georgia.

August 2010, after relocating from Woodland Hills, California to Largo, Florida, production of the Catalina 22 Sport resumes with hull number 15727.

July 2019, 50-year production anniversary of the Catalina 22.



Catalina 22 Hull #1

By Sandy Kennedy

Originally published in *Mainsheet*—February 1989

Contrary to popular belief....hull number 1 is alive and well in Grand Forks, North Dakota.

Some time ago, an article in *Mainsheet* indicated that the original prototype Catalina 22, #1, had been destroyed. Not so. Bob Roller of Grand Forks, North Dakota, is the proud new owner of the very first Catalina 22, and the boat is still in excellent sailing condition. She has enjoyed a long life with many owners in the Midwest.

Hull #1's life began when Frank Butler designed and built her in 1969. Butler took her to the Chicago Yacht Club for her first outing, and he sailed her in a "One of a Kind" race that year, before selling her. Butler has not revealed where she placed in the race.

Her first owner was Warren Wong of Rochester, New York. He sailed her on Lake Pepin, then sold her to Albert Spottke of Minnetonka, Minnesota in 1971. She continued to cruise Lake Pepin, but had no name.

Sometime later, Spottke sold the boat to Glenn Webster of St. Paul, Minnesota, and she was finally named *Mayfly*. In 1975, Michael MacKay purchased *Mayfly* for a reported \$5,200. He painted her bottom, gave her a new tiller, and added some new sails before selling her to Fritz Stanek in 1984. She was renamed *Song*.



This year (1989), the first Catalina 22 was purchased by Bob Roller of Roller Office Supply in Grand Forks. Bob says her original jib and main were made by Hanna Sailmakers of Costa Mesa. A letter from Bob to Loal (*MainBrace* Editor) dated October 24, 1988, reveals the following: "after talking with Frank Butler yesterday, I am even more amazed at how unaltered this boat is after twenty years. It's pretty much the original condition now as when it was sailed in the Chicago Yacht Club race, except for the replacement of the marine pump-out head with a porta-potti and painting over the dark blue waterline with bottom paint. I plan to restore the boat after I've sailed it a season. We plan to keep it at Leech Lake Next spring, as about five families in the area have recently purchased cruising boats and look forward to keel hauling next year. We've named her *Genesis*, which the definition in Webster's explains as the coming into being of anything."

Evolution of the Catalina 22

Since the launch of the first Catalina 22 in July 1969, the Catalina 22 has evolved while maintaining key characteristics that made this the most successful sailboat of its type in the world.



Catalina Yachts was established in 1968 in North Hollywood by Frank Butler in response to an emerging market for sailboats. The aerospace industry was booming with good paying jobs. Southern California also saw a growing marine industry, lots of new marinas with launch ramps and slips, and a growing need for recreation. Catalina Yachts, along with many other boat builders, started building trailerable sailboats to meet this new recreational demand. Catalina Yachts launched its first boat—the Catalina 22, in July 1969.

The Catalina 22 was marketed as a family fun cruiser, plus trailerable rugged Ocean racer that could sleep five.

The original Catalina 22 was the most popular. Throughout the 1970s, Catalina Yachts was building an average of 4 hulls per day using three shifts just to keep up with customer demand. Many dealers

sold the Catalina 22's as soon as they arrived from the factory. Over 13,300 original Catalina 22's were built and delivered around the world. Outside the United States, the Catalina 22 was built to licensed builders and known as the Alacrity 22 or the Jaguar 22.

The Catalina 22 was available with a swing keel or fin keel, with the swing keel making up more than 90 percent of the boats built.

Only a few significant changes were made during the 16-year production run. In 1973, a pop-top was offered as an option. In 1977, a new flat-sided mast was introduced.

Based on customer feedback, Catalina Yachts refreshed the design of the Catalina 22. This new Catalina 22 model introduced many new features including a longer slightly taller cabin trunk, new interior layout, built-in anchor locker, forward hatch built-in to the forward cabin trunk, tinted windows, and a new gas tank locker. The Catalina 22 “New Design” was a popular model with over 2,200 boats built during an eight-year production run from 1986 to 1994. Around 1987, an optional wing keel was available.

During the early 1990s, the sailboat industry saw many popular builders go out of business and production of new boats started to quickly recede, including the Catalina 22.

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Due to its heavier weight in relation to the original Catalina 22, the New Design model never gained significant traction as a racing boat. However, the New Design proved to be a very popular cruising boat. Nearly 35 years after it was introduced, a New Design model with a wing keel in good condition will still demand top-dollar and sell very quickly.

A fire at the Catalina Yachts factory in Woodland Hills around 1994 resulted in the delayed production of a new Catalina 22 model that was going to make its debut as the boat for the 1994 Championship of Champions Regatta.

In January 1995, Catalina Yachts introduced the Catalina 22 MK-II. This boat would provide a more spacious interior while reducing its overall weight compared to its predecessor.



The MK-II introduced many new features including a wider beam at the deck, new interior design that included quarter settees, slide-out galley, a longer cabin trunk, and elimination of exterior teak. The MK-II also featured a fiberglass encased keel.

The MK-II design characteristics remained similar enough to the original Catalina 22 so that the model may participate in the Class one-design regattas.



In the 1995 Catalina 22 National Championship Regatta, Catalina 22 MK-II #15355, brand new from the factory, finished 9th out of 34 boats in the Gold Fleet. Production of the MK-II was halted in 2010 when the Catalina Yachts moved the last of its small boat production line to Largo, Florida. It is believed the last MK-II hull number was somewhere around 15720.

In response to requests from the Catalina 22 National Sailing Association for a boat that better reflects the original Catalina 22 and promote one-design racing, Catalina Yachts introduced the Catalina 22 Sport in June 2004. The Sport features a larger cockpit and an entirely redesigned cabin trunk. The deck and cabin trunk look very similar to the Capri 22. However, the hull, mast, rigging, keel, rudder are per the original Catalina 22 specs. In 2017, a Sport finished second in Gold Fleet.

Production of the Catalina 22 Sport was moved to Largo, Florida in 2011 and the quality and workmanship of this boat is now better than it has ever been.

With over 15,785 hulls and four generations built since 1969, it will be interesting to watch what the future brings for the Catalina 22. Will another model be launched? Or has the Catalina 22 brand run its course? Regardless, what a great ride it has been for the past 50 years!

Model	Year Introduced	Hull Numbers
Original	1969	1 to 13342
New Design	1986	13143 to 15347
Mk-II	1995	15348 to 15720
Sport	2004	15540 to 15785+



BUC-EE Catalina 22 Racing Notes

By Justin Chambers and Doug Thome

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

PRACTICE

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

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

PRE REGATTA PREP

Wind

- History
- Forecast

Currents

- Topo maps/Google Earth
- Local knowledge

Boat

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

Sails

- Check for wear and repair as needed

Boat Rigging

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

Boat Set-Up at Dock

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

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On the way to the Race Course

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

Pre-start

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

Start

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

Upwind

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

Close Crossings

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

SAIL TRIM-UPWIND

Genoa

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

Main

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

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WEATHER MARK

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

OFFSET MARK

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

DOWNWIND

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

Helmsman

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

Jibing

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

Helmsman

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

Bowman

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

FINISH

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

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

Last, but not least - Rum Drinks.

**Thank you for joining us for the
2019 Catalina 22 National Championship Regatta
and the 50-year anniversary celebration of the Catalina 22.**

We are not done celebrating.



**Join us for the
2020 Catalina 22 National Championship Regatta**

**Fort Walton Yacht Club
Fort Walton Beach, Florida**

June 2020

**Hosted by Catalina 22 Fleet 77 and the Fort Walton
Yacht Club**

**Catalina 22 National Sailing Association
50-Year Anniversary Kick-off**

Watch for details at www.catalina22.org