



## ***Catalina 22 - An All-Around Champion***

**A 40 year history of the Builder, the Class, and the People who Love This Boat!**

**1969 - 2009**



Prepared by Rich Fox  
Catalina 22 National Sailing Association  
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## MILESTONE YEARS OF THE CATALINA 22

July 1969	The Catalina 22 is built in North Hollywood, California. Frank Butler hopes to build 100 boats if all goes well.
August 1972	A Catalina 22 Race is held in California and is tagged by Frank Butler as the "Catalina 22 Nationals". The Catalina 22 National Sailing Association is formed.
February 1975	Hull number 5000 is built.
February 1980	SAIL Magazine names the Catalina 22 as "Trailerable Boat of the Decade".
September 1980	Hull number 10,000 is built. The Catalina 22 is built in plants in California, Florida, England, Australia and Canada.
1985	The Catalina 22 "New Design" is introduced for the 1986 model year.
February 1990	Hull number 15,000 is built.
January 1995	The Catalina 22 MkII is introduced, beginning with hull number 15,348, and features an enlarged deck, transom 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 15,540. The Sport and MkII models are manufactured in Woodland Hills, California.
July 2009	The Catalina 22 MkII and Sport remain in production 40 years later with relocation of manufacturing facilities to Largo, Florida.

Source: [www.catalinayachts.com](http://www.catalinayachts.com)

## INTRODUCTION

*By Rich Fox  
C22NSA Cruising Captain (1999-2004)  
C22NSA Commodore (2005-2007)  
Captain of "SeDepecher" #15582*



I began this project in 2006 in anticipation of writing and producing a coffee table book about the history of the Catalina 22 and its sailors to celebrate the 40 year anniversary of the production of the sailboat. After realizing that actual production of a book may not be financially feasible, I 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.

If you are not a Catalina 22 owner, I hope this resource may inspire you purchase a Catalina 22, join the Catalina 22 National Sailing Association, and become actively involved in our great class and the many local fleets around the country.

As a Catalina 22 owner, you own more than a boat and membership in an owner's association. You now have access to a new network of friends throughout the United States and beyond. As Atlanta, Georgia's 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."

As the Class celebrates the 40 year anniversary of the production of the Catalina 22 sailboat, I hope you may help contribute to this great story by contributing historical facts, statistics, and fresh content and interesting photographs to this document by contacting me via e-mail at [rich\\_fox@yahoo.com](mailto:rich_fox@yahoo.com). The next release of this Book will be in Spring 2010.

**Note: Some 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 for correction via e-mail addressed to [rich\\_fox@yahoo.com](mailto:rich_fox@yahoo.com).**



Pam and Dennis Slaton sailing "Tar Baby" at 2008 Chattanooga Challenge.  
Photo source: 2008 Chattanooga Challenge Photo CD.

### ***The story begins ...***

It is an honor for me to now introduce Gene Ferguson who has been the backbone of the Catalina 22 National Sailing Association for well over two 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. Today, Gene remains very active in the Catalina 22 one design racing at the local, regional and national level.

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 magazine was introduced in 1998 and is prepared and distributed 6 times a year to 850 members in our Association. Gene has been Editor of the **MainBrace** magazine for

ten years. The magazine features 24 pages of Catalina 22 racing and cruising news, technical tips, fleet news, and officer reports. What is most amazing is that Gene always makes sure that the **MainBrace** is consistently delivered “on-time” to our membership, like clockwork.

Because of Gene’s leadership and commitment, the Catalina 22 National Sailing Association is one of the few one-design classes with the resources to offer a bi-monthly magazine to its members. In addition to having served as Class Editor and Commodore, Gene also maintains the Catalina 22 Class website located at [www.catalina22.org](http://www.catalina22.org) that is designed to provide information about class racing and cruising for Catalina 22 sailing enthusiasts.

## **“Catalina 22 - An All-Around Champion”**

*By Gene Ferguson*

*C22NSA MainBrace Editor (1998-Current)*

*C22NSA Commodore (1995-1997)*

*National Champion (1995)*

*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 sail boat 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 25<sup>th</sup> 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 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.



Reid Collins scoping out the competition in-between races in his pursuit of joining the ranks as a Catalina 22 National Champion. Photo source: 2008 Chattanooga Challenge Photo CD.

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.



A competitive start at the 2008 Chattanooga Challenge. Photo source: 2008 Chattanooga Challenge Photo CD.

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 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.



David Torrissi ("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 boat and the people who own and sail them, it is common place for "go fast" information to be shared among the racers. Even though the more vocal association members are racers, the large majority of boat owners are cruisers and using the boat for what it was originally designed—cruising. Others take their boat and family to any and every out of the way place for camping, fishing, swimming or just hanging out. What a great way to raise a family. At the National regatta each year, several sailors are recognized for their contributions to sailing and the Association other than finishing positions in the regatta. Some are: 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. Creating a close family relationship with people throughout the country is the heart of the Catalina 22 National association.



The 2002 Catalina 22 Great Lakes Cruise attracted families from across the Midwest. Photo source: 2002 C22 Great Lakes Cruise photo CD.

As the Association grew, the need arose for cruising activities to be coordinated on a local, regional and national level. 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 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 owners' request for a production boat that more accurately reflects the original dimensions and weight of the original (1970-1985) Catalina 22.



Rob Fowler and Tom Clark sailing "Fuzzy Logic" at 2008 Chattanooga Challenge.  
Photo source: 2008 Chattanooga Challenge Photo CD.

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 boat and this Association survive the rigors of the fast life and instant information age? Through strong National leadership, dedicated local leaders and concerned sailors they will become even stronger. With a strong class association and support of the builder, the boat's future will race forward far into the next century.

## **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.

Photo Credit: Billy Black/Cruising World Magazine, June 2008  
Source: [www.catalinayachts.com](http://www.catalinayachts.com)

## 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.

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 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 1 year then left due to disagreements with the management of his proposed design for a 22 foot trailerable sailboat. The 22 foot was designed to be trailerable introduced as the new Coronado 22 or Columbia 22.

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 15,000 boats over 40 continuous year of production.

Source: "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 Hull #1 at the Catalina 22 Woodland Hills factory. Photo Credit: Bob Thomas

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

A review of the Coronado 23 brochure shows the beginning of many 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.



Catalina Yachts Office Building – Woodland Hills, California. This is where the Catalina 22 was built.

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."

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."

He 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."



Mold of Catalina 22 MkII.

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



Beattie Purcell (on foredeck) enjoying retirement sailing the 2006 Catalina 22 Northern Gulf Coast Cruise. Photo source: 2006 C22 NGGC photo CD.

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."



Catalina 22 Sport (#15639), Capri 22 and Capri 18 arrive at Catalina Yachts dealer Sailboats Inc of Indiana. Photo Credit: Sailboats Inc of Indiana.

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."



Catalina Yachts “Three Musketeers” Sharon Day (Vice President-Marketing/Sales), Gerry Douglas (Vice President-Chief Engineer); Frank Butler (President). Article taken from *Good Old Boat magazine*: Volume 4, Number 1, January/February 2001.

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 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 – Largo, Florida Office and Manufacturing Plant – this is where Catalina 22s are built today beginning with the 2010 model year. Photo from [www.catalinayachts.com](http://www.catalinayachts.com) website.

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.



Chris and Jeanette Kretz sailing “Jamaican Me Crazy” on Lake Erie. Photo provided by Jolly Roger Sailing Club.

## CATALINA 22: MODELS

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

C22 Model	Year Introduced	Hull Numbers
Original	1969	1 – 13342
New Design	1986	13343 – 15347
MkII	1995	15348 – Current
Sport	2004	15540 - Current

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 around the world.

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

The Catalina 22 MkII was a departure from the original Catalina 22 and was designed to provide even more boat for the money. The model featured a wider beam and larger interior.

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 model featured a larger cockpit and an entirely redesigned rounded cabin trunk.

## CATALINA 22: MODEL SPECIFICATIONS

Boat	Original	New Design	MkII	Sport
LOA	21' 6"	21' 6"	21' 6"	21' 6"
LWL	19' 4"	19' 4"	19' 4"	19' 4"
Beam	7' 8"	7' 8"	8' 4"	7' 8"
Mast Length	25' 0"	24' 9"	24' 9"	24' 9"
Fin Keel Available	Yes	Yes	Yes	No
Wing Keel Option	No	Yes	Yes	No
Pop Top Option	Yes	Yes	Yes	No

## CATALINA 22: 1970-1985 (Original)

The original Catalina 22 model was designed in 1969 by Frank Butler and went into production in 1970 and is credited as the boat that launched 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 people.

The first Catalina 22 brochure described the following features:

- Idea 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

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 trailerable 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.”*

*(Credit: Sailboat Hall of Fame, [www.sailboathalloffame.com](http://www.sailboathalloffame.com))*



This photograph shows Beattie Purcell, who organized the 2009 Catalina 22 National Championship Regatta, 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 for racing. An early 1970s model 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 availability of parts, restoring a Catalina 22 is a relatively easy project for many.



(Photo Credit: Gene Cochran, restoring his boat "Game Over")

Some owners will go to extremes to continually 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 creating a Web site, [www.chipford.com/cost.htm](http://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 November 2008, his investment exceeds \$30,000.

## 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. Although the 1986 model should have been tagged as the Catalina 22 MkII by the factory, it was not due to an administrative oversight. Instead, 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. The factory decided it was time to “refresh” the model. 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



Interior of the Catalina 22 "New Design" model. Hull #14411. Photo: Rich Fox.

As a racing boat, the New Design was rarely a performer in the Class. A short time after its introduction, the boat was identified as heavier than the original Catalina 22 and discouraged most racers from purchasing the boat.

As a cruising boat, the New Design model with a wing keel remains today a highly sought-after boat for week-long Catalina 22 cruises. The larger interior is attractive. And the boat has been viewed by many owners as being the most solid Catalina 22 model. Most of the boats built were swing keel models, but the popularity of the wing keel increased from 1988 through 1991.

During its 8 year production run from 1986 through 1994, approximately 2,005 New Design models were produced. In 1986, approximately 800 boats were built. From 1987 through 1990, approximately 250 boats were built annually. From 1991 through 1994, approximately 50 boats were built annually. 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 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.

In the early 1990s, production of the 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.



## CATALINA 22 MkII: 1995 - CURRENT

In January 1995, Catalina Yachts introduced the Catalina 22 MkII beginning with hull number 15,348. The most striking differentiating design characteristic of the MkII is that the boat is 8" wider at the deck than the previous two models. The 8 inches of additional beam provide the boat with more room below.

Below is a list of the most significant design characteristics of the MkII:

- Longer cabin trunk than New Design
- 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 cabin
- 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



Dee & Mickey LaGarde sailing "Ameline" (#15417) during the 2006 Northern Gulf Coast Cruise: Photo by Louis Plaisance from 2006 C22 NGCC photo CD.

Like the New Design, the MkII never caught on as a competitive boat in the Class. Although several MkIIs that competed in the National Championship Regatta did finish in the middle of the Gold Fleet. There are several reasons why the MkII never became a sought after boat for Catalina 22 class racing. First is price. With a price tag over \$18,000, owners that wanted to race would look for a less expensive original Catalina 22, most of them available at a price less than \$5,000. Second is design. The 8 inches of additional beam on the MkII placed the upper and lower shrouds further outboard of the mast. This resulted in a boat that, in theory, would not point as well as the other Catalina 22s. Many racers also viewed the wider hull, above the water line, giving the boat an entirely different performance sailing to windward.



*Fast, safe, and handsome. The Catalina 22mkII continues to meet the needs of today's sailing family. Over 15,000 owners have made the Catalina 22 the n*



*A great place for the family to spend the weekend. There are large, lined storage bins under the seats, port and starboard. The standard plexiglass overhead hatch lifts to make the largest "pop-top" ever.*

Catalina 22 MkII brochure from [www.catalinayachts.com](http://www.catalinayachts.com) website.

As a cruising boat, the MkII may be the best Catalina 22 for week long cruises. The wider cockpit and interior cabin makes the MkII a comfortable and highly desired boat for cruising. The MkII was the first model to feature a fiberglass encased keel. This greatly eliminated rust and reduced maintenance. During the first 10 years of production, the Catalina 22 MkII saw a production of approximately 205 boats built.

## **CATALINA 22 SPORT: 2004 – CURRENT**

In the fall of 2001, Commodore Pam Slaton and Chief Measurer Dale McCaffity contacted Catalina Yachts about producing a new Catalina 22 sailboat that was more similar to the original Catalina 22. The Class felt this was needed as the Catalina 22 New Design and Catalina 22 MkII, although sharing many similar design characteristics of the original Catalina 22, had proven undesirable by the racers in the Class. The New Design was heavier and had an optional wing keel – both making the boat slower on the race course compared to the original swing keel model. The MkII model, although a little lighter than the New Design, was 8 inches wider at the deck and also featured an optional wing keel. It too was not a boat that the racers felt was competitive against the original Catalina 22. Plans for a new boat, designed to match the design characteristics and weight of the original Catalina 22, were discussed between Catalina Yachts and the Board of the Catalina 22 National Sailing Association.



Dieter Kuberg and crew sailing Catalina 22 Sport "Wind Chaser" (#15556). Photo source: 2008 Chattanooga Challenge Photo CD.

Frank Butler listened to the request 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.

In June 2004, the first Catalina Sport, hull number 15,540, made its debut immediately following the Catalina 22 National Championship Regatta in Atlanta, Georgia.



The first Catalina 22 Sport, hull number 15540, arrives at Lake Lanier immediately following the 2006 Catalina 22 National Championship Regatta. Photograph from the [www.catalina22.org](http://www.catalina22.org) website.

Design features of the Catalina 22 Sport:

- Longer cockpit – 8 foot long
- 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

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.

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 the same hull mold as the original Catalina 22. However, the deck, cabin trunk, and interior are nearly identical to the Capri 22 MkII. The Capri MkII was the first Catalina sailboat produced with the new design incorporating a more round window. The Catalina 22 Sport was the second model.



Hull # 15592 arrives at Weathermark (dealership) in Atlanta. (Photo Credit: Soren Sorenson/Ted McGee)

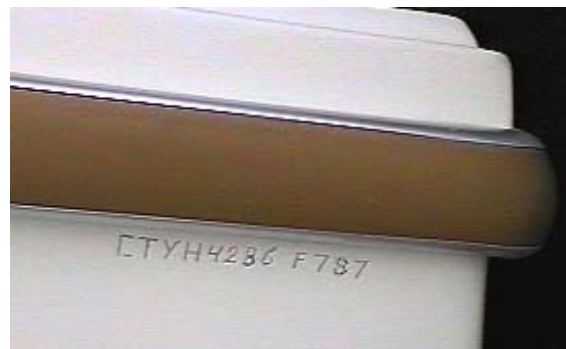
Production of the Catalina 22 Sport has averaged approximately one boat per week.

## CATALINA 22: HOW OLD IS YOUR BOAT?

The hull number of your Catalina 22 will reveal its age. The chart below will give you a ball-park estimate of the age of your Catalina 22 based on its hull number.

Model Year	Hull Number	Model Year	Hull Number
1970 (Built 1969)	1	1991	15195
1971	322	1992	15248
1972	804	1993	15286
1973	1912	1994	
1974	3144	1995 1 <sup>st</sup> Mark II	15348
1975	4680	1996	15370
1976	5679	1997	15390
1977	6646	1998	15431
1978	7976	1999	
1979	8270	2000	15464
1980	9247	2001	15475
1981	10208	2002	
1982	10531	2003	
1983	11935	2004 1 <sup>st</sup> Sport	15540
1984	11999	2005	15550
1985	12928	2006	15582
1986 "New Design"	13143	2007	15627
1987	13827	2008	15703
1988	14371	2009	15724
1989	14802	2010	
1990	14943	2011	

Boats built since 1972 should have their hull (sail) number engraved in the upper right-hand corner of the stern.



Photos courtesy of Dale Mack

# **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 Commodore and is considered founder of the Catalina 22 National Sailing Association.

Today, the Catalina 22 Class remains strong and focused on family oriented racing and cruising. This is a testament to a well designed trailerable sailboat that is most capable of providing a variety of sailing opportunities and adventure for its owners. And just as important, the Catalina 22 Class is extremely thankful to the members who have provided leadership by establishing fleets, organizing Class regattas and cruises, and helping out when called upon to serve at local, regional, and national levels. The Catalina 22 National Sailing Association is fortunate to have the resources to produce a bi-monthly magazine with 24 pages per issue, a C22 Technical Manual on CD, and maintains a website for Catalina 22 owners and enthusiasts.

In the 1990s, week-long Catalina 22 cruises started to grow in popularity in the Northern Gulf Coast, Great Lakes, East Coast, and Northwest. The Northern Gulf Coast Cruise regularly attracts over 20 Catalina 22 boats for a week of sailing, and camaraderie, along the Florida Intercoastal Waterway.



Junior sailors Emma and Gracie getting ready to crew aboard Bob Kaim's Catalina 22 ("The Pursuit") at the 2006 Catalina 22 Region 4 Championship Regatta in Indianapolis. Photo by Rich Fox.

In 2007, Don Carsten, Joe Waters and C22NSA Vice Commodore Chris Kretz inaugurated the first Catalina 22 Youth National Championship Regatta, in conjunction with the Catalina 22 National Championship Regatta, as a way to attract younger sailors to the Class.

I doubt that anybody at the first Catalina 22 Class race back in August 1972 had any idea what their National Sailing Association would look like 35 years later.

## **C22NSA: MILESTONE YEARS**

- 1972            The Catalina 22 National Sailing Association is formed. Tom Winans is named as National Commodore.
- 1992            The position of National Cruising Captain is added to the Board of Governors.
- 1997            The Catalina 22 goes on the web.
- 1998            **MainBrace** magazine separates from publication in **Mainsheet** magazine and the first issue is published in November 1998. 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. The One Design Rules Committee is formed to review and implement Class rule changes.
- 2001            The One Design Rules Committee is formed and is comprised of John Handler, Thomas Newman, Mickey Richardson, Gerald Hayslip, and Tom Page. Dennis Slaton was Chief Measurer. The C22NSA re-joins **Mainsheet** but continues to publish and distribute **MainBrace** separately to the membership.
- 2002            The C22NSA Board led by Pam Slaton and Dale McCaffity initiate discussion with Catalina Yachts on the design and production of a new boat that eventually becomes the Catalina 22 Sport. 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. 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.



## **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.

**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.



Camaraderie at the end of a race day at the 2007 Catalina 22 National Championship Regatta. Photo by Beth Eischen.

**MainBrace** – receive the official publication of the Catalina 22 National Sailing Association. Mailed six times a year to our membership, the MainBrace has been 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.



**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 at least 40 to 60 Catalina 22s and their skippers and crew from across the United States each year.



Justin Chamber receives award for winning the Spinnaker Fleet at the 2007 National Championship Regatta. Photo by Beth Eischen.

**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.



Group photo of the 2004 Catalina 22 “Heartland of America” Cruise at Kentucky Lake. Photo provided by Tom Grass.

**Boat/US Discount** – Receive a group discount from Boat U.S. of 50% off their annual membership dues. Additional benefit includes additional savings at Boat U.S. and West Marine stores. The membership number is published in MainBrace magazine.

**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.

**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.



Fleet 57 Banner. Photo by Beth Eischen.



**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.



Catalina 22 National Championship Perpetual Trophy. Photo by Beth Eischen.

## 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 a:

- 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.

In 2008, the position of Past Commodore was added to allow the outgoing Commodore to help maintain continuity with the incoming Commodore.

The long life and 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.



Photo provided by Beth Eischen.

## **C22NSA: COMMODORE**

The National Commodore shall preside at meetings, serve as Chairman of the Governing Board and appoint special committees as required.

### **TERM OF OFFICE**

- ◆ Two Year Term; Elected to Office in Odd Years
- ◆ Serve as Past Commodore immediately following Term of Office

### **RESPONSIBILITIES**

- ◆ 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
- ◆ Actively seek-out host fleets for National Championship Regatta

### **PAST COMMODORES**

Year	Name	Year	Name
1971	Tom Winans	1991	John Barnett
1972	Carl Drow	1992	Brad Wieland
1973	Mark Cruz	1993	Brad Wieland
1974	Sam Crabtree	1994	Gene Ferguson
1975	Bob Scoville	1995	Gene Ferguson
1976	George Hapsis	1996	Gene Ferguson
1977	George Kolb	1997	Don Carsten
1978	Dick Durgin	1998	Don Carsten
1979	Hugh Kelly	1999	Pam Slaton
1980	Bennie Smith	2000	Pam Slaton
1981	Bennie Smith	2001	Pam Slaton
1982	Jerry de Laurentis	2002	Pam Slaton
1983	Jerry de Laurentis	2003	Keith Bennett
1984	Ray Laguna	2004	Keith Bennett
1985	Mickey Richardson	2005	Rich Fox
1986	Gary Burger	2006	Rich Fox
1987	Gary Burger	2007	Rich Fox
1988	Jerry Hayslip	2008	Jerry Talley
1989	Jerry Hayslip	2009	Ted McGee
1990	John Barnett		

## 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.

### TERM OF OFFICE

- ◆ One Year Term; Elected annually to Office

### RESPONSIBILITIES

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Attend Board Conference Calls
- ◆ 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
- ◆ Schedule and host the Awards Banquet

### PAST VICE COMMODORES

Year	Name	Year	Name
1971	None	1991	Jane England
1972	Dick Comstock	1992	Joe Becker
1973	Sam Crabtree	1993	Jerry Ingalls
1974	Bob Scoville	1994	Jim Holler
1975	Gary Kohler	1995	Sue Bodycomb
1976	Dick Durgin	1996	Gary Preston
1977	Tom Milner	1997	Pam Slaton
1978	Grace Roe	1998	Joe Becker
1979	Bill Dollison	1999	Roger Shaw
1980	Paul Tuggle	2000	Beattie Purcell
1981	Jack Armistead	2001	Veit Gentry
1982	Jim Douglas	2002	Michael Wing
1983	Jim Douglas	2003	Reid Collins
1984	Bill Joyce	2004	Bob Gross
1985	Joe Becker	2005	Don Hare
1986	Tim Barnun	2006	Chris Kretz
1987	Jerry Hayslip	2007	Jerry Talley
1988	Ed Webb	2008	Beattie Purcell
1989	Kirk Walser	2009	Bill Robertson
1990	Bob Wood		



## C22NSA: REAR COMMODORE

The Rear Commodore shall be responsible for coordinating the formation of new fleets.

### TERM OF OFFICE

- ◆ Two Year Term; Elected to Office in Even Years

### RESPONSIBILITIES

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Attend Board Conference Calls
- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ 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 with the C22NSA
- ◆ Report to Board new fleets trying to form
- ◆ Track and issue new Fleet numbers to new fleet upon acceptance of Fleet Charter Application; Issue Fleet Charters
- ◆ Maintain Certificates to be issued when a new fleet is accepted and obtain signatures in advance
- ◆ Maintain content of the Fleet Development page on the website via the MainBrace Editor
- ◆ Receive requests for Development Grants and report to Board
- ◆ Receive Fleet Reports, distribute to Board; Reinstate suspended fleets

### PAST REAR COMMODORES

Year	Name	Year	Name
1971	None	1991	Bob Kennedy
1972	Bob Peterson	1992	Bob Kennedy
1973	Dave Shapiro	1993	Bob Kennedy
1974	None	1994	David Hayslip
1975	George Hapsis	1995	David Hayslip
1976	None	1996	Marilyn Boemer
1977	Jack Moe	1997	Marilyn Boemer
1978	Donna Surage	1998	Jim Deeter
1979	Bob Muller	1999	Jim Deeter
1980	Hal Smith	2000	Larry Spruiell
1981	Hal Smith	2001	Larry Spruiell
1982	Jack Armistead	2002	Lynn Buchanan
1983	Jack Armistead	2003	Lynn Buchanan
1984	Jerry de Laurentis	2004	Lynn Buchanan
1985	John Curtis	2005	Lynn Buchanan
1986	John Curtis	2006	Jennifer Brown
1987	John Curtis	2007	Jennifer Brown
1988	Mark Lobo	2008	Jennifer Brown
1989	Mark Lobo	2009	Lynn Van Hooser
1990	Bob Kennedy		

## **C22NSA: SECRETARY / TREASURER**

The Secretary/Treasurer is responsible for all correspondence; records the minutes of meetings; maintain accurate and current records of members, fleets and Fleet Officers. Notifies the membership of special events and decisions affecting Association policy. Maintain financial records and securities of THE ASSOCIATION. Deposits funds and disburses funds only on approval of the Governing Board.

### **TERM OF OFFICE**

- ◆ Two Year Term; Elected to Office in Even Years

### **MEMBERSHIP ADMINISTRATION**

- ◆ Maintain Web-based database of over 700 members
- ◆ Provide annual renewal and reminder notices to over 700 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

### **BOARD ADMINISTRATION**

- ◆ 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

### **FINANCIAL SUPPORT**

- ◆ 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)

### **OFFICE ADMINISTRATION**

- ◆ Maintain own computer, software (Microsoft Office), printer
- ◆ Expendable supplies (paper, tone, envelopes) paid by the Association
- ◆ Association provided separate phone/fax line

### **MAILING LISTS**

- ◆ Manage mailing lists for MainBrace and Mainsheet

### **INVENTORY**

- ◆ Maintain inventory of latest MainBrace and distribute to new members
- ◆ Maintain inventory of Technical Manual CDs, collect funds and distribute as ordered
- ◆ Maintain inventory of yearly MainBrace CDs, collect funds and distribute as ordered

## PAST SECRETARY / TREASURERS

Year	Name	Year	Name
1971	Marj Berg	1991	Joyce Seale
1972	Russ Robertson	1992	Joyce Seale
1973	None	1993	Joyce Seale
1974	None	1994	Joyce Seale
1975	Fred Nelson	1995	Joyce Seale
1976	Fred Polk / Jack Moe	1996	Karen Miller
1977	Steve Kostanich	1997	Karen Miller
1978	Doug Jordan	1998	Karen Miller
1979	Doug Jordan	1999	Karen Miller
1980	Darrell Shobert	2000	Karen Miller
1981	Tweedie Searcy	2001	Karen Miller
1982	Loal Scofield	2002	Ted McGee
1983	Loal Scofield	2003	Ted McGee
1984	Loal Scofield	2004	Ted McGee
1985	Loal Scofield	2005	Ted McGee
1986	Loal Scofield	2006	Dora McGee
1987	Loal Scofield	2007	Dora McGee
1988	Loal Scofield	2008	Dora McGee
1989	Loal Scofield	2009	Dora McGee
1990	Joyce Seale		

## 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.

### TERM OF OFFICE

- ◆ Two Year Term; Elected to Office in Odd Years

### RESPONSIBILITIES

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Attend Board Conference Calls
- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Maintain familiarity with the Catalina 22 One Design Rules
- ◆ Be the custodian of the Original Measurement Schematic of the Catalina 22 and
- ◆ Maintain the current Certificate of Measurement, post on the website via MainBrace Editor
- ◆ Distribute blank Certificate of Measurement Forms to members, as requested
- ◆ 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

- ◆ The Chief Measurer shall not approve changes in specifications, sail plans or rigging
- ◆ Attend National Regatta to serve as Measurer, or designate representative
- ◆ Provide direction for check-in procedures and measurement process for National Regatta.

### PAST CHIEF MEASURERS

Year	Name	Year	Name
1971		1991	Steve Snider
1972		1992	Steve Snider
1973		1993	Mike Wright
1974		1994	Mike Wright
1975	Les McClaskey	1995	Mike Wright
1976	Sam Crabtree	1996	Terry Cobb
1977	Sam Crabtree	1997	Dennis Slaton
1978	Carlos Canalizo	1998	Dennis Slaton
1979	Buz Owens	1999	Willie Blevins
1980		2000	Willie Blevins
1981	Dennis Duncan	2001	Dale McCaffity
1982	Ken Smith	2002	Dale McCaffity
1983	Ken Smith	2003	Dale McCaffity
1984	Mickey Richardson	2004	Dale McCaffity
1985	John Barnett	2005	David Hayslip
1986	John Barnett	2006	David Hayslip
1987	John Barnett	2007	David Hayslip
1988	Tom Page	2008	David Hayslip
1989	Tom Page	2009	David Hayslip
1990	Tom Page		

### C22NSA: MAINBRACE EDITOR

The "MainBrace" Editor shall be responsible for the newsletter(s) and website of the Association.

### TERM OF OFFICE

- ◆ Two Year Term; Elected to Office in Even Years

### RESPONSIBILITIES

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Attend Board Conference Calls
- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Send out notification (reminders) of MainBrace deadline (15 days in advance) to Fleet Captains, Regional Commodores, and all Board Members.
- ◆ Receive articles from Membership, Fleet Captain, Regional Commodores and Board
- ◆ Prepare and distribute the MainBrace magazine
- ◆ Maintain and manage all content of the Association's website
- ◆ Distribute articles to Mainsheet magazine as Class Editor

## PAST MAINBRACE EDITORS

Year	Name	Year	Name
1971	Tom Winans	1991	Sandy Kennedy
1972	Tom Winans	1992	Sandy Kennedy
1973	Tom Winans	1993	Sandy Kennedy
1974	Tom Winans	1994	Sandy Kennedy
1975	Tom Winans	1995	Valerie Leffe
1976	Tom Winans	1996	Valerie Leffe
1977	Tom Winans	1997	Gene Ferguson
1978	Tom Winans	1998	Gene Ferguson
1979	Tom Winans	1999	Gene Ferguson
1980	Tom Winans	2000	Gene Ferguson
1981	Sharon Napper	2001	Gene Ferguson
1982	Sharon Napper	2002	Gene Ferguson
1983	Cathy Martin	2003	Gene Ferguson
1984	Cathy Martin	2004	Gene Ferguson
1985	Cathy Martin	2005	Gene Ferguson
1986	Cathy Martin	2006	Gene Ferguson
1987	Cathy Martin	2007	Gene Ferguson
1988	Sandy Kennedy	2008	Gene Ferguson
1989	Sandy Kennedy	2009	Gene Ferguson
1990	Sandy Kennedy		

## C22NSA: CRUISING CAPTAIN

Cruising Captain shall be responsible for coordinating all matters pertaining to cruising functions of the Association.

### TERM OF OFFICE

- ◆ Two Year Term; Elected to Office in Odd Years

### RESPONSIBILITIES

- ◆ Support and enforce the Constitution/Bylaws and One Design Rules
- ◆ Support and enforce all Board policies
- ◆ Participate in the National (Annual) Meeting
- ◆ Attend Board Conference Calls
- ◆ Prepare and submit bi-monthly report for publication in MainBrace
- ◆ Identify local fleets and individual members who have an interest in organizing Catalina 22 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
- ◆ Maintain content of the Cruising section of the C22NSA website up-to-date
- ◆ Maintain contact with fleets and members who are actively organizing or hosting Catalina 22 cruises.

## PAST CRUISING CAPTAINS

Year	Name			
1984	Bill Conway		2001	Vacant
1992	Steve Mabry		2002	Bob Endicott
1993	Steve Mabry		2003	Rich Fox
1994	Steve Mabry		2004	Rich Fox
1995	Steve Mabry		2005	Kent Overbeck
1996	Steve Mabry		2006	Kent Overbeck
1997	Steve Mabry		2007	Mike Bracket
1998	Vacant		2008	Mike Bracket
1999	Rich Fox		2009	Mike Bracket
2000	Rich Fox			

## C22NSA: ONE DESIGN RULES COMMITTEE

The One Design Rules Committee was established in the late 1990s 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.

One Design Rules Committee Members:

John Handler  
Gerald Hayslip  
Thomas Newman  
Tom Page  
Mickey Richardson

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.

## CATALINA 22 TECHNICAL EDITORS

The C22NSA is fortunate to have Chip Ford of Marblehead, Massachusetts as the Class Technical Editor. Chip sails the Catalina 22 “Chip Ahoy” (#3282) that he has meticulously restored. Chip was also one of the co-founders and host of the Chip Ahoy website that has provided technical resources to nearly one thousand Catalina 22 owners.



Photo of Chip Ford sailing “Chip Ahoy” (sail number 3282) from [www.chipford.com](http://www.chipford.com) website.

Also contributing to the Class as Technical Editors-Cruising are Donna & Louis Plasiance. Each issue of **MainBrace** features thoughtful and detailed technical articles prepared by Chip Ford, and Donna & Louis Plasiance.

## C22NSA: MAINBRACE

**MainBrace** is a bi-monthly publication averaging twenty four pages in length. It features Officers reports, technical articles, feature articles, racing and cruising notices, fleet reports and other items of interest to the Catalina 22 owner. The article deadlines for MainBrace are first day of the months of January, March, May, July, September and November. And the magazine is in the mail approximately 3 weeks later. The C22NSA is one of the very few classes with the resources to publish and distribute a high quality 24-page magazine, 6 times a year.



**MainBrace** began as a newsletter publication in 1972 for members of the Catalina 22 National Sailing Association and has been in continuous production for over 35 years. 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.

### **C22NSA: WWW.CATALINA22.ORG**

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

Constitution/Bylaws

One Design Rules and Certificate of Measurement Forms

Calendar of Events

List of Officers

Links to Fleet and Owner Websites

Catalina 22 Brochures

Technical Tips

Membership Forms and Tech Manual

Links to C22 Discussion Groups

Fleet Development Guides

Link to Catalina 22 Dealers

Cruising Guides and Stories

Ship's Store



## C22NSA: TECHNICAL MANUAL ON CD

A benefit of membership in the Catalina 22 National Sailing Association is the ability to purchase the 300+ page Catalina 22 Technical Manual on CD. The most recent version of the Tech Manual was completed in 2006 by Dale Mack. This is the third edition of the Tech Manual.



The Tech Manual on CD 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: NATIONAL REGATTA BACKGROUND**

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.



2006 Catalina 22 National Regatta at Scotts Flat Lake, California. Photo provided by Lynn Buchanan on 2006 Regatta CD.

The C22NSA rotates the National Championship Regatta around the United States to allow Catalina 22 sailors with better access to participate in the event. The rotation is geographically driven and is rotated East, Central, West, then back to East.

In recent years, the National Championship Regatta has included three fleets. The Gold Fleet for skippers who want to compete for the title of Catalina 22 National Champion. The Silver Fleet for new racers. The Spinnaker Fleet 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.



Bruce Sondys and daughter Becky sailing "Scurvy Dog" at 2008 Chattanooga Challenge. Photo source: 2008 Chattanooga Challenge Photo CD.

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 and more new Catalina 22 Sports are competing head-on against boats built in 1970. 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 22 and Catalina 22 Sport.

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 500 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.

## CATALINA 22: NATIONAL REGATTA CHAMPIONS (1973 – 2009)

Year	Location	Fleet (size)	Skipper	Number of Boats
2009	Fort Walton Beach, Florida	Gold (26) Silver (9) Spinnaker (8)	Justin Chambers Gayle Bullock Justin Chambers	35
2008	Lake Grapevine, Texas	Gold (27 ) Silver (12 ) Spinnaker ( 13 )	Justin Chambers Matt Perry Justin Chambers	27
2007	Western Lake Erie, Michigan	Gold (20) Silver (12) Spinnaker (11)	Justin Chambers Bruce Sondys Justin Chambers	32
2006	Scotts Flat Lake, CA	Gold (10) Silver (5) Spinnaker (6)	David Hayslip Rachel Hadley Pete Harper	15
2005	Canyon Lake, TX	Gold (36) Silver (11) Spinnaker (22)	Pete Harper John Thomas Justin Chambers	47
2004	Lake Lanier, GA	Gold (44) Silver (13) Spinnaker (12)	Mike Glover Bob Scott Mike Glover	57
2003	Cascade, ID	Gold (9) Silver (6) Spinnaker (0)	Pete Harper Mark Bowen No Race	15
2002	Houston Yacht Club, TX	Gold (28) Silver (6) Spinnaker (13)	Don Carsten Robert Gross Pete Harper	34
2001	Ft Walton Beach, FL	Gold (33)	Dennis Slaton	44

		Silver (6)	Sandy Zevin	
		Spinnaker (11)	Pete Harper	
2000	Mission Bay, CA	Gold (15)	Pete Harper	22
		Silver (7)	Julie Wilson	
		Spinnaker (5)	Don Carsten	
1999	Lake Keystone, OK	Gold (35)	Harvey Baker	44
		Silver (9)	Terry Brown	
		Spinnaker (15)	Pete Harper	
1998	Lake Hartwell, SC	Gold (31)	Brad Wieland	43
		Silver (12)	Terry Allen	
1997	Lake Tahoe, CA	Gold (25)	Terry Cobb	37
		Silver (12)	Chuck Alyea	
1996	Eagle Mountain Lake, TX	Gold (52)	Mickey Richardson	64
		Silver (12)	Brian Keathley	
		Spinnaker (26)	Rosser Bodycomb	
1995	Lake Chautauqua, NY	Genoa (34)	Gene Ferguson	34
		Spinnaker (12)	Gene Ferguson	
1994	Lake Tahoe, CA	Genoa (47)	David Hayslip	47
		Spinnaker (12)	Gene Ferguson	
1993	Tulsa, OK	Genoa (53)	Roger Kerr	53
1992	Jackson, MS	Gold (29)	David Hayslip	57
		Silver (28)	Steve Snider	
1991	Cascade Lake, ID	Genoa (27)	David Hayslip	27
1990	Youngstown, NY	Gold (40)	John Mies	40
1989	Wichita, KS	Genoa (39)	Steve Snider	46
		Spinnaker (7)	Gene Ferguson	
1988	Lake Grapevine, TX	Gold (53)	Mitchell Richardson	81
		Silver (12)	G. & P. Williams	

		Spinnaker (16)	Dick Edwards	
1987	Chesapeake, MD	Genoa (46)	David Hayslip	52
		Jib (6)	Tim Barnum	
1986	Tulsa, OK	Genoa	Ed Webb	55
		Spinnaker	Buz Owens	
1985	Huntington Lake, CA	Genoa	Tom Page	33
		Spinnaker	Don White	
1984	Toledo, OH	Genoa (31)	John Mies	31
1983	Youngstown, NY	Genoa	John Mies	37
		Jib	Dennis Conway	
1982	Long Beach, CA	Genoa	Dick Woodside	38
		Spinnaker	Jack Armistead	
		Jib	Ross Hendricks	
1981	Ocala, FL	Genoa	Hal Smith	19
		Spinnaker	Bill Vawter	
1980	Lake Texhoma, TX	Genoa (40)	Jim Wilson	40
1979	Lake Lanier, GA		Beattie Purcell	40
1978	Eagle Mountain Lake, TX	Genoa (45)	Bill Culp	57
		Fixed Keel (12)	Carlos Canalizo	
1977	Jackson, MS	Genoa (40)	Dick Durgin	40
1976	Seattle, WA	Genoa (33)	Joe Becker	33
1975	Dallas, TX	Genoa (33)	Joe Becker	33
1974	San Francisco, CA	Genoa (29)	Gene Carapetyan	29
1973	Long Beach, CA	Genoa (45)	Tom Winans - <b>First National Champion</b>	45
<p>On August 19th and 20th, 1972 outside of Channel Islands Harbor California, the first Catalina 22 "nationals" were held in the form of a California State Championship Regatta. <i>(Taken from page 4 of the third quarter of the 1972 MainBrace.)</i> Frank Butler pressed to call it the first Nationals. Many members resisted because they felt that it was presumptuous to call the race a Nationals when no other states were notified. The announcement was only mailed to California boat owners. In actuality it was just a State Championship Regatta. This event is listed below. — Editor</p>				
1972	Channel Islands, CA	CA State Champion	Jim Linville	36

### Catalina 22 Class National Champions (1972 – 2009)

Year	Skipper		Year	Skipper
1972	Jim Linville		1991	David Hayslip
1973	Tom Winans		1992	David Hayslip
1974	Gene Carapetya		1993	Roger Kerr
1975	Joe Becker		1994	David Hayslip
1976	Joe Becker		1995	Gene Ferguson
1977	Dick Durgin		1996	Mickey Richardson
1978	Culp / Canalizo		1997	Terry Cobb
1979	Beattie Purcell		1998	Brad Wieland
1980	Jim Wilson		1999	Harvey Baker
1981	Hal Smith		2000	Pete Harper
1982	Dick Woodside		2001	Dennis Slaton
1983	John Mies		2002	Don Carsten
1984	John Mies		2003	Pete Harper
1985	Tom Page		2004	Mike Glover
1986	Ed Webb		2005	Pete Harper
1987	David Hayslip		2006	David Hayslip
1988	Mickey Richardson		2007	Justin Chambers
1989	Steve Snider		2008	Justin Chambers
1990	John Mies		2009	Justin Chambers



Catalina 22 National Champions Dennis Slaton, Gene Ferguson, Justin Chambers, David Hayslip and Don Carsten during photo op at 2007 National Regatta. Photo by Beth Eischen.



## Multi-Year Catalina 22 National Champion Title Winners

Skipper	Number of Titles	Years
David Hayslip	5	1987, 1991, 1992, 1994, 2006
Justin Chambers	3	2007, 2008, 2009
Pete Harper	3	2000, 2003, 2005
John Mies	3	1983, 1984, 1990
Joe Becker	2	1975, 1976
Mickey Richardson	2	1988, 1996

### CATALINA 22: “BIG BOY CUP” HEAVY WEIGHT CHALLENGE

In 2004, Gregg DeGruccio and Wayne Buti 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 **BIG BOY** Cup



Jolly Roger #14195 (Gregg DeGruccio) and Evergreen #13975 (Cyndi Obrosky) compete at the Big Boy Challenge during the 2005 National Championship Regatta near San Antonio, Texas.

## CATALINA 22: CRUISING

Catalina 22 owners have three options for enjoying their boats. They can 1) race, 2) cruise, or 3) 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.



Organized cruising has been a very active part of the Catalina 22 sailing experience since the early 1990s. Week long Catalina 22 cruises can be found across the country, including:

Florida's Northern Gulf Coast

Great Lakes

Chesapeake

Northwest

Kentucky Lake

Oklahoma's Grand Lake

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



C22NSA National Cruising Captain Mike Bracket hosts a "welcome skippers" meeting at the Inaugural Catalina 22 Great Lakes Cruise – July 2001 on Grand Traverse Bay, Michigan. Photo provided by Ray and Gwen Williams.

The most popular organized 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.



Catalina 22 Northern Gulf Coast Cruise – Spectre Island. Photo from Mickey and Dee LaGarde.

The NGCC accepts the owners of all Catalina 22 sailboats 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. For additional information on the NGCC, go to: <http://c22fleet77.googlepages.com/>.

Following on the success of the Northern Gulf Coast Cruise, in 2001, Mike Bracket and Erv Zimmerman launched the Inaugural Catalina 22 Great Lakes Cruise. Each year this Cruise features a new sailing destination. Approximately 8 to 10 boats participate. Many participants of the Great Lakes Cruise have sailed on all the Great Lakes. Previous Great Lakes Cruise destinations have included:

Grand Traverse Bay - Lake Michigan

Western Lake Erie Islands

Door County / Green Bay – Lake Michigan

Southwestern Lake Ontario

Southern Lake Huron / Lake St. Clair, Western Lake Erie

Apostle Islands - Lake Superior



Joe & Diana Lehr relaxing during the 2008 Great Lakes Cruise (photo from 2008 Great Lakes Cruise CD)

## Catalina 22 - An All-Around Champion ... The Story Continues

As the Class celebrates the 40 year anniversary of the production of the Catalina 22 sailboat, I hope you will help contribute to this great story. I invite you to contribute historical facts, fresh content and interesting photographs to this document by contacting me via e-mail at [rich\\_fox@yahoo.com](mailto:rich_fox@yahoo.com).



Photograph from Northern Gulf Coast Cruise.

**Note: Some 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 for correction via e-mail addressed to [rich\\_fox@yahoo.com](mailto:rich_fox@yahoo.com).**