



Catalina 22—An All-Around Champion

A 45+ Year History of the Builder, the Class, and the People who Love this Boat!

3rd Edition / updated February 2014

Prepared by Rich & Denise Fox



Introduction

By Rich Fox
C22NSA Cruising Captain (1999-2004)
C22NSA Commodore (2005-2008)
Region 4 Commodore (2010-2013)
Incoming Class Editor (June 2014)
Skipper of "SeDepecher" (#15582)

Denise and I began this project in 2006 in anticipation of publishing a coffee table book about the history of the Catalina 22 to celebrate the 40 year anniversary of its production. After realizing that printing a book may not be financially feasible, we remain committed to continue to capture the tremendous history of the Boat, the People, the Class, and the Builder for the enjoyment of current and future generations of Catalina 22 sailors.

A special thank you to Commodore Ted McGee and Editor Gene Ferguson for saving nearly all the past issues of MainBrace and Mainsheet, and making those issues available.

If you are not a Catalina 22 owner, we hope this resource may help inspire you to purchase a Catalina 22 and become involved with the Catalina 22 National Sailing Association.

If you are a Catalina 22 owner, then you own more than a great sailboat and membership in our Association. You also have access to a new network of friends throughout

the United States.

As Fleet 58 Captain Dennis Slaton wrote in the July 2009 issue of MainBrace:

"I think our fleet 'rocks'. We are not the largest fleet, but we are one of the most active. We have a very stable core group that is there year in year out, we are more than fleet members, and we are friends. We share tips; we help each other in everything related to our boats."

Now in its third edition, all content is now published using Publisher software for a more professional presentation. As you review this publication, you may find sections that remain incomplete. I would like to encourage you to help add to this great story by contributing historical facts, statistics, fresh content, and interesting photographs. You may contact me via e-mail at rich_fox@yahoo.com.

A few of the photographs and content in this document have not yet been fully or properly credited. This document is a work-in-progress with a commitment to give credit where credit is due. Any errors or omissions, or other requests for change, may be brought to my attention via my e-mail address rich_fox@yahoo.com.

The journey begins ...



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It is an honor to introduce Gene Ferguson who has been the backbone of the Catalina 22 National Sailing Association for well over three decades. Gene joined the C22NSA in 1978 after purchasing a Catalina 22 named Princess Ann. Gene will tell you that membership in the Association "has helped me to form some long lasting friendships from all over the country that I would not have experienced had I not joined the Association." For 30 years, Gene has promoted the Catalina 22 Class, making it one of the largest and most active one-design classes in the United States. In addition to being a great racer and always demonstrating exceptional sportsmanship, Gene has a long history of distinguished service and leadership in the Class.

Gene served as National Commodore of the C22NSA for three years – 1994 through 1997. In 1998, Gene became Editor of the Class magazine – MainBrace. The MainBrace is where Gene's service really shines. In 1998, the C22NSA Board made a decision to begin writing, editing, printing, and distributing a stand-alone magazine for Catalina 22 owners – the MainBrace. The standalone magazine was introduced in 1998 and was prepared and distributed 6 times a year to 850+ members in our Association. Typically, the magazine features 24 to 28 pages of Catalina 22 racing and cruising news, technical tips, fleet news, and officer reports. What is most amazing is that Gene always made sure that the MainBrace was consistently delivered "on-time" to our membership, like clockwork. Gene served as Editor of the MainBrace magazine for fifteen years.

By Gene Ferguson
C22NSA MainBrace Editor (1998-2014)
C22NSA Commodore (1995-1997)
National Champion (1995)
Recipient of the 2012 US Sailing Service Award - John H. Gardiner Jr. Trophy
Former Captain of "Bulletproof" #160
Article reprinted from MainBrace-November 1997



To breathe life into a piece of plywood and some fiberglass takes imagination to say the least, but that is exactly what happened. Frank Butler embarked on a project to build a small sailboat that was easily transportable and would accommodate a family at a reasonable price. What emerged was a boat that caught the eye of everyday folks who had never considered sailing and thus it became an overnight success. The Catalina 22 helped to launch the trailer sailing market, and although many other designs have entered the market, it remains at the top of the mobile sailing boats.

In 1969 Frank designed the swing keel version of the Catalina 22 and it went into production in 1970. In 1973 the pop top was introduced as an option to give sailors covered standing headroom while the boat was moored. That same year the fin-keel version was also introduced and the wing keel followed ten years later. In 1985 a new style was introduced. For the boat's 25th anniversary of production the designers at Catalina introduced a third design with new materials and modern open interior. "There's nothing pretentious about the boat, it just works," according to Catalina Yachts' Gerry Douglas. "It could be considered the Model T or Volkswagen Beetle of the sailing world."

With a user friendly cockpit, simple but workable interior, simple rigging and low upkeep, the boats are a natural for the first-time boat buyer, or a step between a sailing dinghy and a larger cruising or racing auxiliary. What happens in many cases, however, is that when owners move up to bigger boats, they keep their 22s to pass on to other family members or to race in the extensive one-design circuit. The Catalina 22 National Sailing Association is one of the strongest in sailing, and, once involved, many sailors never leave. The Catalina 22 has defined the



Gene Ferguson and Crew sailing "BulletProof".

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A competitive start at the 2008 Chattanooga Challenge Regatta.
 Photo from 2008 Chattanooga Challenge / Privateer Yacht Club

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pocket-cruising trailer-able class for the last 25 years. Any time two or more boats are on the same lake, sooner or later a race will ensue. When the boats are the same model sailors can hone their racing skills and show each other how fast they are. Thus began the Catalina 22 National Sailing Association. Since the boat was first sold in California it was only natural that area would be the starting place of what is now known as the Catalina 22 National Sailing Association. Its beginnings came from organizer Tom Winans who served as the National Commodore in 1971 & 1972. In 1973 the first Catalina 22 National regatta was held at Long Beach, California with Sam Crabtree selected as Vice Commodore in charge of organizing the regatta. A boat that was only three years old and already competing in a National regatta with 45 boats in attendance was a large accomplishment in itself and Tom Winans emerged as the first National Champion. Since that beginning other names have been added to the list. In the Genoa class they are Joe Becker, Carlos Canalizo, Gene Carapetyn, Terry Cobb, Bill Culp, Dick Durgin, Gene Ferguson, David Hayslip, Roger Kerr, John Mies, Tom Page, Beattie Purcell, Mitchell Richardson, Hal Smith, Steve Snider, Ed Webb, Jim Wilson, and Dick Woodside.

The boat, designed as a family cruiser, came equipped with a main and 110% jib. That didn't last long as racers wanted more speed. The 150% Genoa was added to the

sail inventory and the class rules were adjusted. One design racing in the Catalina 22 was off and running. In 1975 the weak point of the boat showed up drastically at the Nationals, held on Lake Ray Hubbard in Dallas, Texas. At the start of one of the races, with high winds blowing, several of the masts came down. Due to a lack of tuning to accommodate the larger 150% head sail, excessive mast pumping caused the cast aluminum spreader brackets to fail. Since the boat was originally designed to carry a 110% headsail, no thought had been given in the beginning that a larger headsail would cause undue stress on the rigging. At that time the forward and aft lowers were only 3/32" wire, not strong enough to handle the extra loads created by the 150% Genoa and high winds. This incident began the search for a tuning guide to solve this problem. The final solution was to change the wire to 1/8", the same as the uppers, and to replace the aluminum spreader brackets with stainless steel spreader brackets. Eventually a new mast extrusion was developed which gave the mast more rigidity. These changes eliminated the problem of mast pump and failure.

In 1977 one of the C-22 owners at the Fort Worth Boat Club complained to the National Association that the fin keel boats were much faster than his swing keel and sent the local race results from the past two years to prove his point. Upon review of those results, the National

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Association officers decided that the fin keel boats had an unfair advantage and banned the fin keel from racing in nationally sanctioned regattas. Since the majority of the boats in Fleet 47 at the Fort Worth Boat Club were fin keels and since Fleet 47 was to host the Nationals the following year, several C-22 owners were upset. Under the leadership of Cal Daughy, Fleet 47 captain and Carlos Canalizo, Fleet 30 captain, both fleets petitioned the National Board to allow the fin keel to race in a class of its own. They agreed and so in 1978 there were two fleets. Bill Culp won the swing keel division and Carlos Canalizo won the fin keel division. Fleet 47 had the race committee record times on the first five finishers of each fleet in every race in order to compare the speed of each boat. (They knew the person who sent in the results never cleaned his boat bottom.) Surprise! Surprise! The swing keels had better times in every race, so the rules were changed to allow the fin keel to race heads up with the swing keel.



Photo from 2013 National Regatta by Gene Ferguson

boat and the people who own and sail them, it is common place for "go fast" information to be shared among the racers.

At the National regatta each year, several awards are given to recognize members for their contributions to sailing and the C-22 Association other than racing in regattas. Some are: the Leadership award, Regional Commodore of the year, Fleet of the year, Cruising family of the year, Racing Family of the Year, Newest Racer and Newsletter of the Year. As time and circumstances have dictated, new awards are added from time to time. One of those is the Betty Gay award, presented to the female skipper with the best score in the National regatta. The latest to be added is the Sandy Kennedy spirit award.

As the Association grew, the need arose for cruising activities to be coordinated on a local, regional and national level. While the most visible and active members in the C-22 National Association are involved in racing, the vast majority of the Association members are cruisers, who prefer non-racing, family-oriented sailing activities. In 1992 the office of National Cruising Chairman was formed and Stephen Mabry accepted that responsibility and continues to work in that capacity. With National members in the United States, Australia, Azores Portugal, Canada, England, Mexico, New Zealand and Puerto Rico the National Association is actually an International organization. From the beginning the "Main Brace", the official quarterly publication for the C-22, has been there to report the facts as well as the fiction (who says that sailors tell the complete truth when it comes to the description of a race, especially if they got lucky and won). This publication continues to be the link for the ten regions and sixty three active fleets to share local activities, photos and technical information.

Since its introduction in 1970, the Catalina 22 has undergone several model changes. In 1986, the Catalina 22 "New Design" was introduced with an updated cabin trunk and interior. It also featured an optional wing keel. In 1995, the Catalina 22 MkII was introduced that featured 8 inches more beam at the deck, a longer cabin trunk, and no exterior teak. The New Design and MkII model



David Torrisi ("Dumbo" #4660), Pete Harper ("Hummingbird" #1110) and David Hayslip ("Enterprise" #197) racing spinnakers at 2006 National Regatta. Photo by Gene Ferguson

Later the spinnaker was added to the sail inventory, brought on mostly by the Texas contingent of racers, and the first Spinnaker National regatta was held in conjunction with the Genoa National regatta at Ocala, Florida in 1981. The first National Spinnaker champion was Bill Vawter from Fleet 47 at the Fort Worth Boat Club. Others who have won this honor are Jack Armistead, Rosser Bodycomb, Dick Edwards, Gene Ferguson, Buz Owens and Don White. There is not sufficient interest in the spinnaker to muster enough boats to participate every year, but like the Jib fleet and Silver fleet, when the participants number at least ten, the association gives them a chance to compete. With the Mississippi river and the continental divide being the dividing line, the US is separated into three sections. The National regatta is rotated each year, giving each part of the country an opportunity to participate close to home. The annual National regatta is the biggest event of the year and is hosted by a local fleet who bids for the honor of being the host fleet. This event is a time of reunion for old friends and an opportunity to meet and make new friends that will last a lifetime. Because of the family relationship of the

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featured many new and improved design characteristics; the new boats became heavier and moved further away from the original one-design characteristics of the original Catalina 22. In 2004, the Catalina 22 Sport was introduced in response to requests for a production boat that more accurately reflects the original dimensions and weight of the original (1970-1985) Catalina 22.

The American Sail Advancement Program has chosen five boats to be inducted into the American Sailboat Hall of Fame. These are true American classics. These boats have, through the excellence of their design and construction, given sailors new opportunities to enjoy their sport. To qualify, the boat must have been introduced at



least 15 years ago. It is noteworthy that four of the five Hall of Fame inductees are still in production, a testament to their enduring appeal. The Catalina 22 is one of those five boats selected.

Will this classic boat, the boat builder, and the C-22 National Association survive the economic uncertainty of these trying times, and the challenges of the fast life and instant information age? With a strong and committed National leadership, continued support of the boat builder, and dedicated local leaders and concerned and active members, chances are that they will. With such a strong support group, the boat's future will be a promising one.

Catalina 22 Milestones

July 1969

The first Catalina 22 is built in North Hollywood, California. Frank Butler hopes to build 100 boats if all goes well.

February 1975

Hull number 5000 is built.

Winter 1976

Catalina Yachts announces availability of a new mast that is a little heavier and stronger

May 1977

The new mast becomes 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 13343

July 1987

The wing keel is offered as an option..

February 1990

Hull number 15000 is built.

January 1995

The Catalina 22 MkII is introduced, beginning with hull number 15348 and features an enlarged deck and interior.

February 1995

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

Fall 2001

The Catalina 22 National Sailing Association approaches Frank Butler about building a new Catalina 22 that more closely matches the design of the original Catalina 22.

June 2004

The Catalina 22 Sport is built beginning with hull number 15540 and makes its debut at the National Championship Regatta 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. The Catalina 22 MkII is discontinued.

January 2011

Frank Butler informs the Catalina 22 National Sailing Association that the target weight of a new C22 Sport is 2,270 pounds (+/- 10 pounds).

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MESSAGE FROM FRANK BUTLER

Catalina Yachts - Founder and President
Designer and Builder of the Catalina 22



"When I founded Catalina Yachts in 1970, my goal was not to become the largest sailboat builder in the United States. My goal was, and still is, to build good boats that are a

good value for our customers. Accomplishing this requires planning, efficient manufacturing (a part of the process I particularly enjoy) and well-designed boats. I believe Catalinas do well in a very competitive market, because they are the result of listening carefully to our customers and dealers. When we design a new boat, we don't try to reinvent the wheel each time. We incorporate proven features with new ideas and a lot of boat owners' suggestions. This gives the line continuity, helps us avoid overly trendy styling, and insures good resale value for Catalina owners. At Catalina we are especially proud of having the biggest percentage of repeat customers in the industry. We are all committed to maintaining the high level of customer confidence this represents. The Catalina philosophy means listening to our customers and doing our best every day. On that promise the Catalina family will continue to grow."

CATALINA 22: THE PRE-PRODUCTION YEARS

Catalina Yachts' founder Frank Butler's initial intent was not to build boats, but rather to have a boat built for his own use. In 1961, Butler took over the production of his own boat, a Victory 21, when the original boat builder ran out of funds and borrowed money from Butler. The builder was not able to repay the debt. Instead, the builder gave Butler the tooling to continue building the boat. Butler later gained full control of the company in 1961 renaming it Wesco Marine, and later Coronado Yachts. One of the first people Butler hired was Beattie Purcell.

The first models built by Coronado were the Aurora 21 and Victory 21 in 1964. In 1965, the Coronado 25 was built, becoming the first boat with a one-piece interior pan-liner, making the boat stronger, lighter, and less expensive than previous models. Mr. Butler said "the idea for the pan-liner came from Lockheed and how they built their planes." The concept of the one-piece interior pan-liner was carried over six years later to the Catalina 22.



Photograph from MainBrace

In 1968, Butler sold Coronado to the Whittaker Corporation which had already acquired Columbia Yachts. Columbia Yachts had been in the boat building business since 1963. Whittaker kept the Coronado Yachts name plate in addition to Columbia Yachts name plate. The fuel crunch of the early 1970s (1973-1974) took some toll on low-end buyers and Coronado Yachts ceased production of the Coronado 23 and 25. 1974 was the last year the Coronado Yachts name plate would be used and all further production would be done by Columbia Yachts. Columbia did continue to use the Coronado Yachts name plate for the 28, 35, 41 and 45

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until 1976. Columbia Yachts eventually went out of business in the mid-1980s after the company was sold to Hughes Boat Works in 1979, then later to Aura Yachts in 1982, then back to Hughes. After selling Coronado Yachts to Whittaker Corporation in 1968, Butler remained with Whittaker Corporation for one year then left due to disagreements with the management of his proposed design for a 22 foot trailer-able sailboat. The 22 foot was designed to be trailer-able introduced as the new Coronado 22 or Columbia 22.



Catalina Yachts—Woodland Hills, CA

Catalina Yachts was formed in 1970 and the first model built by Catalina Yachts was the 22 foot design previously rejected by Whittaker Corporation. The Catalina 22 went

on to become the best selling keelboat of all-time with over 15,500 boats over 40 continuous year of production.

The Coronado Yachts logo shared the same mainsail logo as Catalina Yachts. The difference was the lower part of the Coronado Yachts logo was blue, and the upper logo was red.

A review of the Coronado 23 brochure shows the beginning of many design characteristics of what someday would become the Catalina 22. The Coronado 23 featured an interior layout that would be similar to the design used for the Catalina 22 - a dinette-settee located to port and a large galley to starboard. The Coronado 23 was available in a swing and fixed keel version. The LOA was 22'7", the Beam was 7'9", Swing keel up 2'6", Swing keel down was 5'0", Displacement was 2,485 (Swing Keel).

CATALINA 22: THE BIRTH OF CATALINA YACHTS

When Butler left Whittaker in 1968, he had signed a two-year non-compete contract and could not build boats except those that Whittaker had not bought the rights for. In July 1969, Butler began tooling for production of the Catalina 22. He built several Catalina 22 boats but had to wait for his non-compete contract to expire prior to going to market.

Not able to use the Coronado Yachts name, Butler chose the name Catalina as he always liked the name of islands (e.g. Capri, Catalina, Coronado), and the new company, Catalina Yachts, was established in 1970. Beattie Purcell

was asked by Butler to join the company and focused on marketing and developing the dealership for distribution.

According to Beattie, "the Catalina 22 just took off. We could not build them fast enough." Beattie said that "with such high demand for his boats, Frank had to expand his manufacturing capability. Frank sent me east to look for another plant. The shipping costs were killing us. I found a small fiberglass plant in South Carolina that had closed, so we bought it and started building C-22s there."



Inside look at Catalina Yachts.

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Hull mold for C22 MkII.

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Wayne Miskiewicz, General Manager of Maryland Marina, says about those days in the sailboat market, "Catalina had trouble meeting production demands, and the dealers were put on a quota system. People were so happy with their boats that they came back and bought their second, third, and even fourth boats from us. The company just grew so rapidly it was amazing in those days. Until we had the huge downturn in the market, used boats often cost more than new ones. Used boats were appreciating throughout the entire product line because demand was so high for new ones."

Miskiewicz continues, "One good thing about Catalina is that it doesn't change designs every year. They would come out with a good design and hold onto it. Hunter was our biggest competitor in those days, but it changed models every couple of years. Catalina had a chance to work out production problems with a long run, but not Hunter."

Seven years later, the company needed an even larger plant on the East Coast. In 1984, Frank purchased Morgan Yachts, based in Largo, Florida. Beattie helped move the Florida plant to Largo. "We were growing so fast," Beattie remembers, "and Morgan Yachts was all but

down the tubes."

Beattie retired from Catalina Yachts in 1994 after spending more than 30 years working for Frank Butler. "I enjoyed it. Frank was a good guy to work for. We used to race against one another in Satellites and had a great time doing it. It was good fun starting up a company like



Beattie relaxing during the Northern Gulf Coast Cruise / Fleet 77

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CATALINA 22: 1970-1985 (Original)

The original Catalina 22 model was designed in 1969 by Frank Butler and went into production in 1970. It is the boat that is credited for launching Catalina Yachts. Over 13,000 boats were built during a 15 year production run. Nearly 40 years later, it is easy to find the original Catalina 22 model sailing on any large lake in North America. The Catalina 22 is also credited with helping to make sailing more accessible and affordable to more families.

As an original inductee to the Sailboat Hall of Fame in 1995, the Catalina 22 was described as:

“Simplicity, trailerability, durability and the endearing and enduring qualities of the Catalina 22 helped to launch the trailer sailing market. Although many other designs have entered the fray, this pocket cruiser remains at the top of the mobile sailing heap. Designed by Frank Butler in 1969, the center board version of the Catalina 22 went into production in 1970 and has remained in production ever since. More than 16,000 have been built.

With a user friendly cockpit, simple but workable interior, simple rigging and low upkeep, the boats are a natural for the first time boat buyer, or a step between a sailing dinghy and a larger cruising boat. In many cases, when owners move up to bigger boats, they keep their 22s to pass on to family members or to race in the one-design circuit. The Catalina 22 National Class Association is one of the strongest in sailing.



The Catalina 22 has defined the pocket-cruising trailer-able class for the last 25 years. With stalwart sailing qualities, an exceptional builder, fanatic owner support and a strong class association, the boat's future is assured.”

The photograph (left) shows Beattie Purcell skippering hull #1 at the “One of a Kind Regatta” in the early 1970s on Lake Michigan. The photo was obtained from the article “Catalina Yachts: One Big Family” by Steve Mitchell and printed in **Good Old Boat** magazine (Volume 4, Number 1) in January/February 2001.

Today, the original Catalina 22 equipped with a swing keel remains the most popular model. Young families on a limited budget who are starting out in "big boat" sailing are also most likely to start out with an original Catalina 22 model. An early 1970s boat in good condition can easily be found and purchased and restored for less than \$5000. The original Catalina 22 is also the most desired model for racing because many of the low number boats weigh less than the New Design and MkII.

With the commitment by Catalina Yachts to maintain consistent production of the Catalina 22 during the past 40+ years, and the

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Gene Cochran's "Game Over" is over!
A new bottom job is well underway.

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availability of parts, restoring a Catalina 22 is a relatively easy project.

Some Catalina 22 owners have gone to extremes to restore and upgrade their Catalina 22 and invest large sums of money and sweat equity into their boat. The Fall 2007 issue of "BoatWorks" magazine (page 11) wrote:

"How much does it cost to restore an old boat? Chip Ford -- who is in the fifth year of restoring a 1974 Catalina 22 in Marblehead, Massachusetts -- appears to be a glutton for punishment. Not only does he want to know exactly how much it costs, but he's gone through the painful step of

The first Catalina 22 brochure described the following features:

- ◆ Ideal family fun cruiser
- ◆ Hull designed for maximum safety
- ◆ Complete inner hull liner of advanced design
- ◆ Cabin overhead liner with grain texture
- ◆ One piece hand layup fiberglass hull and deck
- ◆ Self-bailing cockpit
- ◆ Two cockpit storage lockers
- ◆ Stainless steel rigging
- ◆ Masthead rig with permanent backstay and double lowers
- ◆ Retractable or fixed keel models available
- ◆ Teak finished interior
- ◆ Five can sleep aboard in comfort
- ◆ Fast and stable
- ◆ Dollar for dollar, she can't be beaten



Chip Ford enjoying a sail aboard a nicely refurbished "Chip Ahoy"

creating a Web site, www.chipford.com/cost.htm, to document every last penny spent on his boat. It's a sobering display that we probably shouldn't even be telling you about. All we ask is that you don't let it discourage you from tackling your next project."

Chip Ford ("Chip Ahoy" #3282) has kept a record of every item he has purchased and installed. As of December 2013, Chip's total investment has reach \$38,681.85.



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that; it's interesting all the things you have to do. Frank knows the way to go. He always has. He has great instincts."

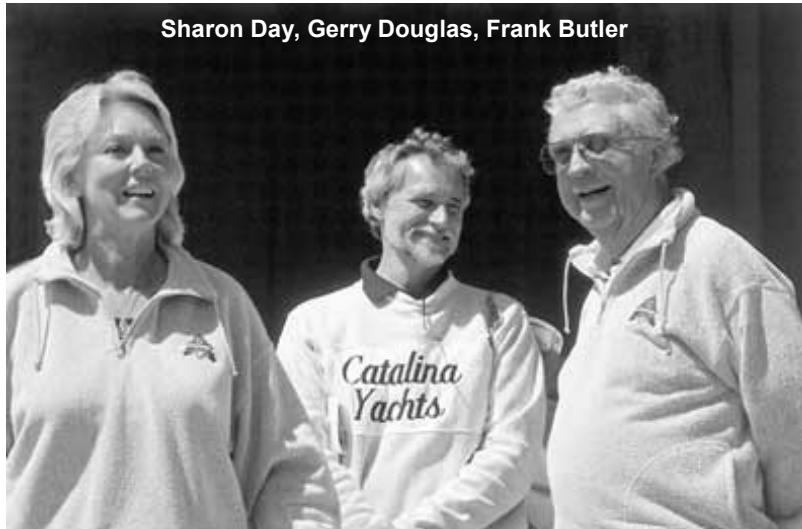
The late 1980s was a time when many boat builders went out of business. One can make the argument that Catalina's product line, and philosophy of providing "the most value for the dollar in the industry," as Frank puts it, made the difference in weathering the recession that drove other sailboat manufacturers out of business. Many manufacturers had the bottom drop out of their sales volume; but Catalina's business, while also falling off, didn't drop precipitously. The factories stayed busy, and Catalina did not lay off one worker during that time.

According to Sharon Day, Catalina's National and International Sales Manager, "We had to tighten our belts, but when we were making money we were able to put some of it away for times like that. With the slow market we were able to increase our inventories of boats so we were ready when the market rebounded."

When the market rebounded in the 1990s, Catalina Yachts established itself as the largest manufacturer of sailboats in the United States. Frank is quick to point out that Sales Manager Sharon Day and Gerry Douglas, head of engineering and design, are a big part of the success of Catalina Yachts. "They really have had more to do with the success we've had than anyone else." Both Day and Douglas now are corporate officers and part owners of the company.

Sharon has been with Catalina since the early 1980s and says "We are the largest sailboat manufacturer in the United States, but we aren't run by a large corporation. So we can keep closer tabs on our customers, to make sure they like our products. I think the boat owners like sharing the company's success because they like being part of the Catalina family. And family is the backbone of our company. Everyone who buys a boat is a part of our family. We especially treat our dealers that way. Lots of them have been with us since day one, and we appreciate that. They are our front line with our customers, after all."

Sharon continues, "Going to a boat show, we not only sell boats, but we also get to see and talk to our customers. Many of them we see at the shows every year." The face-to-face meetings with customers provide valuable feedback for their likes and dislikes, which leads directly to improvements in the product line.



What's it like working for Frank Butler? "He sets the pace for us," she says, "and that's non-stop. Frank keeps things moving. He's perpetual motion, and has a tremendous amount of energy. It's an entirely different feel in the office when he's there compared to when he's not. He's a fantastic man to work for. His heart is in the right place."

Sharon describes Frank, Gerry Douglas, and herself as the "Three Musketeers." Sharon continued to say "we have tremendous rapport together. It's a good mixture. Even though we all have our own roles, there's lots of overlap in what we do, and lots of lunchtime meetings. Sometimes things may get heated, but by the end of lunch we're all back on good terms, and all three of us are heading down the same path."

From his perspective, Gerry sees two big advantages of Catalina's boats: they can be fixed, and parts are readily available. "Our boats are 100 percent rebuildable, depending upon severe damage, of course," he states. "and parts are available from the factory for all our boats no matter how old. This makes older

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New Catalina 22 Sport, Capri 22, and Capri 18 arriving at Sailboats Inc in Indianapolis. Photo by Charlie Brehob.



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Catalinas excellent project boats for people looking for a good boat to rebuild."

Today, the factory has expanded its production facilities in Largo, Florida. The move was in response to changing California environmental laws, and the fact that 70 percent of Catalina Yachts customers are located east of the Rocky Mountains, helping to keep shipping costs down. The company headquarters remains in Woodland Hills.

Catalina Yachts has a bright future given the thousands of loyal customers sailing its products around the world. The international class associations for the C-22, C-25, C-27 and C-30 are among the largest sailboat groups in the world.

The information in the above section may be credited to: "Catalina Yachts: One Big Family" by Steve Mitchell and printed in **Good Old Boat** magazine (Volume 4, Number 1) in January/February 2001.

CATALINA 22: MODELS

During its 40+ years of production, the Catalina 22 has seen the introduction of four models.

The original Catalina 22 was by far the most popular. In the early and mid 1970s, the factory was building the Catalina 22 with a daily output average of 4 hulls per day using three shifts. Many dealers sold the Catalina 22s as soon as they arrived from the factory. Over 13,000 original Catalina 22s were built and delivered around the world. Outside the US, the Catalina 22 was built to licensed builders, and known as the Alacrity 22 or the Jaguar 22.

The Catalina 22 New Design was also a popular model with approximately 2,000 hulls built during an eight-year production run from 1986-1994. The New Design model featured a longer cabin trunk, tinted windows, and an optional wing keel or fin keel.

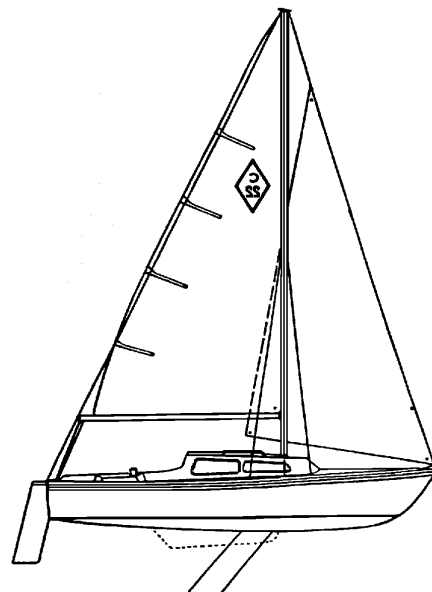
The Catalina 22 MkII was a departure from the original Catalina 22 and featured a wider beam and larger interior.

The MkII also featured fiberglass encased keel to minimize rust and maintenance. With the exception of the wider beam, the MkII design characteristics remained similar enough to the original Catalina 22 so that the model may participate in the Class one-design regattas.

The Catalina 22 Sport was a return to the design characteristics of the original Catalina 22 to help encourage greater Catalina 22 one-design racing. The Sport model features a larger cockpit and an entirely redesigned cabin trunk. The deck and cabin trunk looks like a Capri 22. However, the hull, mast, rigging, keel, rudder are per the original Catalina 22 design.

Model	Year Introduced	Hull Numbers
Original	1969	1 to 13342
New Design	1986	13343 to 15347
MkII	1995	15348 to 15726
Sport	2004	15540 to Current

(Continued on page 10)



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CATALINA 22 NEW DESIGN: 1986-1994

After 15 years of continuous production, Catalina Yachts gave the Catalina 22 a face-lift with the 1986 model year. The Class refers to the 1986-1994 Catalina 22 as the "New Design" model.

Beginning with hull number 13,343, the New Design shares same hull and rigging as the original Catalina 22. As a racing boat, the "New Design" model was identified as heavier than the original Catalina 22 and discouraged most racers from purchasing the boat.



New Design Interior.

As a cruising boat, the New Design model with a wing keel is a highly sought-after boat for week-long Catalina 22 cruises. The larger interior is attractive.

During its 8 year production run from 1986 through 1994, approximately 2,005 New Design models were produced. Like many other sailboat builders in the late 1980s, production of the Catalina 22 quickly declined. Fortunately, Catalina Yachts weathered the tough-times and the Catalina 22 New Design model remained in production, but at a much lower rate. Since 1990, production of the Catalina 22 never picked up to the pace experienced during the first twenty years.



Photo from Great Lake Cruise.

The wing keel was available as an option beginning with the 1988 model year.

With the introduction of the New Design, below is a list of the most significant changes:

- ◆ Slightly longer and higher cabin trunk
- ◆ Mast reduced by 3" (24' 9") to reflect higher cabin trunk
- ◆ Optional wing keel (2' 6" draft) to reduce keel maintenance
- ◆ Dark tinted windows
- ◆ Forward hatch built into cabin trunk, not on foredeck
- ◆ Gas tank locker isolated from cabin
- ◆ Galley moved forward
- ◆ Ice chest serves dual role as integrated interior step and cooler
- ◆ Built-in anchor well in bow



In the early 1990s, production of the other popular Catalina 25 and Catalina 27 also came to a halt. Approximately 6,000 Catalina 25s and 6,600 Catalina 27s were built. Those production numbers don't compare to the 15,300+ Catalina 22 hulls that were built from 1970 through 1994.

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CATALINA 22 MkII: 1995 - 2010

In January 1995, Catalina Yachts introduced the Catalina 22 MkII beginning with hull number 15348. It was also designed to be lighter than the "New Design" model so that it could better compete with the older boats at Catalina 22 regattas. The most striking design characteristic of the MkII was its 8 inch wider beam at the deck than previous models. The 8 inches of additional beam provided the MkII with a very generous amount of increased room below.

With the exception of the 8" additional beam at the deck, Catalina Yachts maintained the one-design characteristics of the MkII by utilizing:

Same underwater design

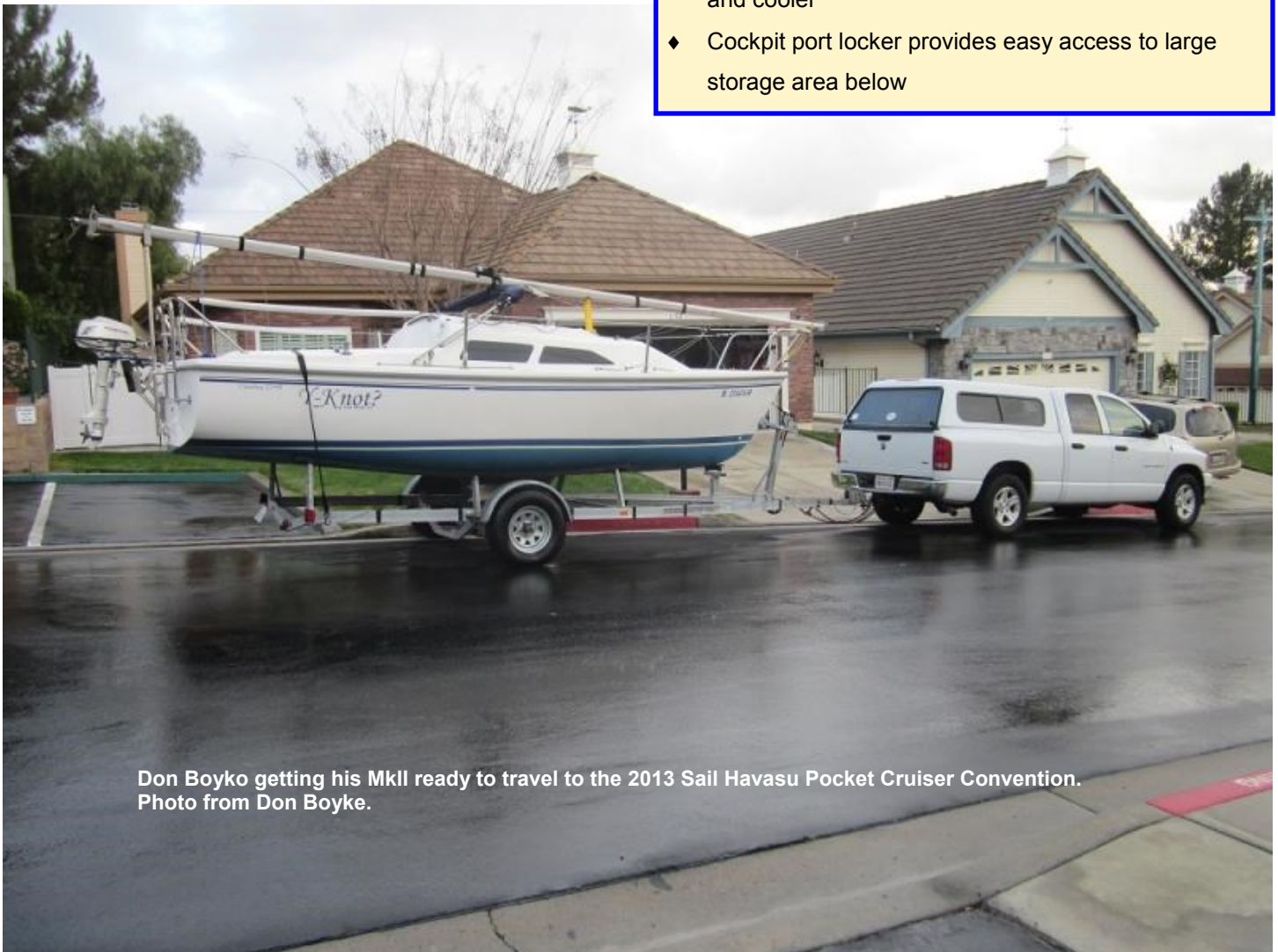
Same keel (now encased in fiberglass), except for a few fin keels that were built

Same rudder

Same mast (now 3" shorter due to higher cabin trunk)

Below are the most significant design characteristics of the MkII:

- ◆ Longer cabin trunk and wider cockpit
- ◆ Fiberglass encased swing keel
- ◆ Elimination of exterior teak, minimal interior teak
- ◆ Quarter settees in main cabin
- ◆ Lower v-berth providing more headroom in v-berth
- ◆ Mast reduced by 3" (24' 9") to reflect higher cabin trunk
- ◆ Optional wing keel (2' 6" draft) to reduce keel maintenance
- ◆ Dark tinted windows with angular lines
- ◆ Forward hatch built into cabin trunk, not on foredeck
- ◆ Gas tank locker isolated from cabin
- ◆ Galley moved to starboard as a slide-out from below the cockpit
- ◆ Ice chest serves dual role as integrated interior step and cooler
- ◆ Cockpit port locker provides easy access to large storage area below



Don Boyko getting his MkII ready to travel to the 2013 Sail Havasu Pocket Cruiser Convention.
Photo from Don Boyke.

(Continued from page 15)

Many racers also viewed the wider hull as a disadvantage (not able to point as high), giving the boat an entirely different performance sailing to windward.

As a cruising boat, the MkII is an ideal pocket-cruiser and well suited for Catalina 22 week-long cruises. A MkII with a wing keel and a kick-up rudder would be a great configuration for trailering, for cruising in shallow waters, and for minimal keel maintenance. The wider cockpit and increased interior space makes the MkII a very comfortable and highly desired boat for cruising.

The MkII was the first model to feature a fiberglass encased keel. This new feature eliminated keel maintenance due to rusty keels.



Towards the end of its production run, many new Catalina 22 MkIIs were listed in the \$25-30K range. A slow ing economy beginning in 2007, and lasting beyond the end of decade, just didn't see consumers buying new sailboats. In 2010, Catalina Yachts halted production of the Catalina 22 MkII when the company moved production operations from Woodland Hills, California to Largo, Florida. The last hull number for the MkII is somewhere around 15715-15725.

For those who currently own a Catalina 22 MkII, the end of the production run will most likely result in a higher resale price for a boat in good condition. Pricing of a used MkII in good condition will most likely increase over the long term due to:

- ◆ A limited production run of approximately 250 makes the MkII a rare find
- ◆ The very limited availability of other sailboats in this size in production

CATALINA 22 SPORT: 2004 – CURRENT

Following the 2001 C22NSA Annual Meeting in Fort Walton Beach, plans were discussed between Catalina Yachts and the Board of the Catalina 22 National Sailing Association for a new boat designed to better match the design characteristics of the original Catalina 22. The C22NSA Board initially requested that the new boat have a target weight of 2200 pounds, have only the swing keel option, no galley, no stern pulpit, and be available for less than \$15,000.

Frank Butler listened to the requests from the Board and worked carefully with Chief Measurer Dale McCaffity on the many pre-production design details of the boat. With hull number one in the California factory lot in Woodland Hills, the Catalina Yachts design team frequently used this boat to compare its design notes for the Sport.

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Catalina // Yachts



When first viewing the Catalina 22 Sport, it is easy to mistake the boat for a Capri 22. The Catalina 22 Sport is built from a nearly identical hull mold as the original Catalina 22. However, the deck, cabin trunk, and interior are nearly identical to the Capri 22 MkII.

In late 2009 and lasting into 2010, production of the Catalina 22 Sport was moved from Woodland Hills, California to Largo (Tampa), Florida. As a result, production was halted for nearly a year as re-tooling work was performed at the Factory. Production of the Catalina 22 Sport resumed in August 2011 with hull number 15727 being the first Sport coming out of the Largo facility. Beginning with hull number 15727, several improvements to the design of the boat were made, including a consistent target weight of 2270 pounds and improved keel quality.

(Continued from page 16)

In June 2004, the first Catalina Sport, hull number 15540, made its debut immediately following the Catalina 22 National Championship Regatta in Atlanta, Georgia.

During the 2005 National Championship Regatta Awards Dinner in San Antonio, Frank Butler received many compliments about the new Sport. Frank said he designed the Sport to be “not too fast, and not too slow” allowing it to compete effectively with the original Catalina 22.

Since the launch of the Catalina 22 Sport in 2004, Catalina Yachts has built approximately 25 new Sports per year. The target production weight of the Sport is 2270 pounds.



In honor of Richard T. "Dick" King (left), the Catalina 22 National Sailing Association announced a new trophy - the Sport Fleet Champion. The perpetual trophy will be awarded annually to the highest finishing C22 Sport boat participating in the National Championship Regatta.

- ◆ Design features of the Catalina 22 Sport:
- ◆ Longer cockpit – almost 8 feet
- ◆ Wider side decks
- ◆ Smaller cabin trunk
- ◆ Two full sized quarter births, no dinette
- ◆ Dual (inboard, outboard) tracks for Jib Cars
- ◆ Ice chest serves dual role as integrated interior step and cooler
- ◆ No exterior teak, minimal interior teak
- ◆ Cockpit starboard locker for gas tank storage
- ◆ Cockpit port locker provide easy access to large storage area below
- ◆ Fiberglass encased swing keel
- ◆ Lifelines as optional
- ◆ Smaller stern pulpit
- ◆ Wider cockpit coaming for sitting, with round edge



Dick King and crew sailing “Twilight Zone”

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CATALINA 22: HOW OLD IS YOUR C22?

The hull number of a Catalina 22 will reveal its age. The chart below provides a ball-park estimate of the age of a Catalina 22 based on its hull number. Boats built since 1972 should have their hull (sail) number engraved in the upper right-hand corner of the stern.

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Photo by Dale Mack.

Model Year	Hull Number		Model Year	Hull Number
1970	1 (first Original Design)		1992	15248
1971	322		1993	15286
1972	804		1994	15340 15347 (Last New Design)
1973	1912		1995 1 st Mark II	15348
1974	3144		1996	15370
1975	4680		1997	15390
1976	5679		1998	15431
1977	6646		1999	15450
1978	7976		2000	15464
1979	8270		2001	15475
1980	9247		2002	15480
1981	10208		2003	15500
1982	10531		2004 1 st Sport	15540
1983	11935		2005	15550
1984	11999		2006	15582
1985	12928 13142 (Last Original)		2007	15627
1986 1st New Design	13143		2008	15703
1987	13827		2009	15724
1988	14371		2010	Production moved to Florida MkII Discontinued
1989	14802		2011 1st Sport built in FL	15727
1990	14943		2012	15747
1991	15195		2013	15756

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 great 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, also included a visionary statement of the C22NSA by newly elected National Commodore Carl Drow, who wrote:



Photo by Beth Eischen.

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

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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

Over forty years later, Carl Drow's 1972 vision of the Catalina 22 National Sailing Association is still seen. The Catalina 22 National Sailing Association remains focused on family oriented racing and cruising. This is a testament to a well designed trailer-able sailboat that is most capable of providing a variety of sailing opportunities and adventure for its owners. And just as important, the C22NSA is extremely thankful to the members who have provided leadership by establishing fleets, organizing regattas and cruises, and helping out when called upon to serve at local, regional, and national levels.



(Continued from page 20)

1971

Tom Winans is named Captain of Fleet 1 and also named as Acting Commodore of the Catalina 22 National Sailing Association. Tom sails the Catalina 22 "Sun Spot" (#407). As the C22NSA 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

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 MainBrace Editor.

Under the leadership of National Commodore Mark Cruiz, the first One Design Rules Proposal is published in the January issue of MainBrace. The C22NSA Constitution and By-Law 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 wins the first Catalina 22 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 10-12. 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 nationals 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.

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Ken Patterson is first Regional Commodore of the Southwest.

The Nationals are held on San Francisco Bay during the weekend of August 21-23, 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. (Note: Lowell is current owner of Catalina Direct.)

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.

(Continued on page 23)

As you may know, the Catalina Yachts line is marketed in Europe under the names Alacrity 22 and Jaguar 22, respectively. REGATTA INTERNATIONAL will keep you informed of the sailing/cruising/racing news of your favorite "22", around the world!



DON'T MISS THE FIRST ISSUE

of "22" sailing news from such countries as the United Kingdom, Canada, Denmark, Australia, Germany, and of course, the United States. . .

Articles and photographs from Alacrity, Catalina, and Jaguar 22 owners and dealers in all countries are welcomed beginning immediately. . .

Photos may be black and white or color prints of any size, but please be sure to identify all persons, places, and events. . .

PLEASE CONSIDER GIVING THIS PUBLICATION YOUR SUPPORT. WITH YOUR HELP AND A LOT OF WORK ON ALL SIDES, THIS MAGAZINE WILL BECOME THE VEHICLE FOR THE INTERNATIONALIZATION OF THE CATALINA 22 CLASS.... THE FINAL PHASE OF ORGANIZATION WHICH WILL GUARANTEE AND PROTECT THE VALUE OF OUR BOATS !

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Anacapa Island is the scene of the first Catalina 22 "true blue water" race and cruise.

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

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

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.

1977

The C22NSA endorses an amendment to establish a fixed keel fleet within the Catalina 22 class. The amendment passes.

1978

The C22NSA Board approves the new factory stainless steel spreader brackets for the original mast as an upgrade to the aluminum casting.

The C22NSA Constitution and By-Laws 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.

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

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

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

1979

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.



Reid Collins sizing up the competition.

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

1980

The C22NSA 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 C22NSA one of the largest, strongest and most effective one-design yachting associations in the U.S.



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

(Continued from page 23)

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

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.

1983

Catalina Yachts starts its own publication, Mainsheet, and invites the C22NSA to move the MainBrace to Mainsheet.



1984

Dick King is appointed to the position of National Technical Advisor, a newly created position to maintain a close liaison with Catalina Yachts to aid in resolving technical issues.

1985

The first C22 Mid-Winter Regatta is held in Florida.

A re-designed Catalina 22 is introduced 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.

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.

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.

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

The Board tackles one-design issues related to oversized 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 C22 to help equalize competition. (None are adopted).

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(Continued from page 24)

The Association presents a plaque, containing signatures from C22 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.

1990

A proposal for how main sails are measured passes.

1991

The Board proposed a dues increase from \$15/year to \$25/year

1992

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



Pam & Dennis Slaton aboard "Tar Baby".
Photo from Chattanooga Challenge/PYC CD.

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 Vice Commodore, then Commodore. Dennis would go on to serve multiple terms as Chief Measurer, and together they would win a National Championship (2001).

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

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.

1995

Sandy Kennedy is recognized as a lifetime member in honor of her enthusiasm and contributions to the Association as Editor.

1996

The 2nd Edition of the Catalina 22 Technical Manual is completed.

The Catalina 22 MkII (#15355) makes its debut at the National Regatta, finishing 9th in the 34 boat Gold Fleet.

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

1997

The Catalina 22 National Sailing Association goes on the web.

1998

Due to limited space available for Catalina 22 articles, the C22NSA Board decides to publish MainBrace on its own beginning with the January issue that featured 24 pages. Gene Ferguson is named Editor. The C22NSA is no longer represented in Mainsheet.

1999

The C22NSA Board rules that the C22 MkII with a Capri 22 fin keel is not a class-legal boat.

2001

The C22NSA re-joins Mainsheet but also continues to publish and distribute MainBrace separately to the membership.

2002

The C22NSA 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.



(Continued on page 26)

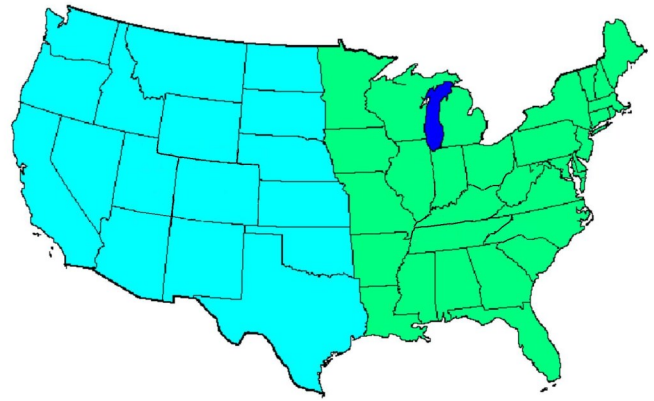
(Continued from page 25)

2004

The C22 Sport is introduced in June 2004 immediately following the National Regatta in Atlanta, GA.

2007

The Third Edition of the Catalina 22 Technical Manual is introduced on CD format - Dale Mack is Editor.



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

A proposal to modify the position of MainBrace Editor to MainBrace/Webmaster Editor is published.



Emma & Gracie getting ready for some sailing fun!

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

2010

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

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.

C22NSA 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.

2013

The March issue of MainBrace is a record-setting 56 pages...the largest edition ever produced.

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.



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



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(Continued from page 26)

C22NSA: 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.

Leadership and Organization - each year, the membership elects members to serve as officers to lead the Catalina 22 National Sailing Association and to manage its business affairs. The Board of the C22NSA consists of Commodore, Vice-Commodore, Rear Commodore, Secretary/Treasurer, Editor, and Cruising Captain.

Fleet Development – The Association makes it easy to start a fleet in your area and to enjoy organized sailing activities with other Catalina 22 owners. Simply find three Catalina 22 owners, have each join the Association, submit a Fleet Charter Application, then utilize Association resources to help promote Catalina 22 cruises and races.

Camaraderie – Membership in the Catalina 22 National Sailing Association provides you with the opportunity to develop and share a unique camaraderie with other Catalina 22 owners. Whether you race or cruise, you will enjoy the camaraderie as a member of the Association.

MainBrace – Receive the official publication of the Catalina 22 National Sailing Association. It is published six times a year to our membership and available on the C22NSA's website. In continuous production since 1972, the MainBrace keeps our membership informed of Catalina 22 regattas, race results, cruises, technical tips, and serves as a forum for Catalina 22 owners.

Website - A very vibrant and up-to-date website is maintained at www.catalina22.org to help keep all Catalina 22 sailors and enthusiasts informed about Catalina 22 activities, technical tips, and Association news. The website has been available since 1998 and had a major update in 2011 to include feeds to social media.

Technical Manual – The 2006 Edition of the Catalina 22 Technical Manual is available to C22NSA members on CD-ROM as a set of Acrobat Reader PDF files that are viewable with most web browsers. Contains 309 pages of technical tips, color photographs and drawings prepared by other Catalina 22 owners — it is a great investment and a must-have for new Catalina 22 owners.

Regattas – The Catalina 22 class has a very active racing calendar that includes regattas at the local, regional, and national level. Membership in the Association is a requirement to participate in the Catalina 22 National Championship Regatta. This annual event attracts approximately 30 to 50 Catalina 22s and their skippers and crew from across the United States each year.



Northern Gulf Coast Cruise.

Cruises – Ownership of a Catalina 22 makes it easy to trailer to other geographic areas to participate in Catalina 22 cruises that you will learn about from the MainBrace magazine. Catalina 22 cruises can be found on the East Coast, Northern Gulf Coast, West Coast, and Great Lakes region. Also in Oklahoma and Kentucky, Catalina 22 cruisers leave no lake unexplored.

Special Awards – each year the Catalina 22 National Sailing Association recognizes exceptional members based on their contributions and participation. Each of the award winners, except for "New Racer" and "Betty Gay Clements Women's Memorial Trophy" will be determined from information and nominations received from our membership and will be presented at the C22NSA Annual Meeting.



National Regatta Awards.

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C22NSA: BOARD OF DIRECTORS

In 1972, the Catalina 22 National Sailing Association 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 Board of Governors consisting of:

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

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

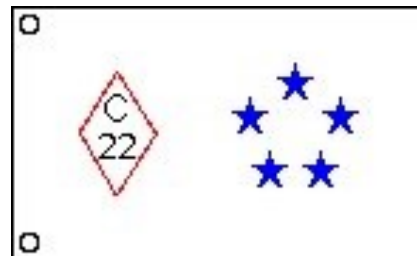
The success of the Catalina 22 National Sailing Association can be attributed to the people who have served on the Board, provided leadership as Regional Commodores, and who have organized regattas and cruises. Without their contributions, the C22NSA would not exist today.

C22NSA: 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. Responsibilities include:

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Establish Agenda for National (Annual) Meeting, run the National (Annual) Meeting
- ◆ Notify Nominating Committee with request for Board nominations
- ◆ Request conference calls
- ◆ Submit bi-monthly report for MainBrace publication

Year 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
1980-1981	Bennie Smith
1982-1983	Jerry de Laurentis
1984	Ray Laguna
1985	Mickey Richardson
1986-1987	Gary Burger
1988-1989	Jerry Hayslip
1990-1991	John Barnett
1992-1993	Brad Wieland
1994-1996	Gene Ferguson
1997-1998	Don Carsten
1999-2002	Pam Slaton
2003-2004	Keith Bennett
2005-2007	Rich Fox
2008	Jerry Talley
2009-2012	Ted McGee
2013-2014	Don Boyko



(Continued on page 29)

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C22NSA: VICE COMMODORE

The Vice Commodore shall be responsible for arranging the Association Championship Regatta and the Annual Meeting. The Vice Commodore shall perform the duties of the Commodore in his absence, and shall serve as Commodore for the unexpired term, should the office of Commodore be vacated for any reason. The location of next year's National Championship Regatta shall be automatically determined by election of the Vice Commodore. The Vice Commodore is elected annually to office, and serves a one year term. Responsibilities include:

- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Support and enforce the “Standard and Expectations – Catalina 22 National Championship Regatta”
- ◆ Ensure the National Championship Regatta is run in accordance to One Design Rules
- ◆ Schedule and organize location of National Annual Meeting and the Awards Banquet

Year Elected	Name
1971	None
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
1985	Joe Becker
1986	Tim Barnun
1987	Jerry Hayslip
1988	Ed Webb
1989	Kirk Walser
1990	Bob Wood
1991	Jane England

Year Elected	Name
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 Bullock
2011	Don Hare
2012	Beattie Purcell
2013	Jerry Talley



Close racing at Nationals.
Photo by Gene Ferguson.

(Continued on page 30)

C22NSA: REAR COMMODORE

The Rear Commodore shall be responsible for coordinating the formation of new fleets. The Rear Commodore is elected to office in even years, and serves two terms. Responsibilities include:

- ◆ Promote and facilitate the establishment of new fleets
- ◆ Provide support to Catalina 22 owners who are interested in starting a new fleet. Provide guidance and direction on the process to start a new fleet so it is properly registered
- ◆ Report to Board new fleets trying to form
- ◆ Track and issue new Fleet numbers to new fleets; Issue new Fleet Charters

Year Elected	Name
1971	None
1972	Bob Peterson
1973	Dave Shapiro
1974	None
1975	George Hapsis
1976	None
1977	Jack Moe
1978	Donna Surage
1979	Bob Muller
1980-1981	Hal Smith
1982-83	Jack Armistead
1984	Jerry de Laurentis
1985-1987	John Curtis
1988-1989	Mark Lobo
1990-1993	Bob Kennedy
1994-1995	David Hayslip
1996-1997	Marilyn Boemer
1998-1999	Jim Deeter
2000-2001	Larry Spruiell
2002-2005	Lynn Buchanan
2006-2008	Jennifer Brown
2009-2011	Lynn Van Hooser
2012-2014	Kevin Williams

- ◆ Maintain Certificates to be issued when a new fleet is accepted and obtain signatures in advance
- ◆ Receive Fleet Reports, distribute to Board; reinstate suspended fleets

C22NSA: 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. Due to the complexity of the office, the Secretary/Treasurer usually serves multiple back-to-back terms. Responsibilities include:

- ◆ Maintain web-based database of members
- ◆ Provide annual renewal and reminder notices to members
- ◆ Process renewals and membership application – manually and with credit card company
- ◆ Respond to individual member requests
- ◆ Printing of Envelopes, Window Decals, and other literature
- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Set-up Conference Bridge for Board Conference Calls; Attend, Prepare and post Minutes
- ◆ Order Awards for Awards Banquet (not racing trophies)
- ◆ Prepare bi-monthly report for MainBrace publication
- ◆ Manage receipt of ballots from the Annual Meeting and Voting of Officers
- ◆ File taxes for payments to Secretary and Editor
- ◆ Prepare and file fiscal year-end report with IRS
- ◆ Prepare reports and minutes for Board meetings
- ◆ Pay various fees for US Sailing and incorporation
- ◆ Manage the Association’s Bank Checking and Savings Accounts
- ◆ Maintain budget and prepare budget reports – Year End; Post on website (in August)
- ◆ Maintain own computer, software (Microsoft Office), printer

(Continued from page 30)

- ◆ Expendable supplies (paper, tone, envelopes) paid by the Association
- ◆ Association provided separate phone/fax line
- ◆ Manage mailing lists for MainBrace and Mainsheet

Year	Name
1971	Marj Berg
1972	Russ Robertson
1973-1974	None
1975	Fred Nelson
1976	Fred Polk / Jack Moe
1977	Steve Kostanich
1978-1979	Doug Jordan
1980	Darrell Shobert
1981	Tweedie Searcy
1982-1989	Loal Scofield
1990-1995	Joyce Seale
1996-2001	Karen Miller
2002-2005	Ted McGee
2006-2014	Dora McGee



Dora & Ted McGee sailing "Rhapsody in seA" at Lake Lanier. Photo by Ted & Dora McGee

C22NSA: 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. Responsibilities include:

- ◆ Maintain familiarity with the Catalina 22 One Design Rules and be the custodian of the Original Measurement Schematic of the Catalina 22
- ◆ Maintain the current Certificate of Measurement
- ◆ Grant or reject all measurement certificates, issue duplicates, and answer all questions from Fleet Measurer regarding measurement rules
- ◆ Interpret rules and regulations concerning sail plan, rigging and equipment
- ◆ Make rulings on matters not specifically covered in the One Design Rules and Specifications. Such rulings shall be subject to approval by the Governing board
- ◆ Attend National Regatta to serve as Measurer, or designate representative
- ◆ Provide direction for check-in procedures and measurement process for National Regatta.

Year	Name
1975	Les McClaskey
1976-1977	Sam Crabtree
1978	Carlos Canalizo
1979	Buz Owens
1980	Vacant
1981	Dennis Duncan
1982-1983	Ken Smith
1984	Mickey Richardson
1985-1987	John Barnett
1988-1990	Tom Page
1991-1992	Steve Snider
1993-1995	Mike Wright
1996	Terry Cobb
1997-1998	Dennis Slaton
1999-2000	Willie Blevins
2001-2004	Dale McCaffity
2005-2010	David Hayslip
2011	Gayle Bullock
2012-2014	Dennis Slaton <i>(Continued on page 32)</i>

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C22NSA: 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. Responsibilities include:

- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Identify local fleets and individual members who have an interest in organizing C22 cruises
- ◆ Provide input to help foster development and implementation of Catalina 22 cruises
- ◆ Utilize the resources of the C22NSA including MainBrace magazine, Mainsheet magazine, and the Catalina 22 website to help Catalina 22 Cruise hosts/organizers promote attendance

Year	Name
1984	Bill Conway
1992-1997	Steve Mabry
1998	Vacant
1999-2000	Rich Fox
2001	Vacant
2002	Bob Endicott
2003-2004	Rich Fox
2005-2006	Kent Overbeck
2007-2010	Mike Bracket
2011-2012	Pat Noonan
2013-2014	Floyd McKenzie

C22NSA: WEBMASTER

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

Year	Name
2013-2014	Ted McGee

C22NSA: MAINBRACE 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. Due to the complexity of the office, the Secretary/Treasurer usually serves multiple back-to-back terms. Responsibilities include:

- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Send out notification of MainBrace deadline to Fleet Captains, Regional Commodores, and all Board Members
- ◆ Receive articles from Membership, Fleet Captain, Regional Commodores and Board, and edit for publication in MainBrace
- ◆ Prepare and distribute the MainBrace magazine
- ◆ Submit articles to Mainsheet magazine as Class Editor

Year	Name
1971-1980	Tom Winans
1981-1982	Sharon Napper
1983-1987	Cathy Martin
1988-1994	Sandy Kennedy
1995-1996	Valerie Lefte
1997-2014	Gene Ferguson



Enjoying the sunset at the Northern Gulf Coast Cruise.

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C22NSA: MAINBRACE

MainBrace is a bi-monthly publication that features Officers reports, technical articles, members articles, racing and cruising notices, fleet reports and many other topics of interest to the Catalina 22 owner. 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 onwards 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."

MainBrace

In 1983, MainBrace became part of the Catalina Yachts Mainsheet publication – a magazine about all Catalina Yachts models distributed to owners. Mainsheet was published and distributed 4 times a year. As Catalina Yachts produced more and more different models, the C22NSA found the space in the Mainsheet for Catalina 22 articles becoming less and less. This, plus the fact that the Mainsheet was distributed 4 times a year, meant that articles and events were often out-of-date by the time they reached the readers (members of the C22NSA). In 1998, the C22NSA made a decision to publish the Catalina 22 MainBrace separate from Mainsheet. The C22NSA was able to produce the MainBrace magazine without any annual dues increase. Gene Ferguson was named as MainBrace 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 the Mainsheet and maintain visibility with the other Catalina Yachts one-design associations.



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C22NSA: WWW.CATALINA22.ORG

The Catalina 22 National Sailing Association maintains a vibrant website for the Catalina 22 enthusiasts with a variety of boat and class resources, including:

- ◆ Forum
- ◆ Constitution/Bylaws
- ◆ One Design Rules and Certificate of Measurement Forms
- ◆ Calendar of Events
- ◆ List of Officers and Advisors
- ◆ Links to Fleet and Owner Websites
- ◆ Catalina 22 Brochures and Manuals
- ◆ National Regatta Results
- ◆ Photo Gallery
- ◆ Cruising Club
- ◆ Technical Tips
- ◆ Membership Forms and Tech Manual on CD Order Form
- ◆ Fleet Development Guides
- ◆ Link to Catalina 22 Dealers
- ◆ Cruising Guides and Stories
- ◆ Ship's Store
- ◆ Classified Ads

At the 2013 US Sailing One Design Symposium, the Catalina 22 website was recognized as one of the few one-design websites that was up-to-date with fresh content added on a regular basis. The website is managed and maintained by former Commodore Ted McGee.

C22NSA: TECHNICAL MANUAL

A benefit of membership in the Catalina 22 National Sailing Association is the ability to purchase the 300+ page Catalina 22 Technical Manual. The most recent version (Third Edition) of the Tech Manual was completed in 2006 by Dale Mack. The Tech Manual includes chapters on:

- Checklists
- Keel
- Rudder
- Rigging
- Topside
- Cockpit
- Below Decks/Interior
- Awnings / Biminis
- Outboard Motor
- Electrical
- Trailers and Trailing
- Sail Trim
- Racing
- Hints and Tips



C22NSA: ONE DESIGN RULES

In January 1973, the first One Design Rules Proposal was published in MainBrace. Here is the foreword 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-Designness" 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 quite 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 10 per cent of any class population are avid racers. Further that it is the activity of the racing class and the one-designness 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.

The one-design rules published in January 1973 still remain as the core of the Catalina 22 One Design Rules nearly 40 years later.

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C22NSA: ONE DESIGN 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 National Measurer, who will then initiate a review process with the Rules Committee. Members also have option to make changes by submitting a proposed change to vote by the members of the Association.



C22NSA: THE FIRST "NATIONALS"

On August 19th and 20th, 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 C-22 owners lived in California and 9 of the 12 existing fleets were California based, justifying California as the site of the first "nationals."

This first year, the very young C-22 National Sailing Association mustered enough strength and manpower to promote this race state-wide in California, but promised that all C-22 owners in the US would be contacted and invited to participate in the Nationals for 1973. Hopefully, a cruising-style event will be held simultaneously to attract the non-racing sailors and help draw us all together.

The California State Championship Regatta was attended by a whopping 36 Catalina 22's, the largest turnout of C-22's ever staged. The regatta was hosted by the Channel Islands C-22 Fleet No. 1, under the direction of Tom Winans, Fleet Captain and Acting Commodore for the new National Association. The regatta was coordinated by Fleet No. 1's Jim Linville, Race Committee Chairman

for the event. The race committee boat was run by Ron and Josie Harrison of Anacapa Yacht Club, whom we all owe a debt of thanks.

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

On Saturday, August 19th, Carl Drow from Fresno's Fleet No. 2 and Gary Karlsrud of East San Francisco Bay's Fleet No. 13 showed the jib sailors how to make their boats move in light airs and perfectly flat seas. This was an unusual weather condition for the Channel Islands area and the heavy weather sailors took a beating from the inland lake skippers who came from such places as Folsom Lake, Sacramento, and Millerton Lake, Fresno. Gary Karlsrud sailed a first to finish race to open the regatta, but was subsequently disqualified in the second race that day. Due to the DSQ, Karlsrud's boat, "Freya," sail No. 5, finished fifth over all instead of the first or second place potential his record warranted. (Karlsrud: 1,DSQ,4,1,7)

Carl Drow, who was elected Commodore of the C-22 National Sailing Association for 1972-73 at the business meeting Saturday night, sailed a sterling series of races with a low total score of 15 points to win the State Championship title in the Jib Class. (Drow: 4,2,1,6,3)

Second place honors were taken by Ken Viaggi and wife Sarah from San Jose, California, who sailed their boat No. 1362, "Viaggianno," in some of the first racing fun she has ever tasted. (Viaggi: 3,9,2,8,2). Brent Bennett and wife, Linda, from Huntington Beach, in boat No. 539, "Quetzalcoatl," placed third overall, and Reece Cave skippered "Pau Hana," boat No. 597 from Folsom Lake Y.C., Sacramento, to fourth place.

The second day of racing was greeted by a brisker wind and longer courses. The race course was a triangular Gold Cup course with distances around the course varying from four to ten miles. There were at least two weather legs on each course and good deal of reaching and running. In the Main and 150% Genoa Class another DSQ situation cost Dave Hicks of Fresno's Fleet No. 2 a first place victory. Hicks' boat, the "Kathy B", out-sailed everyone in sight with a fantastic overall record (Hicks: DSQ,1,2,1,2) but ended up third after the penalty of disqualification in a barging incident in the start of the first race. Jim Linville's boat "Popeye," No. 37 of Channel Islands Fleet No. 1 was the eventual winning yacht. (Linville: 6,2,1,3,3) Second place honors went to Tom and Dick Winans of Fleet No. 1 aboard "Sunspot," number 407. (Winans: 4,5,6,4,1) Dave Reynolds of Fresno, Fleet No. 2, piloted his boat No. 861, "Sqrooital," (pardon the expression!) to a fourth place position. (Reynolds: 3,3,9,2,4) And Mark Cruz, Fleet Captain of Sacramento's Fleet No. 4, captured a fifth place trophy in "Marks Ark,"

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sail No. 94, by sailing a fairly consistent fifth place series of races. (Cruz: 5,4,5,5,7)

After the regatta on Sunday, Carl Drow, new Commodore of the C-22 NSA., was carted away by his Fresno Fleet "Wild Bunch" and tossed off the docks into cool Channel Islands Harbor. Cool? Carl surfaced and acted like a seal for all of three seconds and then scrambled out of the water as fast as his flippers could carry him!

C22NSA: NATIONAL REGATTA

The Catalina 22 National Sailing Association is fortunate to have held a National Championship Regatta every year since 1973 with an average of 41 boats on the start-line. The National Championship Regatta is the premier event of the Association. No other Catalina Yachts one-design 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 and participants.

Each year, members of the Catalina 22 National Sailing Association vote for the host fleet/club of 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.

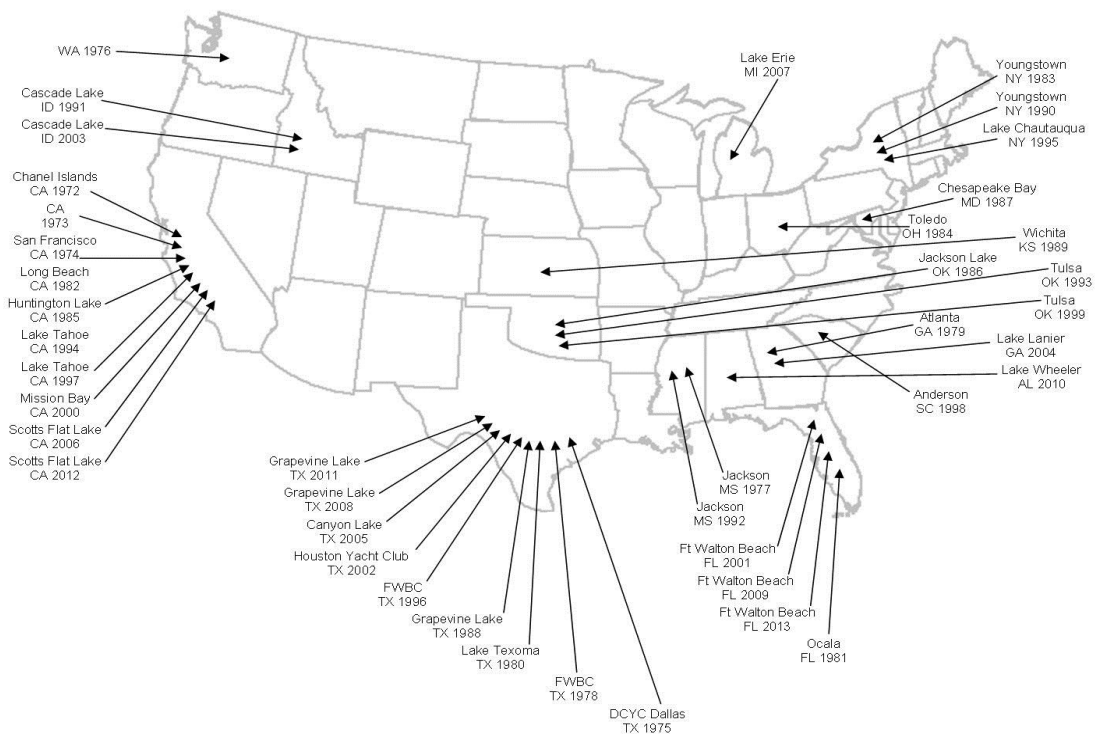


The C22NSA rotates the National Championship Regatta around the United States to allow Catalina 22 sailors with better access to participate in the event.

In recent years, the 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. A skipper who wins the Silver Fleet at the State, Regional or National C22 regatta is expected to move on to the Gold Fleet.

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Location of National Regattas as of 2013



(Continued from page 37)

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 MkII 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 MkII model. The wing keel has not proven itself as competitive as the swing keel in most conditions. 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 MkII with a Capri 22 fin keel was denied participation in the 1999 Catalina 22 National Championship Regatta.



In recent years, more new Catalina 22 Sports are competing head-on against boats built in the 1970s. The Sport is available only with a swing keel. A fin keel or wing keel is not an option to help maintain the one-design racing within the Class. A majority of the boats racing in the National Regatta are the original Catalina 22s.

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Photographs from various National Regattas.

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.





Five Catalina 22 National Champions—Dennis Slaton, Gene Ferguson, Justin Chambers, David Hayslip, and Don Carsten. Photo by Beth Eischen.

National Champions / Gold Fleet

1973 - 2013

Skipper	Number of National Championship Titles in Gold Fleet
Justin Chambers	5
David Hayslip	5
Pete Harper	3
John Mies	3
Joe Becker	2
Mickey Richardson	2

Year	Skipper
1973	Tom Winans
1974	Gene Carapetya
1975	Joe Becker
1976	Joe Becker
1977	Dick Durgin
1978	Culp / Canalizo
1979	Beattie 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

Year	Skipper
1995	Gene Ferguson
1996	Mickey Richardson
1997	Terry Cobb
1998	Brad Wieland
1999	Harvey Baker
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	Bob Scott
2013	Justin Chambers

At the annual Catalina 22 National Championship Regatta, there are often multiple fleets—Gold, Silver and Spinnaker.

The winner of the Gold Fleet is honored with the title of Catalina 22 National Champion.

The Silver Fleet was established in 1992 to help encourage new racers to participate in the National Regatta. The winner of this fleet is named the Silver Fleet Champion.

Skippers in the Gold Fleet and the Silver Fleet also have the opportunity to challenge their sail-handling skills in the Spinnaker Fleet. The winner of this fleet is named the Spinnaker Fleet Champion.

**Spinnaker Fleet Champion
National Regatta
1981 - 2013**

**Silver Fleet Champion
National Regatta
1992 - 2013**

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

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



C22NSA: Regional Racing Circuits

Regional based Catalina 22 racing circuits have recently become very popular in the Class. Catalina 22 skippers from various local sailing clubs within a Region travel to each other's regattas.

GRIN—Great Racing In the North, for Catalina 22 sailors in the Great Lakes States.

GRITS—Great Racing In The South, for Catalina 22 sailors in the South East.

Texas Circuit—for Lone Star state Catalina 22 sailors.

Florida Travel Series—for Catalina 22 sailors in the Sunshine state.

Northern California Travel Series—the newest Catalina 22 racing circuit, established in 2013.



2013 GRIN Trophy—1st Place



2006 Region 4 Championship Regatta.



CATALINA 22: “BIG BOY CUP” 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 led to a 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 "New Design" boats to participate in Catalina 22 regatta, Gregg DeGruccio and Wayne Buti (photo above) 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 and only Big Boy Challenge was held at the 2005 National Regatta. It was won by Greg DeGruccio. Unfortunately, the idea of the Big Boy Cup never made it beyond the 2005 National Regatta.

C22NSA: CRUISING

Catalina 22 owners have three options for enjoying their boats. They can race, cruise, or do both! The ease of trailerability, rigging and launching opens up an entirely new world of sailing and camaraderie opportunities that is not available to most owners of other boats.



All smiles at a Catalina 22 Great Lakes Cruise.

Organized cruising has been a very active part of the Catalina 22 sailing experience since the early days of the Catalina 22 National Sailing Association. Organized Catalina 22 cruising has always been a big part of the Catalina 22 National Sailing Association. In the 1970s and early 1980s, the biggest Catalina 22 cruise of the year was often organized in-conjunction with the National Championship Regatta. Overtime, numerous cruises were organized in nearly all corners of the United States. Week long Catalina 22 cruises have been organized in nearly all parts of the United States, including Florida's Northern Gulf Coast, Great Lakes, Chesapeake Bay, Northwest, Kentucky Lake, Oklahoma's Grand Lake, just to name a few.

In the 1990s, the Board created a new position of “National Cruising Captain” to help bring structured and organization of Class-related cruising activities.

With the continued growing interest by Catalina 22 owners in participating in organized cruising activities, the C22NSA Cruising Club recognizes owners who have lead or participated in Catalina 22 cruises at the fleet, regional and national level. Owners are recognized with various levels of rankings based on their Catalina 22 cruising experiences. The rank of Admiral is granted to owners who have lead at least one cruise and participated in at least one cruise. The rank of Captain is granted to owners who have participated in at least three cruises. And the rank of Great Mate / Ole Salt is granted to owners who have sailed in at least one cruise.

(Continued from page 42)

C22NSA: THE FIRST "SUPER" CRUISE

Catalina 22 Fleet 4 (Sacramento, CA) 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, B.C. From there, they embarked on a 12-day cruise of the San Juan and Gulf Islands, nestled like emeralds in the bright blue Sound."



Ready to set sail at a C22 Great Lakes Cruise.

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 salt water 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, B.C....."

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 subteen 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 not yet Page 6 Main Brace quite certain she'd remembered everything, while enjoying excellent Skyline facilities — restaurant, pool and hoist launch equipment.

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!

(Continued on page 44)



There is more to do on a C22 than race

Photo by Mickey LaGarde

C22NSA: RACING AND CRUISING 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 an 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 weeklong 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. Our Class is fortunate racing and cruising have successfully co-existed together for over 40 years. And a lot of our members enjoy doing both. Can any other sailboat Class make this statement?

C22NSA: NORTHERN GULF COAST CRUISE:

One of the most enduring and most popular week-long Catalina 22 cruise is the Northern Gulf Coast Cruise organized and hosted by the members of Fleet 77 of Fort Walton Beach, Florida. The cruise started in 1998 with two boats skippered by Mickey & Dee LaGarde and Bob & Trish Endicott, and quickly grew in popularity. Today, it is common for 20-25 boats to participate in the Cruise with families coming from all corners of the United States

The NGCC is open to all Catalina 22 skippers and their crew/family wishing to participate. It is a week-long cruise starting at Fort Walton Yacht Club. The typical cruise travels 150 miles through the ICW and the Gulf of Mexico (weather permitting for small boats) from Fort Walton Beach to Wolf Bay Lodge, Alabama. Anchorages include Spectre Island, a small island in the ICW that is ideal for campfires; Quietwater Beach, where members of the Pensacola Beach Yacht Club have shown the NGCC Fleet the ultimate in southern hospitality; Fort McRae in Big Lagoon, a beautiful beach anchorage overlooking Pensacola Pass; and finally the serene quiet of upper Wolf Bay surrounded by tall pines and waterfront homes. The course is then retraced back to the Fort Walton Yacht Club. In 2005, the Cruise was fortunate to have the executive editor of Sail Magazine participate and write a feature story on the cruise in its August 2005 issue.

(Continued on page 45)



Photo opp at the Northern Gulf Coast Cruise.

C22NSA: GREAT LAKES CRUISE

Another popular Catalina 22 is the annual Catalina 22 Great Lakes Cruise, usually held in July. Since 2001, Catalina 22 sailors have participated in this week-long cruise and have sailed on each of the Great Lakes—Huron, Ontario, Michigan, Erie and Superior. A couple of the Catalina 22 sailors have sailed on all cruises on all five Great Lakes. Grand Traverse Bay (Michigan), Door County/Green Bay (Wisconsin), and the Western Lake Erie Islands (Ohio) have been the most frequent destinations for this annual cruise.



Relaxing at the Catalina 22 Great Lake Cruise.

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C22NSA: CRUISING CLUB

With the continued growing interest by Catalina 22 owners in participating in organized cruising activities, the Catalina 22 National Sailing Association Cruising Club recognizes owners who have lead or participated in Catalina 22 cruises at the fleet, regional or national level.

Owners are recognized with various levels of rankings based on their Catalina 22 cruising experiences.

The rank of Admiral is granted to owners who have lead at least one cruise and participated in at least one cruise.

The rank of Captain is granted to owners who have participated in at least three cruises.

The rank of Great Mate / Old Salt is granted to owners who have sailed in at least one cruise.

Today, there are over 140 Catalina 22 Cruising Club members.



Catalina 22s at the 2013 Sail Havasu Pocket Cruiser Convention.

C22NSA: SPECIAL AWARDS & AWARD WINNERS

In most sailing circles, it is only the racing successes that are frequently recognized in any substantial way. The Catalina 22 National Sailing Association feels many other aspects of sailing are equally important and deserve equal recognition.

The awards listed below are intended to highlight individuals, families, or groups who have made significant contributions to your Association. The awards also provide incentive for members to contribute the time and effort to promote the C22NSA's objectives at the local fleet level as well as at regional and national levels. Awards are presented for:

- ◆ Best Fleet Newsletter / Website
- ◆ Best Recruiter
- ◆ Betty Gay Clements Women's Memorial Trophy
- ◆ Cruising Family of the Year
- ◆ Family Sailing Award
- ◆ Fleet of the Year
- ◆ Highest Placing Sport
- ◆ Leadership Award
- ◆ Long Distance Award (travel to National Regatta)
- ◆ New Racer Award
- ◆ Regional Commodore of the Year
- ◆ Sandy Kennedy Spirit Award
- ◆ Youth Sailing Award

In 1989, the Governing Board set-up a program to recognize members who made exceptional contributions to the Catalina 22 National Sailing Association.

The following pages includes a long list of C22NSA members who have been recognized, along with their award(s), during the period of 1998 to 2013.

A future edition will include members who were recognized from 1989 to 1997.

Recipient	Award	Year
Gary Allen	New Racer Award	2010
Joe Becker	Leadership Award	1999
	Lifetime Achievement Award	2001
Sam Beckman	Highest Placing Sport	2013
Keith Bennett	Regional Commodore of the Year	2003
	Leadership Award	2005
Willie Blevins Family	Racing Family of the Year	1999
Marilyn Boemer	Betty Gay Clements Women's Memorial Trophy	1998, 2001, 2011
	Sandy Kennedy Spirit Award	2001
Marilyn & John Boemer & Grand daughters Danielle & Jamie	Racing Family of the Year	1997
Dan & Peggy Bowers	Cruising Family of the Year	2009
Don Boyko	Long Distance Award	2013
Mike Bracket	Leadership Award	2012
	Cruising Family of the Year	2002
	Recruiter of the Year	2010
Liza Brown	Betty Gay Clements Women's Memorial Trophy	2009
The Brown Family - Frank, Betty, Mike, Jennifer	Racing Family of the Year	2005
Dr. Terry Brown & Family	Racing / Sailing Family of the Year	1998
Lynn Buchanan	Betty Gay Clements Women's Memorial Trophy	2003
	Recruiter of the Year	2004, 2006, 2011
Gayle Bulloch	Long Distance Award	2009
Brittney Burnham	Youth Sailing Award	2011
Winnie & Marcy Butz	Youth Sailing Award	2007
Zach Caley	Youth Sailing Award	2011
Alice & Aldo Camacci	Cruising Family of the Year	2010, 2013
Don Carsten	Long Distance Award	2000
Dick Cline	Regional Commodore of the Year	2010
Gene Cochran	Spirit Award	1998
	Racing Family of the Year	2001
	Sandy Kennedy Spirit Award	2007
Reid Collins	New Racer Award	1998
	Sandy Kennedy Spirit Award	2008
	Sportsman Award	2011
	Regional Commodore of the Year	2001

Jim Deeter	Long Distance Award	1998
Greg DeGruccio	Long Distance Award	2005
Robert Donehoo	Sandy Kennedy Spirit Award	2005
Bob & Trish Endicott	Cruising Family of the Year	2000
Cameron Faranetta	Youth Sailing Award	2011
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 (Dale Mack, Editor)	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 (Ted McGee, Editor)	1999
	Best Fleet Newsletter / Website (Pam Slaton, Editor)	2000
	Best Fleet Newsletter / Website (Richard Bell, Editor)	2004
Fleet 56 & 58	Host - National Regatta	1998, 2004
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	2002
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
Fleet 130	Best Fleet Newsletter / Website (Erv Zimmerman)	2007
Fleet 137	Fleet of the Year	2010
Gene Ferguson	Lifetime Achievement Award	2002
Mark Fiecher	Long Distance Award	2002
Chip Ford	Recruiter of the Year Award	2005

Rich Fox	Leadership Award	2001, 2003
	Sandy Kennedy Spirit Award	2002
	Regional Commodore of the Year	2012, 2013
Phil Fry	New Racer Award	2007
Paul Gallant	Cruising Family of the Year	2006
	Sandy Kennedy Spirit Award	2009
Todd Garner	Youth Sailing Award	2011, 2013
Terry & Todd Garner	Family Sailing Award	2013
Don Garrison	Newest Racer Award	2011
Mari Gentry	Betty Gay Clements Women's Memorial Trophy	1999
Tom, Laura, Tracy Grass Family	Racing Family of the Year	2004
Bob Gross	Long Distance Award	2004
	Leadership Award	2005
John Gzrinich	Best Fleet Newsletter / Website	2008
John Handler Family	Family Sailing Award	2007
Pete Harper	Sandy Kennedy Spirit Award	2006
Greg Haymore & Nan-	Family Sailing Award	2006
Don Hare	Long Distance Award	2011
David Hayslip	Leadership Award	2007, 2011
Jennie Hayslip	Sandy Kennedy Spirit Award	1999
Paul Hellings & Family	Family Sailing Award	2008
Wes Hoffschilt	New Racer Award	2012
John Holley	Newest Racer Award	2000
Tim Johans	Newest Racer Award	2003
Bob & Janice Johnson	Cruising Family of the Year	2008
Lauren Jodky	Youth Sailing Award	2011
Casey Koch	Youth Sailing Award	2009
Corrie Anne Kosco	Newest Racer	2013
Mickey & Dee LaGarde	Cruising Family of the Year	2007
Don Lasky	Regional Commodore of the Year	2004
Joe & Diana Lehr	Cruising Family of the Year	2011
Doug Lewis	Newest Racer Award	1999
Jerry Lepper	Long Distance Award	2001
	New Racer Award	2001
Dale Mack	Leadership Award	2009
Bill McKenzie	New Racer Award	2003
Floyd & Carol Ann McKenzie	Cruising Family of the Year	2012

Dale McCaffity	Leadership Award	2005
Ted McGee	Best Fleet Newsletter / Website	1999
	Regional Commodore of the Year	1999
	Leadership Award	2004, 2006
	Family Sailing Award	2009
Ted & Dora McGee	Family Sailing Award	2009
Philip & Sharon Merlier	Cruising Family of the Year	2005
Karen Miller	Leadership Award	2000
Noah Miller	Sandy Kennedy Spirit Award	2012
Kevin Myers	Regional Commodore of the Year	2005
Ginger Noble	Sportsmanship Award	2013
AJ Obrosky	Youngest Sailor / Youth Sailing Award	2002, 2006
Rich & Cindy Obrosky	New Racer Award	2002
	Long Distance Award	2006, 2007
Cindy Obrosky	Betty Gay Clements Women's Memorial Trophy	2007, 2010
Caleb O'Neill	Youth Sailing Award	2011
Christian O'Neill	Youth Sailing Award	2011
Jim, Debbie & John Ott	Family Sailing Award	2010
Kent Overbeck	Sandy Kennedy Spirit Award	2003
	Best Recruiter	2007, 2008,
Pete Page	Sandy Kennedy Spirit Award	2004
Karen Palmer	Betty Gay Clements Women's Memorial Trophy	2005
Ken Palmer	Sandy Kennedy Spirit Award	2010
Dina Parker	New Racer Award	2008
Catherine Parten	New Racer Award	2005
Brandon Pawlowski	Youth Sailing Award	2013
Daniel Pawlowski	Youth Sailing Award	2013
Randy Pawlowski	Long Distance Award	2012
	Sandy Kennedy Spirit Award	2011
Louis & Donna Plaisance	Family Sailing Award	2011
Beattie & Bret Purcell	Racing Family of the Year	2000
Michelle Reddaway	Youth Sailing	2013
Gregg Rhode	New Racer Award	2006
Bill Robinson	Best Recruiter (tie)	2009
Hannah Rollins	Youth Sailing Award	2012
Sydney Rollins	Youth Sailing Award	2012
Bob Scott	New Racer Award	2004

Vernon Sentefitt	Cruising Family of the Year	2003
Lynda Shaw	Sandy Kennedy Spirit Award	2000
Dennis Slaton	Regional Commodore of the Year	1998
	Leadership Award	2013
Pam Slaton	Leadership Award	1998, 2002
	Betty Gay Clements Women's Memorial Trophy	2004
Erik Slockers	New Racer Award	2005
	Regional Commodore of the Year	2007, 2008, 2009
Bruce Sondys and daughter Becky Sondys	Family Sailing Award	2012
Bruce Sondys	Long Distance Award	2010
Wynn Story	Sandy Kennedy Spirit Award	2013
David Strain	Leadership Award	2010
Michelle Sweatt	Youth Sailing Award	2010
Jerry Talley	Leadership Award	2008
Terry Talley	Betty Gay Clements Women's Memorial Trophy	2008
David Torrisi	Sportsman Award	2012
Brandon Trepte	Youth Sailing Award	2011, 2012
Lynn Van Hooser	Betty Gay Clements Women's Memorial Trophy	2012, 2013
Don Waterhouse	New Racer Award	2009
	Regional Commodore of the Year	2011
Dean & Phyllis Wells	Cruising Family of the Year	2004
Pam Wieland	Sandy Kennedy Spirit Award	1998
Julie Wilson	Betty Gay Clements Women's Memorial Trophy	2000

This document is work-in-progress, and many photographs are not yet fully credited. Some content may need correction. If you have information you can share to help update the accuracy of this document, please send via e-mail to rich_fox@yahoo.com.

If you have new material that you would like to have considered for inclusion in the next edition, please send to rich_fox@yahoo.com.

Catalina 22—An All-Around Champion

The journey continues



Ted & Dora McGee navigating *Rhapsody in seA* towards the start of a new day.
Photo by Mickey & Dee LaGarde