

**Welcome to**



**SILVER  
FLEET**

***Enjoy the Fun of Catalina 22 Racing!***



**Welcome To Silver Fleet**  
**First Edition—October 2023**



*Photograph by Talbot Wilson*

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**Welcome to Silver Fleet** is a publication of the Catalina 22 National Sailing Association. Articles are the opinions of the individual authors. The Catalina 22 National Sailing Association, its officers and members are not liable or responsible in any way for their content or consequence.

# Why Race a Catalina 22?

## Ease of entry

- ◆ Plenty of boats, over 15,800 built since 1969
- ◆ Inexpensive to acquire and maintain, parts availability
- ◆ Easy to race with 2 or 3 people, even with a spinnaker

## Organization

- ◆ Well-established owner's organization with inexpensive membership
- ◆ Budget-friendly and family-friendly National Championship Regatta
- ◆ Professional race management at the national level

## Camaraderie

- ◆ Family-friendly and welcoming of new sailors, including youth sailors
- ◆ Easy to build a new network of long-lasting friendships
- ◆ Experience skippers willingness to share tips

*Photograph by Talbot Wilson*



# An Invitation to the Catalina 22 Nationals

By Rich Fox, Editor

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 class can claim this accomplishment. Two key reasons for the long-term success of the National Championship Regatta program are 1) ease of trailerability and a 2) commitment by the Board and participants to support this annual event.

For many, racing in the Nationals provides:

- ◆ A week of intense competition and fun shoreside camaraderie for family and friends
- ◆ The renewing of old friendships and the development of new ones
- ◆ A celebration that just happens to include a few, deadly serious, friendly races
- ◆ The best display of skill, sportsmanship and fair play and unique opportunity to learn

In recent years, the National Championship Regatta has included three fleets. Skippers are encourage to select the fleet that best matches their skillset:

- ◆ Gold Fleet for skippers with racing experience who want to compete for the title of Catalina 22 National Champion. There are many Gold Fleet skippers who have been racing their Catalina 22 for over 30 years.
- ◆ Silver Fleet is for skippers with limited racing experience. The Silver Fleet offers the unique opportunity to compete at a National event and quickly gain value racing knowledge and experience.
- ◆ Spinnaker Fleet for those who seek a spinnaker-flying thrill, and is open to all skippers who are also registered in the Gold Fleet or Silver Fleet.

You may consider the Silver Fleet if you have:

- ◆ Limited racing experience—including no prior racing experience in any One Design class or Handicap (e.g. PHRF) racing fleet
- ◆ Never won the Gold Fleet at a National Regatta
- ◆ Health or physical limitations

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If you are a Catalina 22 owner who is also a paid member of the Catalina 22 National Sailing Association, and if your boat meets the Catalina 22 Class Rules, then you are eligible to race in the annual Catalina 22 National Championship Regatta. The event is typically held anytime from mid-May to late-June at various venues around the country. The Notice of Race for the event is typically published in December or January and available on the [www.catalina22org](http://www.catalina22org) website.

If you are new to racing your Catalina 22, this publication is intended to help you prepare to participate in the Catalina 22 National Championship Regatta's Silver Fleet. The Catalina 22 owners who race in the Catalina 22 National Championship Regatta are always welcoming to new skippers who wish to participate. Sharing knowledge is something the Catalina 22 class does very well.

Although there is a lot of information provided in this publication, and it may be overwhelming at first, it is not expected that you will know or apply all the information to be eligible to participate in the Silver Fleet. Building a solid Catalina 22 racing program takes many years of commitment and constant learning. This publication is intended to help provide you with a jump-start and encouragement to come out and enjoy the competitive racing, camaraderie, and the fun of racing a Catalina 22.

With over 15,800 Catalina 22s built since 1969 representing four different models, the Catalina 22 National Sailing Association welcomes all skippers regardless of which model they may prefer to sail.



*C232NSA Secretary/Treasurer Dora McGee and Sandy Cox working the registration desk for the 2021 Nationals held in Pensacola, Florida.*



## Silver Fleet – Give It A Try

By Duncan McBride, Commodore

It is a great day here in Oklahoma. The temperature is still in the nineties and perfect for doing boat repairs and making a new adjustment. Our hope is that we can get new sailors or even long-time sailors that just have never raced interested in racing and coming to a future national championship event.

Here is how the whole Catalina 22 adventure started for me and my crew. Back in 2016 my friend Mitch came over to the house one evening and we started talking about boats and sailing. Further into the conversation he said hey where is your computer, I want to show you something. We fired up the old laptop and he showed me a 1974 Catalina 22 that was for sale on sailing Texas. We looked at the ad and talked about what we could do with the old boat. Finally, we decided to give this guy a call and see if we could make a deal. I called him the next day and we bought the boat. After making arrangements to go get her we loaded up and traveled to Grapevine Texas to bring her home. We cleaned and made a few adjustments and took her sailing. We raced her in some of our local races and learned more about the boat. When Nationals came up that year, we talked about it. Neither of us had ever been to a national event but thought it sounded like fun.

We got her ready to go. Or at least we thought she was ready. We learned so many things that we might never have learned if we had not registered in the Silver Fleet and made this great trip. The people we met and knowledge we learned. We could not have met these people or made these contacts staying at home. Things we learned, new ideas for rigging the boat and different ways to set the boat up for different conditions. But this learning did not stop once we hit the water. The others would sail by and say hey you may want to move your blocks forward a notch or loosen your backstay a little. We received just as much information on the water. I have never met a more willing group of skippers and sailors that were willing to share their knowledge. We took all this information home with us and adjusted our boat and our way of sailing the boat. We could not wait for the next year of sailing to come.

We enjoyed our time at nationals so much that we decided to make the trip to California for the next years nationals. We entered the Silver Fleet again and were determined to do better than last year. We took all that we had learned and used it on the water. We won the Silver Fleet our second year trying. We had so much fun at these two events that we decided to host Nationals at our own club.

My daughter Katie saw the fun we were having and said Dad I want to give it a try. I thought she meant hey dad I want to go with you guys and sail with you. But no, she meant dad I want my own boat so that I can try to beat you. So that was the beginning of Team Bushwacker. She bought her own boat and entered the Silver Fleet. She has raced in the Silver Fleet for two years now and is learning new things each year. And she is getting harder to beat. We come home and tell her sister and the wife about everything that we got to do at Nationals. It has become a family affair. The whole family wants to go for the week of Nationals now. Each one of us has met new people and learned new places to travel to.

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I tell you all this story because it all began because we took a chance and entered the Silver Fleet at the next Nationals and got off our duffs so to speak. You know you have thought about what it would be like to attend the Nationals. This is your chance. You do not have to be afraid. Enter the Silver Fleet. You will be matched with other like sailors with the same abilities and skills. This is how you can find out what you do and do not really know. I cannot express enough what a great time and adventure it is to attend.

Entering the Silver Fleet at Nationals is not just about sailing. It is not just about the food and on shore events. It is about learning, enjoying the boats and the people that you get to meet. They will become long-time friends. Friends that you will travel with and take on future adventures with. The knowledge you will acquire is priceless. The fun times that you will have are unmatched. If you have any questions of any kind about entering, please call me or my daughter Katie. We will be more than happy to answer any questions or tell you about any of our adventures with traveling with the boats. So, give one of us a call and make plans to attend next year's Nationals.



# Come to the Catalina 22 Nationals They Said

By Katie McBride  
Commodore, Region 8  
Skipper of "Bushwacker" (Catalina 22 #160)



*This article originally appeared in Mainsheet magazine—August 2023*

Come to the Catalina 22 Nationals they said. It will be fun, they said. Wow were they right! I had the privilege of taking my boat "Bushwacker" to Lake DeGray in Arkansas this year for Nationals, and my team had a blast. As a new racer, I decided to register in the Silver Fleet to continue learning rather than racing in the Gold Fleet and going for the Championship.

I spent the week prior to leaving getting my boat ready to go. I added some new hardware and changed up a little rigging to help give my team a slight advantage. As soon as we pulled into the Iron Mountain Marina, we felt welcome. There were greeters there to point us in the right direction to park the boat.

We arrived Friday evening so that we would have time to get the boat rigged/ready for the water early and could help the rest of the racers as needed.

I spent all day on Saturday watching some of the best racers across the nation set up their boats and discuss tactics with each other. I learned so much just watching them work. I took all that information and went straight to my dad to discuss what I saw and determine if we should make any changes on our boats before the practice race.



The team hosting nationals this year put together a great itinerary for us and one of the biggest hits was a question-and-answer session with one of the top sailors who has won nationals several years in a row. Everyone had the chance to sit down and learn rigging and racing tactics that he uses on a regular basis. I don't know about the rest of the group, but I took away so much helpful information from the seminar. It gave me a much better understanding of why the adjustments that they make work and how to implement them on my boat as well.



After the seminar, I made a few rigging adjustments and felt like my boat was finally ready to race. We spent the weekend hanging out with great friends and enjoying time on the water waiting for the start of racing early Monday morning.

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*Photograph by Eric Weist—Weist Photography*

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This year's weather provided an added challenge for all of us on the water. The wind conditions were extremely light all week long. I have sailed in what felt like almost no wind and way too much wind, but nothing like this.

Our first day of racing was postponed because there was not enough wind to kick off the race. We floated around for what felt like an eternity while the race committee tried to set a proper course. After a few postponements they finally decided to abandon racing for the day because the winds never built. It was a fun but uneventful day on the water followed by a great meal hosted by Iron Mountain.

The following days showed us better conditions and we were able to switch up the timing of each race to make sure that we would be able to get in as many races as possible for the week. This was some of the toughest competition that I have ever raced in, but I had great crew. My twin sister Sara came to be my midship crew and Jim, a great family friend came to be my foredeck. They might disagree but, they did the hard work this week. We worked on our communication as a team and learned what seems to work the best for our boat. I spent most of the week focused inside the boat. I only worried about what I could see or handle within my reach. Everything else they had to update me on. I refuse to look at anything behind the boat as we race because I know if I turn my head for just a split second it will change the direction I am heading or my speed. My crew took that information and took turns checking for other boats and making sure that everything else was under control.

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*Photograph by Eric Weist—Weist Photography*





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*Photographs by Eric Weist—Weist Photography*

Though I am sure I probably made them move more than they thought necessary we had a fantastic week on the water. We had seven great races. My goal was to do well in the Silver Fleet but also secretly to finish ahead of a few Gold Fleet boats as well since they have at minimum a five-minute head starts on us. We were able to finish ahead of four Gold Fleet boats during the week and had a blast trying to keep up.

Our strategies were different because as most of the Gold Fleet was headed downwind, we were heading upwind to the windward mark. I think my favorite part of the week was trying to decide if we could cross the boats coming downwind or if we would need to tack away quickly. As I talked to my crew about this maneuver, I couldn't think of a better phrase, so I told them we had no choice but to "thread the needle" because there was not going to be enough room to tack away. We used this phrase the rest of the week as a joke because it seemed to work the best for the situation.

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*Photograph by Eric Weist—Weist Photography*

This was the most fun I have ever had sailing a Catalina 22. We managed crazy wind conditions and tough competition, but I wouldn't trade it for the world. Our third place win sure was sweet!! There are so many ways to have fun on a Catalina 22 and we did most of them this week. We had umbrellas on the water, some had water guns, lots of cold drinks/snacks and the friendliest group of sailors you can find. I can't wait for the next regatta so I can use everything I learned and continue improving my boat and the sport of sailing.



Photographs by Eric Weist—Weist Photography

# Why Race in the Silver Fleet at the Nationals?

## Opportunities

- ◆ Participate and compete in an entry-level fleet at a national racing event
- ◆ Sail and socialize with the best and fastest Catalina 22s in the country
- ◆ Gain valuable insight on how to improve Catalina 22 performance
- ◆ Learn how to improve the set-up and rigging of your Catalina 22
- ◆ Build a network of new Catalina 22 friends
- ◆ Build new memories that will last a lifetime

## Organization

- ◆ Well-established owner's organization with inexpensive membership
- ◆ Budget-friendly and family-friendly National Championship Regatta
- ◆ Professional race management

## Camaraderie

- ◆ Family-friendly and welcoming of new sailors, including youth sailors
- ◆ Easy to build a new network of long-lasting friendships
- ◆ Experience skippers willingness to share tips



# A Few Performance Improvement Tips

By Rich Fox, Editor

**Sit Forward Downwind** - the Catalina 22 performs better sailing downwind when the bottom edge of the transom is not submerged below the surface of the water. When sailing downwind, at least one crew should sit on the foredeck. The skipper should sit forward in the cockpit. A third crew may stand on the cabin floor.



*Photograph by Talbot Wilson*

**Don't Pinch** - when coming out of a tack, allow the Catalina 22 to build up some speed before pointing higher. Building up speed after a tack will allow for improved air flow around the sails and improved water flow around the keel (resulting in lift). As boat speed increases, you will then find yourself able to point higher. Don't point too high or you will quickly decrease your boat speed. Check the telltales along the luff of your Genoa for information. If the telltales are flickering up, you are pointing too high, pull the Genoa in a bit. If the telltales are streaming aft with some flickering up, you are doing great. If the telltales are drooping down you have room to point higher or let the Genoa out a bit.



**Inboard Tracks**—will provide a slight improvement when sailing to windward. A lot of the boats racing at the Nationals will have inboard tracks. If you do not, you may find yourself not pointing as high as your competition.

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**Gudgeon / Rudder Spacer** - some Catalina 22 owners who regularly race their boats have made a legal modification on the angle of their rudder by placing a spacer (e.g. 1/2") under the upper gudgeon. The spacer (acting like a shim) is between the backside of the upper gudgeon and the hull. (Note: You may need longer screws.) This modification will move forward the leading edge of the rudder and help to create a more balanced helm. A more balanced helm means less resistance and drag. If you race in the Class, make sure you don't put a spacer that is too thick - you don't want the leading edge of the rudder to go beneath the transom of the boat (e.g. the rudder should not go forward of a vertical straight line drawn along the stern of the boat).

The new Catalina 22 Class-approved rudder built by Rudder Craft, with its straight leading edge, accomplishes the same thing as adding a spacer to the upper gudgeon.



**Shrouds**—installing PVC around the forward lower shrouds and the upper shrouds will not only provide some additional protection to your Genoa sail, but make tacking less frustrating. With the PVC tubes installed, the clew area of the Genoa where it sheet is connected to the clew will not snag the forward lowers when tacking.



**Boom Vang**— add a boom vang to keep the boom from rising sky high. In heavy winds the boom can catch on the backstay in a jibe.

**Boomkicker**—add a boom-kicker to provide increased control of the shape of the leech of the main sail. The Boom Kicker compliments the Boom Vang.

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**Adjustable Backstay**—will enable you to apply head-sail sag (6” to 8”) when sailing to windward in light breeze. Tighten the backstay as the wind build. When sailing downwind, the adjustable backstay enables the mast to lean forward, providing the genoa with a more fuller, deeper share. Be sure to put a stopper-knot in the line to prevent the adjustable backstay from allowing the mast to lean too far forward in a healthy breeze and possibly bend or break.

**Clean Bottom** - many Catalina 22 owners who competitively race their boats will often choose to dry-sail their boat rather than keep it in a wet slip. As it true with most sailboats, a clean and smooth bottom on a Catalina 22 makes a big difference in racing performance.

**Good Sails** - when racing a Catalina 22, the use of fairly new sails with good shape will have a enormous impact on your finishing position at a Club race. There are several sail makers who are very active in supporting Class regattas and committed to building high quality and very competitive sails. Popular Catalina 22 sail makers at the Catalina 22 National Championship Regatta include Bartlett Sails, Blue Star Sails, Gus Sails, Schurr Sails and Waters Sails. A look at what sails most competitors are using at the Nationals, hands-down, it is Water Sails.

**Shroud Base Reinforcement**—the deck around the base of the upper and lower shrouds in the original Catalina 22 is known to flex up and down, especially when the wind speed builds. To prevent or minimize this flexing, some owners have applied various methods to secure the bottom-side of the eye-bolts for the shrouds to the interior bulkhead.



## Buying A Catalina 22?

Want to get into Catalina 22 racing but don't own a Catalina 22? Then before you buy, read the "Catalina 22 Buyer's Guide" to learn some great tips about what to look for, or to avoid, when buying a Catalina 22.

Available at [www.catalina22.org](http://www.catalina22.org), go to Resources, then select Publications.

## Set-Up Tip: Barney Post or Head-Knocker?

By Rich Fox, Editor

When you come out to the Catalina 22 National Championship Regatta for the first time, you may notice that nearly all the Racers either have a Barney Post or a Head-Knocker. Why is this?

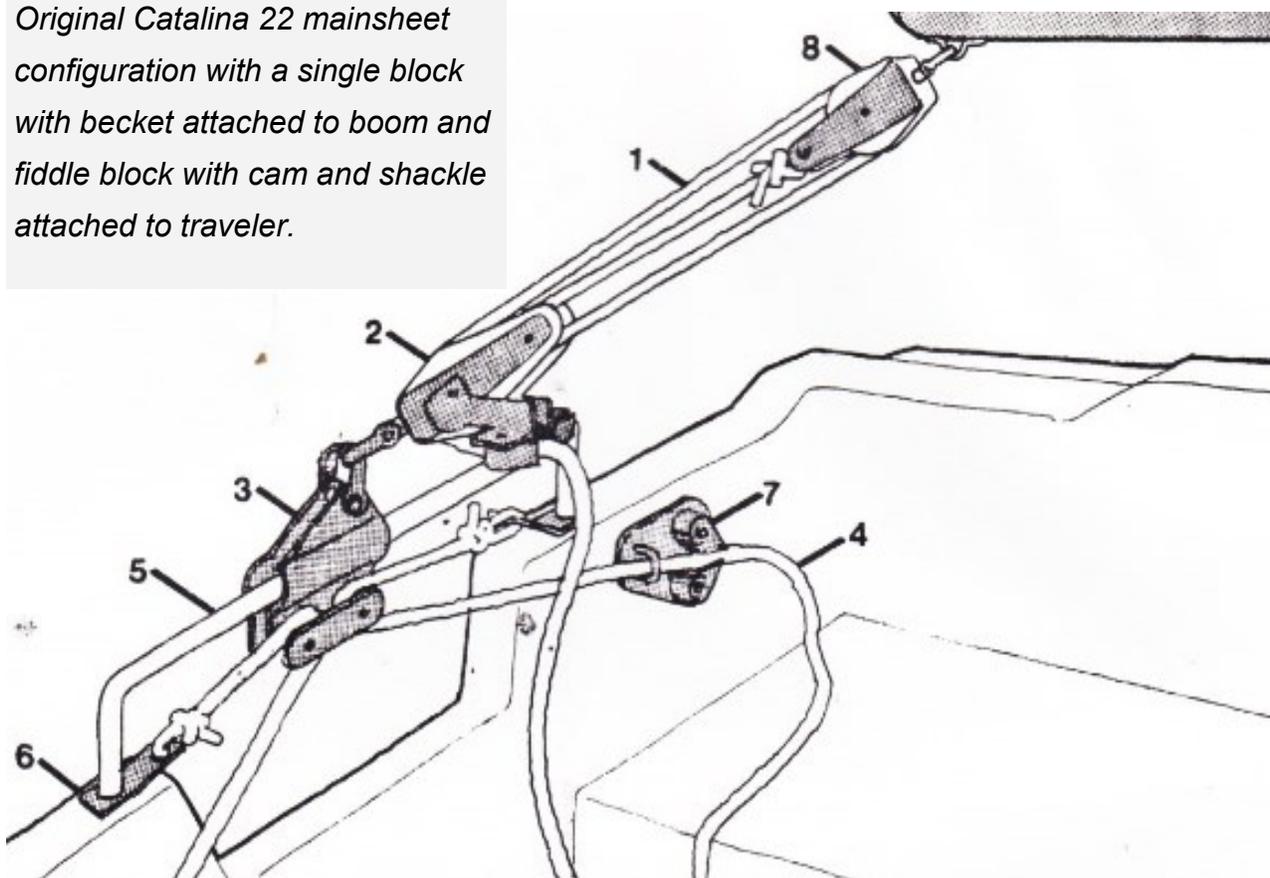
The mainsheet and associated block and cleat configuration that has been standard on all new Catalina 22s built for the past 50 years is awkward and difficult to operate when the wind picks up. This is because it requires a skipper who is usually facing forward to look aft, grab the mainsheet, and push it down to release it from the cleat. When the wind picks up, un-cleating the mainsheet can be much more difficult to do.

The original, standard design of the mainsheet is for a single block with becket to be attached to the boom and the fiddle block with cam cleat and shackle to be attached to the traveler. See drawing below. Some skippers have tried reversing the set-up of the mainsheet by attaching the single block with becket to the traveler and attaching the fiddle block with cam and shackle to the boom.

When you are sailing (racing) in close quarters, you do not want to be facing aft and fighting to release the mainsheet. This is where the set-up of a Barney Post or Head-Knocker should be considered.

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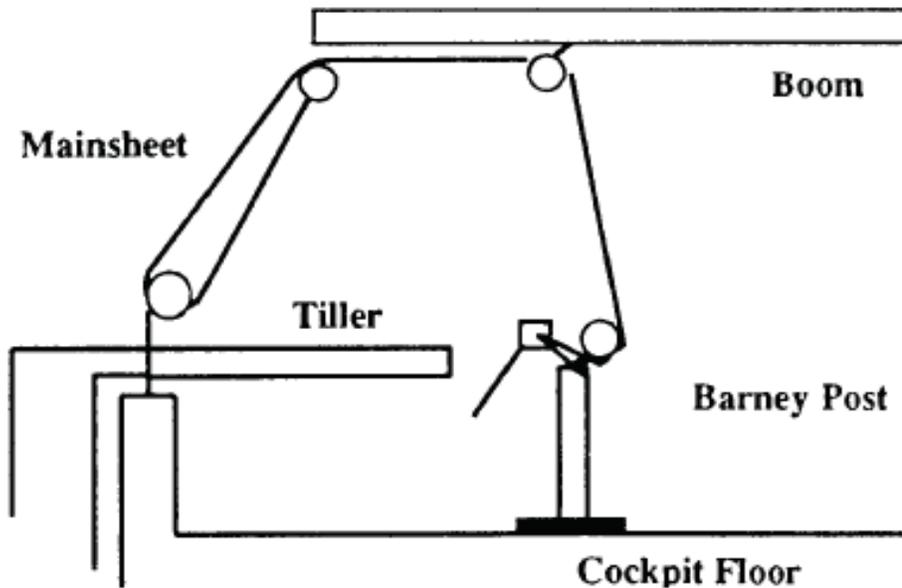
*Original Catalina 22 mainsheet configuration with a single block with becket attached to boom and fiddle block with cam and shackle attached to traveler.*



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## Barney Post

Mounted forward of the tiller, the Barney post moves the mainsheet cleat to the center of the cockpit. The mainsheet remains connected to the traveler, but runs through two blocks on the boom (one aft, and one mid-boom), The mainsheet is then routed to a swivel block mounted on the Barney Post where the mainsheet is cleated.



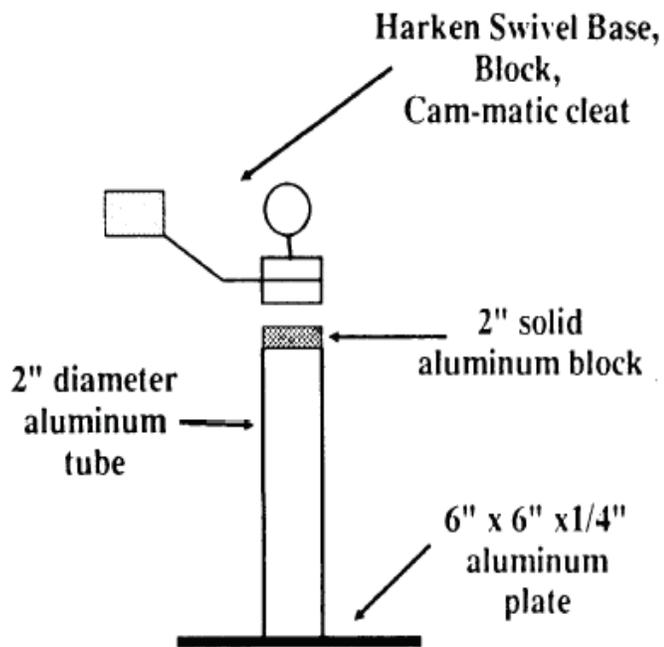
### Advantages:

- ◆ Mainsheet control is always in front of the skipper, no need to turn around to adjust
- ◆ Skipper always faces forward
- ◆ Swivel block with cleat makes it easy to control the main from anywhere in the cockpit
- ◆ Weight forward in the cockpit
- ◆ Easy to adjust the mainsheet when sitting on the coaming
- ◆ Ability to integrate a line to control the adjustable backstay

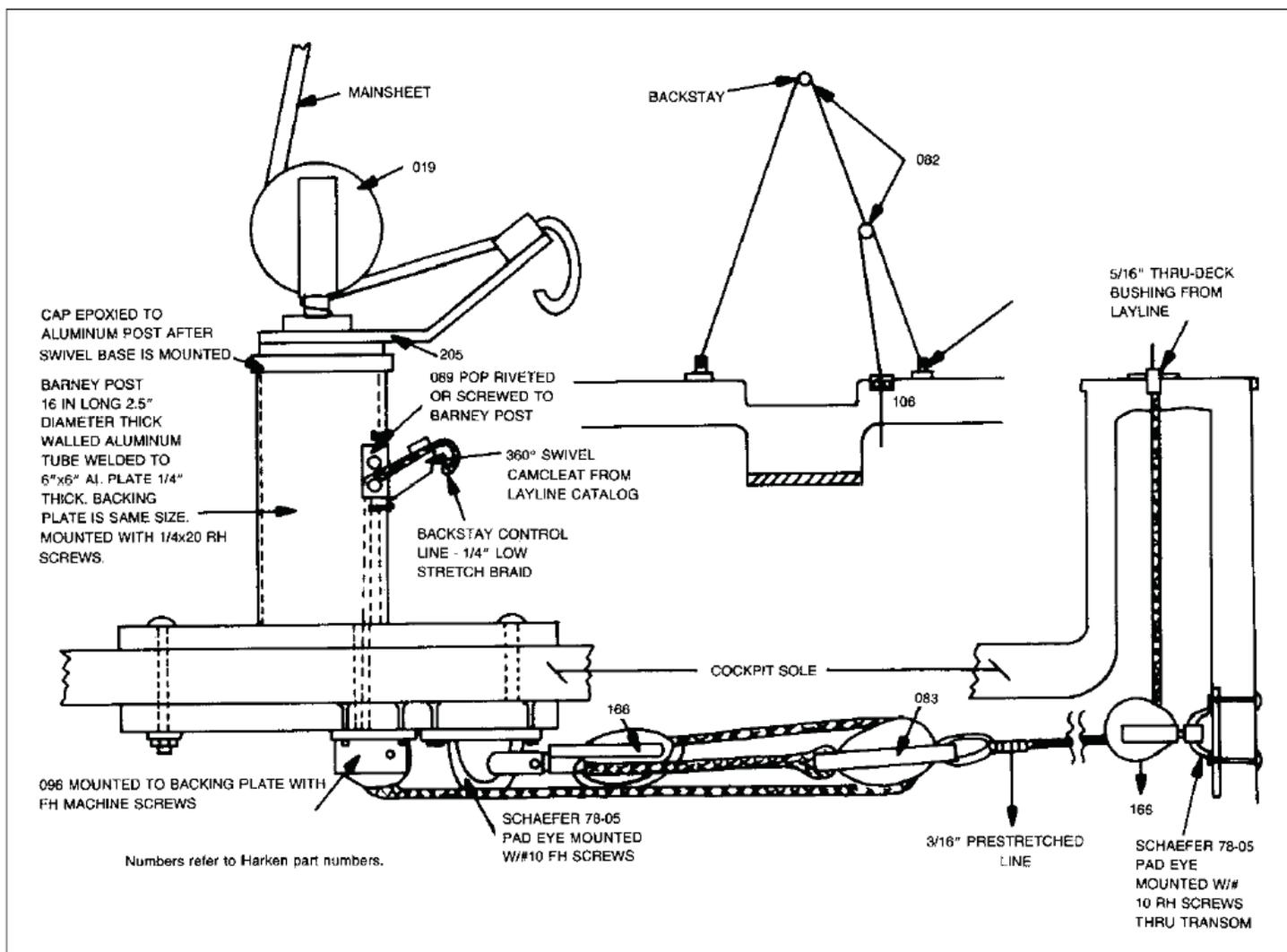
### Disadvantages:

- ◆ Post in middle of the cockpit floor
- ◆ More complicated to install

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Be sure to thru bolt the Barney Post.



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## Head Knocker

For those who want to run the control of the mainsheet forward, but do not want a post in the middle of the cockpit floor, a Head-Knocker may be more appealing.

Located along the underside of the boom and slightly forward of the tiller, the Head-Knocker is often a Harken Pivoting Lead Block with Cam-Matic cleat.



### Advantages:

- ◆ Mainsheet control is always in front of the skipper, no need to turn around to adjust
- ◆ Skipper always faces forward
- ◆ Weight forward in the cockpit
- ◆ Adjust the mainsheet when sitting on the coaming
- ◆ No post in the middle of the cockpit floor
- ◆ Easy set-up

### Disadvantages:

- ◆ Mainsheet may go into the water when the boom is out when sailing downwind
- ◆ Mainsheet is “dangling” from boom and may whack the skipper or crew in the face
- ◆ Skipper may need to “whip” the mainsheet to get it to release from the head-knocker when the boom is out.



Whatever your decision may be, go with the set-up that works best for you and your crew!

# Catalina 22 Tuning Guide

By Pete Harper

*Editor: Pete Harper is a three-time (2000, 2003, 2005) Catalina 22 National Champion and four-time Spinnaker Fleet Champion (1999, 2001, 2002, 2006) who has successfully raced his Catalina 22 (#1110) "Hummingbird". Pete has always been willing to share his knowledge with others to encourage participation in the Class.*

These adjustments are intended as a guide. With over 15,000 boats produced with four hull versions, three different keel types, and two mast sections there is significant boat to boat variations. I have assumed the old boat style with a swing keel and new mast section for this guide and will try to note variations where required.

## Tuning at the Dock

**Tools Required** - 50 foot tape measure, Model A Loos tension gauge, and tools to adjust turnbuckles.

**Mast Side to Side** – Using the main halyard run the 50 foot tape from the top of the mast. With the lower shrouds loose, measure to the same point on the toe rail on both the Port and Starboard sides, make adjustments to the upper shrouds as necessary until the measurements are equal on both the Port and Starboard side. Tension the upper shrouds equally until the tension reads 25 on the Loos gauge.

**Mast Rake** – With the main boom in position and just enough backstay tension to take all the slack out of the forestay measure the distance from the top of the mast to the outboard edge of the rudder cut out in the transom. Including the main halyard shackle the overall distance should be 29' 4".

**Mast Tuning** - Tension the forward lowers so that the mast remains straight in column side ways and both forward lowers read 15 on the Loos gauge. To check the mast for being in column sight up the main sail track and make the necessary adjustments so that the mast is not out of column at the spreaders. Next tension the aft lowers until the Loos gauge reads 10. Using the main halyard stretched tight from the mast head to the gooseneck on the boom at the mast, sight the pre-bend in the mast at the spreaders. You should have ½ - 1" of pre-bend at the spreaders. Make adjustments as necessary to the fore and aft lowers until you achieve the correct bend. The old mast will require less tension on the forward lowers to achieve the same amount of pre-bend. Write down the final Loos gauge setting you will need to remember them as you base setup.

**Deck Reinforcement for Lowers** - This is highly recommended. To minimize shroud flex due to deck flexing it is advisable to reinforce the forward and aft lowers at the deck. One way to accomplish this is to run supports from the bottom of the shroud bolts to the bulkhead. Both forward and aft supports are fastened through the bulkhead

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## Tuning Under Sail

**Fine Tuning the Mast** - At the dock count the number of turns required to take you from the base to the desired setting. On the water you will be able to quickly change the setup by making the same number of turns to the turnbuckles on either side.

<b>Wind Conditions</b>	<b>Uppers</b>	<b>Forward Lowers</b>	<b>Aft Lowers</b>
Light (0 to 7)	25	15 (or Base)	10 (or Base)
Medium (8 to 15)	25	17 (or Base +2)	10 (or Base)
Heavy (15+)	30 ( base +5)	20 (base +5)	10 (or Base)

**Headstay Sag** - To measure the sag in the headstay use the spinnaker halyard or spare jib halyard and pull it tight from the mast head to the tack of the genoa. The amount of sag is measured halfway up the luff of the genoa horizontally to the spare halyard. When sailing, check the tune in different wind ranges. In light air (0-7 knots) the forestay should be allowed to sag six to eight inches with the backstay eased. In medium air (8-15) the backstay should be applied to reduce the sag to three to four inches. In heavy air (15+) the sag should be as little as possible.

## Sail Trim

### Light Air (0-7 knots)

The mainsail traveler should be pulled to windward with the sheet eased so that the boom is on the centerline and the second batten from the top is parallel to the boom. The cunningham should be eased so that horizontal wrinkles (speed wrinkles) begin to appear along the luff of the main and the outhaul eased so that the shelf foot fills out. Have telltales on the top two batten aft tips. With the traveler to windward and no boom vang; sheet the main until the telltales start to curl; ease the sheet back out until they just fly again.

The genoa lead should be set approximately equal to the back of the windows. Fine tune the block position so that the luff breaks evenly top to bottom. The genoa should be sheeted so that the foot at the midpoint is directly over the edge of the deck and the leech is four to six inches off the spreader tip. The halyard should be tensioned just enough to remove the horizontal wrinkle along the luff and the backstay eased to allow six inches of headstay sag.

### Medium Air (8-15)

Center the traveler and use the boom Vang to control leach tension. Increase vang tension as the wind builds, again use the leach telltales to control the mainsail trim. Keep them flying at all times. The outhaul should be adjusted for the amount of power needed (pull until the shelf foot folds on the boom if overpowered). Adjust the cunningham to remove all horizontal wrinkles along the luff. The backstay should be tensioned to remove as much headstay sag as possible without de-powering the boat too much.

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## Heavy Air (15+)

Center the traveler and increase vang tension until the boom doesn't raise when you let the main out in a puff (i.e. vang sheeting). Play the mainsheet in and out to control the heel of the boat. Don't be afraid to completely luff the sail in the puffs. Don't let the boat roll up as you will only go side sideways. Adjust the cunningham to remove all wrinkles along the luff and pull the outhaul so that the shelf foot is folded tightly along the boom. Tensioning the backstay will open the leach and de-power the rig as well as giving additional headstay tension. Move the genoa block back one notch if you are still overpowered.

Spinnaker - The best indicator for adjusting pole height is to keep the clews level. This will mean keeping it low in light air and raising it as the wind increases. When broad reaching and running, set the guy so that the pole is perpendicular to the wind and continually ease the sheet so that the luff curls slightly. Remember that over-trimming can slow the boat radically. "When in doubt let it out." The genoa should be dropped when using the spinnaker, but the class jib may remain up when reaching.

The numbers published in this Tuning Guide

are based on the Model "A" Loos Gauge.



## Other Catalina 22 Tuning Guides

C22NSA members who log in to the [catalina22.org](http://catalina22.org)

website have access to several other Catalina 22

Tuning Guides including a Guide for the New

Design/Wing Keel and the Catalina 22 Sport.

# 2023 CATALINA 22 NATIONAL CHAMPIONSHIP TUNING TRICKS

WITH DOUG THOME

During the 2023 Catalina 22 National Championship Regatta on DeGray Lake, Arkansas, former Chief Measurer Doug Thome hosted a 50-minute seminar on Catalina 22 rigging tips and speed secrets. The seminar was recorded by the Weist family and is now available on the [catalina22.org](http://catalina22.org) website (go to Resources, select Catalina 22 Racing Tips, then select Catalina 22 Tuning Tricks with Doug Thome).

Doug has a very impressive resume of crewing on multiple Catalina 22s for various skippers who have won multiple Catalina 22 National Championship. A few of Doug's tips are presented here:

Q: How do you tune the boat?

A: We set it up the same way, every race. 10 on the Loos gauge on the forestay. 25 on the outers (uppers). 15 on the forwards (forward-lowers). 4 on the afts (aft-lowers). That is our standard set-up for 6 to 8 knots of breeze. Then add one full turn (tighter) for every 2 knots of increased breeze. If you feel weather-helm, then shorten the forestay.

Q: When do you go to the jib?

A: 15 mph is when you start thinking about going to the Jib.

A few comments, tips, and observations:

1. We now sail with three people and weigh in at about 660 pounds.
2. The number one thing we see is that we are sailing. It is critical to keep the boat flat to get the maximum performance of the keel. This makes a big difference when sailing over 8 knots. The more you can keep it flat, the more effective the foils.
3. Trim the sails to help keep them flat. When wind gets to 15 mph, we may pull the jib leads back a notch.
4. Going downwind is the area for greatest improvement. Most people miss the shifts. You need to be as aggressive downwind as you are upwind when playing the shifts. Huge gains if you heel to weather.
5. What's Important? Staying flat. Staying in the breeze. Hitting the shifts.
6. In high wind, let the traveler drop down.
7. You need to have good communication from the front of the boat (calling wind) to the helmsman.
8. Keep the boat at a constant heel.
9. Don't flog the main...keep the leech flying.
10. Use the traveler to help get the boom on center line.



*Photograph of Doug Thome by Eric Weist—Weist Photography.*



# BUC-EE Catalina 22 Racing Notes

By Justin Chambers and Doug Thome

*Editor: Catalina 22 Racers are always willing to share tips on how to improve performance on the race course. In this article, nine-time Catalina 22 National Champion Justin Chambers and his crew Doug Thome have outlined their racing notes for racing a Catalina 22.*

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

## PRACTICE

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

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

## PRE REGATTA PREP

### Wind

- ◆ History
- ◆ Forecast

### Currents

- ◆ Topo maps/Google Earth
- ◆ Local knowledge

### Boat

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

### Sails

- ◆ Check for wear and repair as needed

### Boat Rigging

- ◆ Check all standing rigging
- ◆ Center mast and set rig tensions to the *Waters*

#### *Tuning Guide:*

◆ Forwards	10
◆ Uppers	25
◆ Aft	4

- ◆ Forestay length
- ◆ Double check mast centered
- ◆ Hang weight on main halyard and check pre-bend, 4" to 6"
- ◆ Final wash and wet sanding where necessary
- ◆ Duct tape bow cleats
- ◆ Tape the rear cockpit hatches
- ◆ Empty all unnecessary items from boat

(Continued on page 25)



(Continued from page 24)

#### Boat Set-Up at Dock

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

#### On the way to the Race Course

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

#### Pre-start

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

#### Start

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

#### Upwind

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

#### Close Crossings

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

(Continued on page 26)

(Continued from page 25)

## SAIL TRIM-UPWIND

### Genoa

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

### Main

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

## WEATHER MARK

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

## OFFSET MARK

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

## DOWNWIND

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

### Helmsman

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

### Jibing

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

(Continued on page 27)

## FINISH

### LEEWARD MARK

#### Helmsman

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

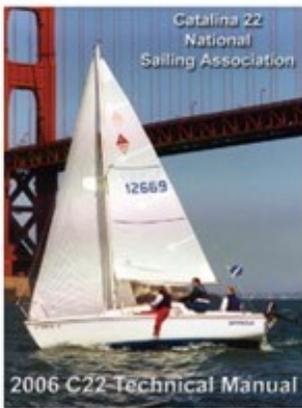
#### Bowman

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

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

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

Last, but not least - Rum Drinks.



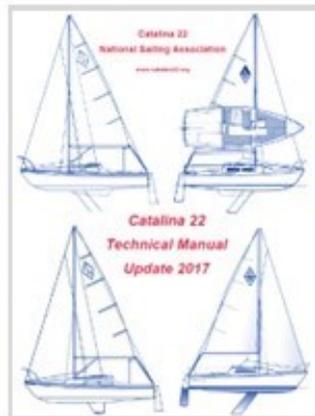
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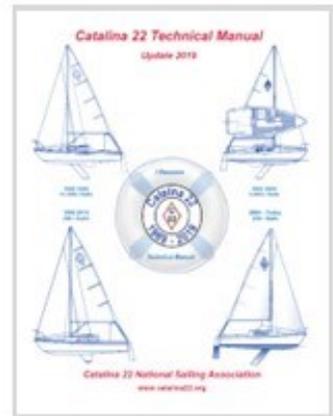
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Rich Fox, Editor

With over 700 pages of content, the Catalina 22 Technical Manual and associated Updates is a must-have for anybody new to owning a Catalina 22. This publication is available for an additional purchase by members of the Catalina 22 National Sailing Association.

# The Fundamentals of Telltales

By Rich Fox, Editor

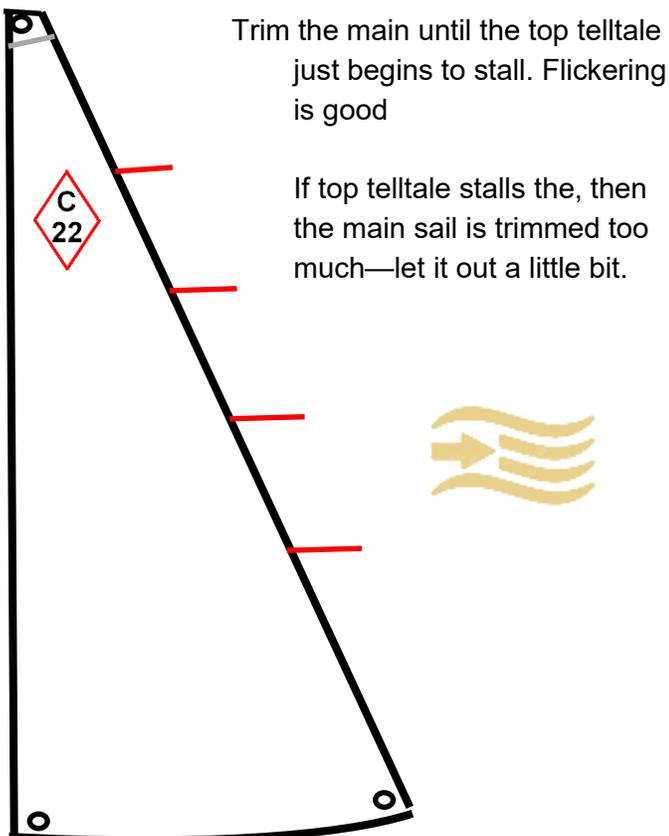


## Main Sail

Wind direction often changes (a little or a lot), making it important to monitor the flow of wind across your sails. Telltales are an inexpensive and useful tool to help show you what is happening with the wind as it crosses your sails allowing you to correct the sail trim when sailing to windward.

On the main sail, you will have three or four telltales installed along the leech of the sail. As the wind leaves the main sail all the telltales should be streaming aft.

If you move the traveler and boom to windward the top telltale should eventually break first. If not, and a lower telltale breaks first, then apply more tension on the boom-vang to tighten up the leech.



## Genoa & Jib

On the genoa and jib sails, there are typically three pairs of red and green telltales mounted along the leech of the sail. They are typically located about 1/3 from the top, 1/3 from the bottom, and in the middle.

There is lots of information about telltales that can be found on the internet, and it can be confusing.

Let me sum up the key points you should remember:

- ◆ If Telltales UP, you are pointing or pinching
- ◆ If Telltales streaming AFT, good boat speed
- ◆ If Telltales DOWN, you have room to point-up

The following pages provide a graphic of the telltales for the following three scenarios:

- ◆ Go Fast Mode / Max Speed
- ◆ Speed Building Mode
- ◆ Pointing Mode

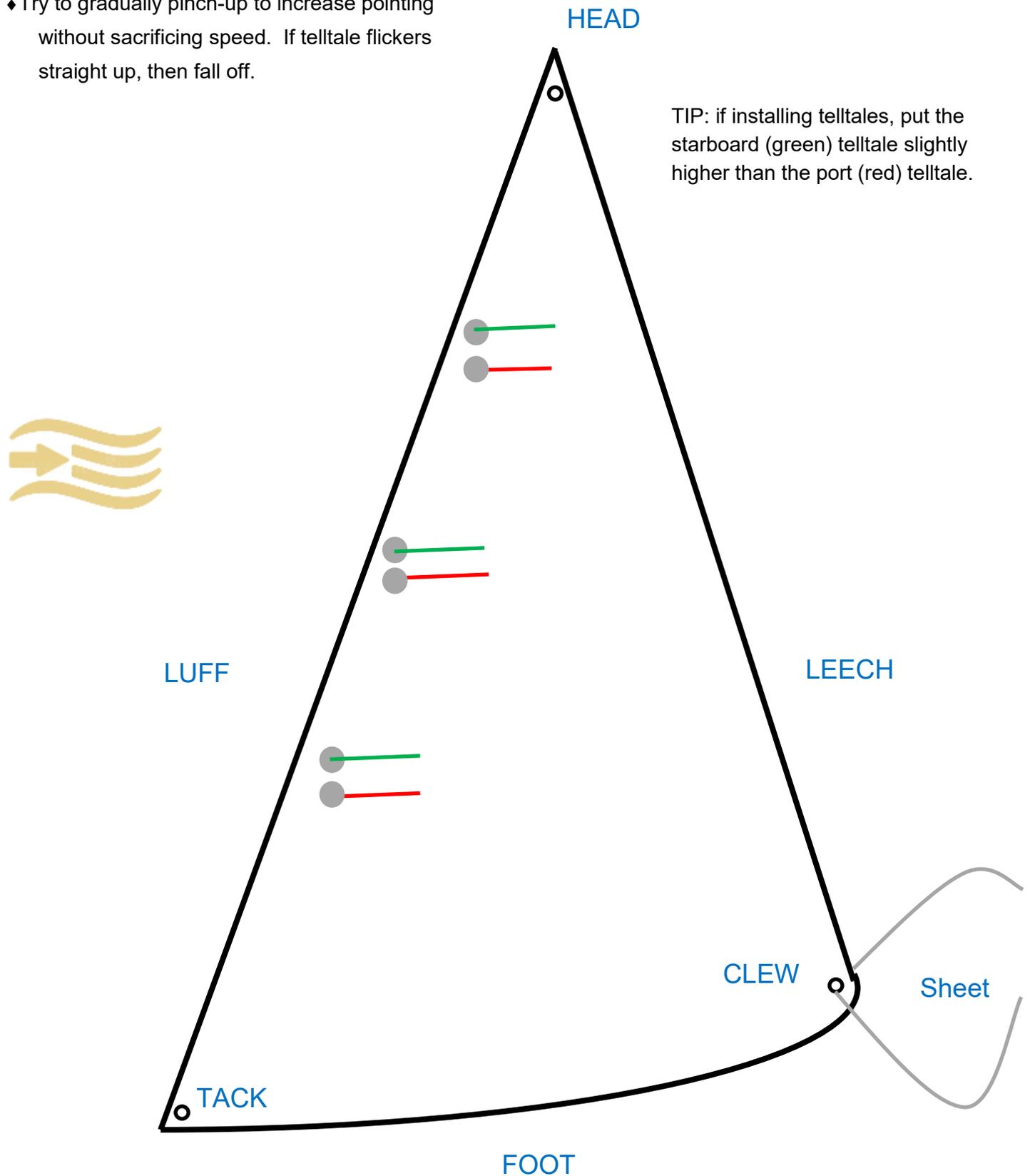
## Why are Telltales important?

When racing to the windward mark, wind direction is often changing. The Catalina 22 skipper who does the best job of watching their telltales and adjusting sail trim to maximize wind flow across the sails, has the great opportunity to outperform the competitors who do not pay attention to their telltales.

Many new racers do not pay much attention to the telltales. Eventually, they learn about the importance of telltales, and their competitiveness around the race course gradually improves.

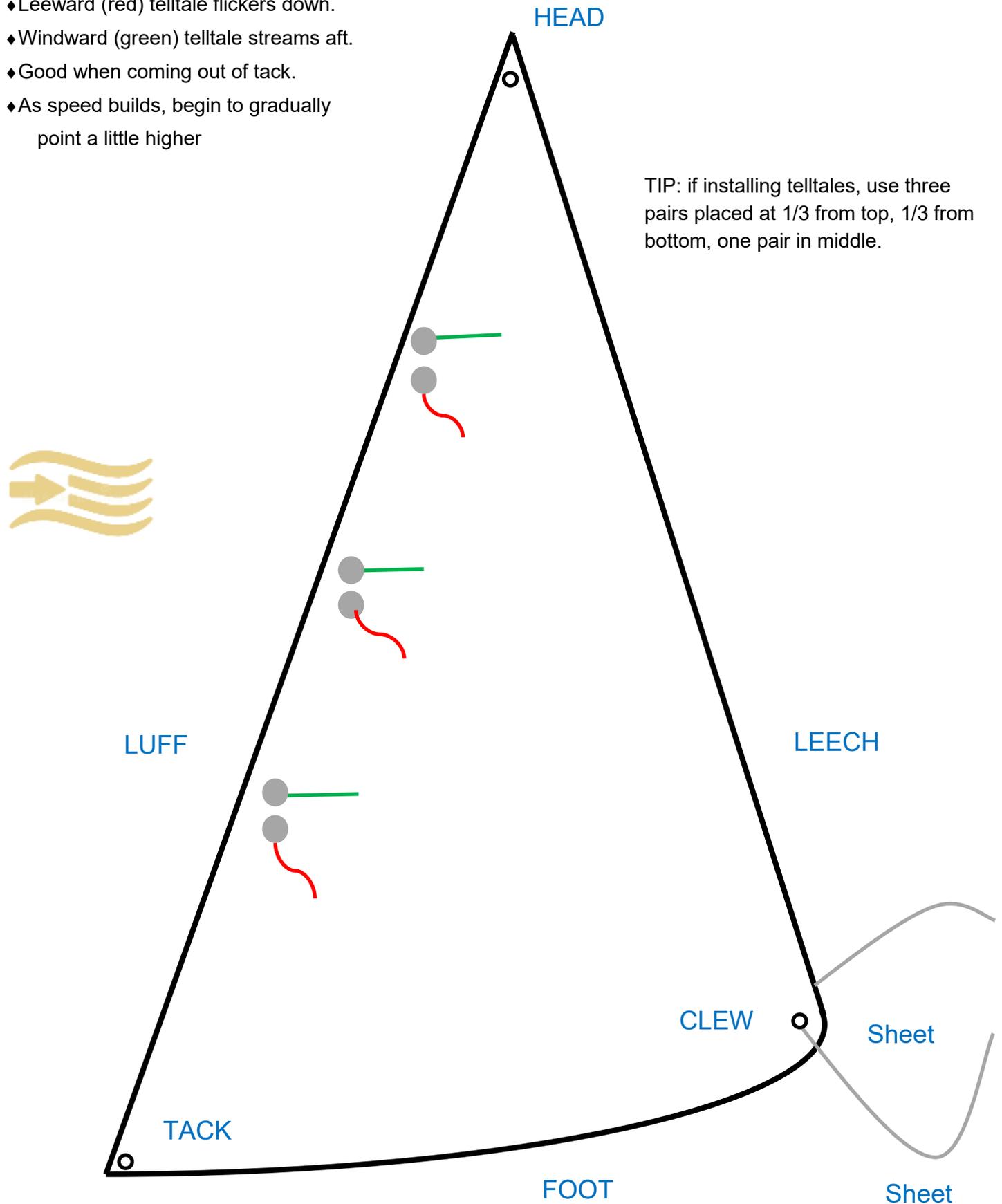
## Go Fast Mode / Max Speed

- ◆ Both telltales are streaming aft.
- ◆ Sacrificing pointing ability for speed.
- ◆ Try to gradually pinch-up to increase pointing without sacrificing speed. If telltale flickers straight up, then fall off.



## Speed Building Mode

- ◆ Leeward (red) telltale flickers down.
- ◆ Windward (green) telltale streams aft.
- ◆ Good when coming out of tack.
- ◆ As speed builds, begin to gradually point a little higher



## Pointing Mode

- ◆ Windward (green) telltale flickers up.
- ◆ Leeward (red) telltale streams aft.
- ◆ Good for moderate/heavy wind, but not light wind.
- ◆ If windward (green) telltale flickers higher than 45 degrees, then pinching, fall off or pull in the sail.

HEAD

TIP: Telltales pointing up means you are pinching and losing potential boat speed. Time to slightly fall off.



LUFF

LEECH

CLEW

Sheet

TACK

FOOT

<b>Catalina 22 Basic Sail Trim Guide</b>	<b>Light Wind 1 to 7 mph</b>	<b>Moderate Wind 8 to 15 mph</b>	<b>Heavy Wind 16+ mph</b>
<b>Genoa Halyard / Cunningham</b>	Snug no horizontal wrinkles	More snug no horizontal wrinkles	Tight no horizontal wrinkles
<b>Forestay</b>	6" to 8" of sag.	3" to 4" of sag.	Tight, no sag
<b>Adjustable Backstay</b>	Eased to enable forestay sag	Snug to reduce forestay sag	Tight to remove forestay sag
<b>Fore sail distance from spreader</b>	4" to 6"	3" to 4"	2" to 3"
<b>Traveler</b>	Windward Boom on Center	Center	Center or leeward if over powered
<b>Main Halyard / Cunningham</b>	Eased—very few wrinkles along luff	Snug—no wrinkles along luff	Tight— no wrinkles along luff
<b>Outhaul</b>	Eased / None	Snug	Tight
<b>Boom Vang</b>	Minimal	Snug/Hard	Tight

### Downwind Adjustments

- ◆ Ease outhaul and boom vang
- ◆ Adjustable backstay off
- ◆ Sit forward in cockpit, one crew on the foredeck.
- ◆ Main sail should partially lie on the spreader

### Genoa Telltales

- ◆ If pointing up - then fall off or bring in the sail
- ◆ If pointing down - then point higher or ease the sail
- ◆ If streaming aft, ideal with occasional flicker up
- ◆ If top breaks first, move jib track car forward
- ◆ If bottom breaks first, move jib track car aft

### Main Telltales

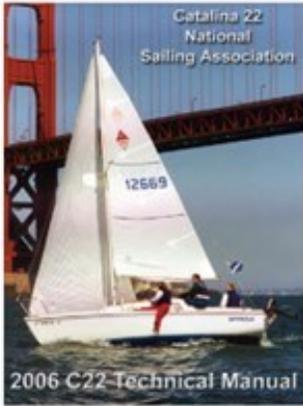
- ◆ Top two telltales streaming aft most of the time is ideal

### Tips:

- ◆ Install inboard tracks to increase pointing ability.
- ◆ Install a Boom-Kicker for better control and sail shape of the main sail
- ◆ Use a whisker pole when sailing downwind. Pole should not be longer than 12'0" tip to tip.
- ◆ If you have an adjustable backstay, put a stop-knot in the line to prevent it from allowing the mast from going too far forward and breaking.
- ◆ Refer to the sail-maker's Tuning Guide if they publish one for the Catalina 22. Settings may vary by sail-maker.

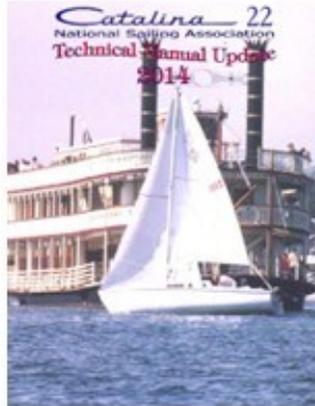
# More Racing and Rigging Tips in the Catalina 22 Technical Manual

By Rich Fox, Editor



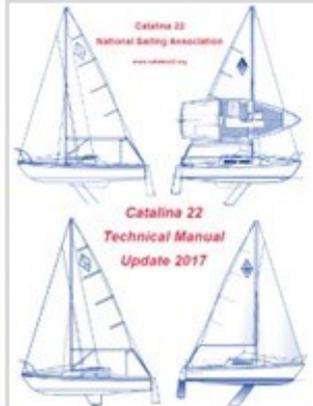
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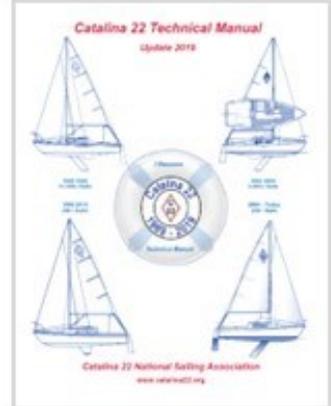
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The Catalina 22 Technical Manual is available for purchase by members of the Catalina 22 National Sailing Association. Available only to members of the Catalina 22 National Sailing Association for over 35 years, the Catalina 22 Technical Manual is available for an additional purchase. The Technical Manual features over 700 pages of tech tips written by Catalina 22 sailors for Catalina 22 sailors. It is one of the best investments a new Catalina 22 owner can make.

When you join the Catalina 22 National Sailing Association you can also purchase the Technical Manual. The Technical Manual is available as a download for \$15 or as a CD & download for \$25 and is one of the best investment you can make for your Catalina 22.

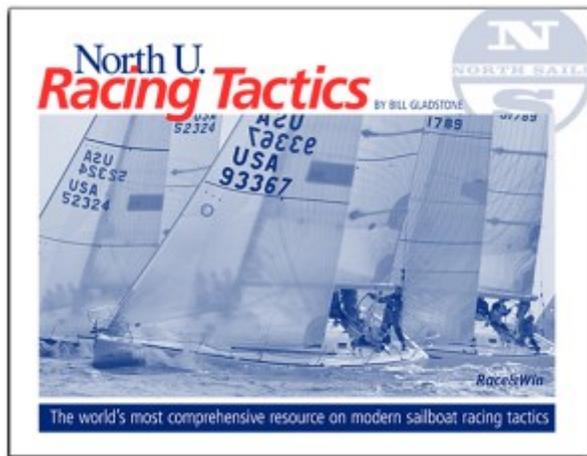
If you are new to Catalina 22 ownership, This is a must-have resource to help you quickly find a boatload of articles and tips about preparing your boat for racing. There are articles on preparation of the hull, rudder, keel, and rigging. There are articles on sail trim and racing strategies.

You could spend days or weeks searching the internet for Catalina 22 racing tips, and you may find a few. Or, you can purchase the most complete resource available today—the Catalina 22 Technical Manual and its Updates (2014, 2017, 2019). The updates are included with the purchase of the Technical Manual.

# Learn Race Tactics and Trim from North U

By Rich Fox, Editor

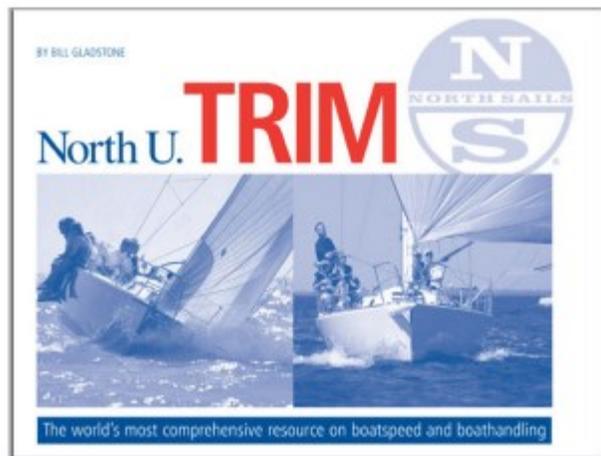
There are dozens of books available about racing tactics and sail trim that you may purchase. Having checked-out many books when I started racing my Catalina 22, I found two books from North U to be quite appropriate for sailors getting started in sailboat racing and ready to race in the Catalina 22 Silver Fleet.



**Racing Tactics**—the most complete book on modern racing tactics, North U Racing Tactics takes you all the way around the course.

The seventh edition covers tactics, rules, weather, and strategy in 180 information-packed pages. The fast moving, easy to follow format is accessible to all readers.

Quizzes and skill building sections show how to develop a race winning approach.



**TRIM**—the most complete book on modern sailing performance

To win races you have to sail fast. Performance Racing Trim shows you how.

The TRIM book gives complete coverage to upwind and downwind sail trim and boat handling, including mainsail and genoa trim, helming and the trim and handling of both conventional and asymmetric spinnakers.

You may also be interested in attending a future North-U seminar on sail trim and tactics. These seminars have limited availability, but offer a good opportunity to learn and ask questions.

North-U also offers a variety of download products, many at no charge, that may be of interest to anybody starting out in racing in the Silver Fleet.

# Getting Measured Q&A

By Rich Fox, Editor

Q: Is a Measurement Certificate require to race in the Catalina 22 National Championship Regatta?

A: The Measurement Certificate is a requirement.

Q: Where is the Measurement Certificate located?

A: The Measurement Certificate is located on the Association's website in PDF format. To access:

- ◆ Go to catalina22.org
- ◆ Select Resources
- ◆ Select Class Rules, then select Class Rules again
- ◆ See and select link to download the Measurement Certificate

Q: What else?

A: Former Chief Measurer Dennis Slaton says "if the sails have never been measured and are not signed off by a local fleet measurer or a national regatta measurement crew, then the sails will need to be measured at the regatta. If they have been measured before by said officials the measurement is valid for the life of the sail, unless the sail has had a major repair or re-cut. If the sail becomes out of spec in some small area, through normal use and age the sail is grandfathered. Again the boat owner can not measure his own sails and sign off on them himself."



## CATALINA 22 NATIONAL SAILING ASSOCIATION

### OFFICIAL CERTIFICATE OF MEASUREMENT

One copy to the boat Owner - One copy to the Chief Measurer - One copy to the Fleet Measurer

<p>YACHT NUMBER _____</p> <p>OWNER'S NAME(S) _____</p> <p>FLEET MEASURER _____ DATE _____</p> <p>FLEET # _____</p> <p>CHIEF MEASURER _____ DATE _____</p> <p>This document certifies that the above numbered yacht conforms to all measurement and equipment requirements of the Catalina 22 National Sailing Association, specifications as verified by the local Fleet Measurer. This certificate is transferable upon sale of the above numbered yacht and notification of the Association Chief Measurer. This certificate becomes invalid only upon action by the Governing Board or when alterations to the yacht, not conforming to the specifications, are made.</p> <p>Please refer to the most recent version of the Catalina 22 One Design Class Rules for correct measurement practices.</p> <p>Item numbers refer to the corresponding rule of the Catalina 22 One Design Class Rules.</p> <p>Refer to Section E.6 for measurement of sails.</p> <p>E.1. Main - Sailmaker _____</p> <p>Date 1st Measured _____</p> <p>a. Luff - 27' maximum _____</p> <p>b. Foot - 9'10" maximum _____</p> <p>If inoar footed, the curve of the foot shall be no more than 6" below a line between tack and clew.</p> <p>c. Leech - 23' 8" maximum, 22' 8" minimum _____</p> <p>The leech profile shall be a smooth curve with 1/2" maximum hollow between battens.</p> <p>d. Headboard - Maximum Horizontal width 4" _____</p>	<p>e. Battens - four in number with the top batten nearest than 4'7" to the head, along a line between the head and the clew. Batten length is not specified for purposes of this rule, however "standard" battens are 24" (top), 39" upper middle and lower middle, and 29" (bottom). (Rating #36)</p> <p>Top batten location from Head (minimum 4'7") _____</p> <p>f. Full Battens (perpendicular to luff and fill in the position described above. If full &amp; partial battens, all must be perpendicular to luff. _____</p> <p>g. Mid-girth - 6' 1" maximum _____</p> <p>h. Quarter-girth - 7'6" maximum _____</p> <p>i. Three quarter-girth 8' 3" _____</p> <p>E.2. Jib - Sailmaker _____</p> <p>Date 1st Measured _____</p> <p>a. Luff - 22'10" maximum _____</p> <p>b. Foot - 10'9" maximum _____</p> <p>c. Leech - 20' maximum _____</p> <p>E.3. Genoa - Sailmaker _____</p> <p>Date 1st Measured _____</p> <p>a. Luff - 26'4" minimum _____</p> <p>b. L.P. - 12' maximum _____</p> <p>E.4. Spinnaker - Sailmaker _____</p> <p>Date 1st Measured _____</p> <p>a. Luff - 29'10" maximum _____</p> <p>b. Maximum Girth - 14'5" _____</p> <p>E.5. Limitations on sails:</p> <p>Steer Ab (70%) - Sailmaker _____</p> <p>Date 1st Measured _____</p> <p>Luff - 20' maximum _____</p> <p>L.P. - 8'5" maximum _____</p> <p>The above sail may be carried on board as a non-racing safety item. (Also see Rating #20) _____</p>	<p>(1) Mast</p> <p>25'3" overall X 3.5" X 2.25" _____</p> <p>Lower Band (old style deck) 76" above step _____</p> <p>Lower Band (new style deck) 73" above step _____</p> <p>Upper Band 21" above the top edge of the lower band _____</p> <p>(2) Boom</p> <p>10'3" overall X 2.5" X 2" _____</p> <p>Forward Edge Band 9'10" aft of aft edge of mast _____</p> <p>D.4. Whisker Pole - 12' max. including end fittings (Rating #31) _____</p> <p>D.5. Spinnaker Pole - 8' maximum including end fittings _____</p> <p>Modification</p> <p>These items should be observed to determine that they are from approved molds or are in accordance with manufacturer's specifications.</p> <p>_____ Hull</p> <p>_____ Deck</p> <p>_____ Interior</p> <p>_____ *10 Standard Interior Cushions (Rating #21 &amp; #33)</p> <p>_____ Hatchboards (Rating #21 &amp; #33)</p> <p>_____ *Standard Dinette Table (Rating #21 &amp; #33)</p> <p>_____ Rudder (B &amp; Rating #30)</p> <p>_____ Keel (C, G.2. &amp; Rating #7, #14 &amp; #28)</p> <p>_____ Traverses (G.3.) _____</p> <p>_____ Standing Rigging (F &amp; Rating #1, #15, #24 &amp; #29)</p> <p>H. Required Safety Equipment</p> <p>_____ 1. Operable Motor &amp; fuel tank</p> <p>40 lb. minimum (Rating #19, #26)</p> <p>_____ 2. Anchor, chain, line - 15 lb. minimum</p> <p>_____ 3. Life preservers - for each person aboard</p> <p>_____ 4. Operable U.S.C.G. approved lights</p> <p>_____ 5. Fire extinguisher</p> <p>_____ 6. Horn</p> <p>_____ 7. Other (as required by area water)</p> <p>_____ 8. Battery - in battery box and secured to boat</p> <p>_____ 9. Gas tank - factory provided compartment or cockpit</p> <p>_____ 10. Bow pulpit _____</p> <p style="text-align: right; font-size: small;">revised 12/15/06</p> <p style="font-size: x-small;">* Not required for racing after 03/28/05</p>
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## A Visual Guide to Sail Measurement

By Rich Fox, Editor

If you are new to racing a Catalina 22 and planning to race in a future Catalina 22 National Championship Regatta, then you will want to make sure your sails will measure-in in accordance with the Catalina 22 Class Rules.

Become familiar with the *Class Rules* posted on the website. Go to “Resources” then select “Class Rules.” The Class Rules contain information about sail measurements. If you are ordering new racing sails, make sure your sail maker knows about the Catalina 22 Class Rules. This may help prevent a problem later.

Download a copy of the *Measurement Certificate* from the website. Go to “Resources” then select “National Championship”. Review the *Measurement Certificate* to make sure you meet all requirements. When your sails are measured, the measurements are recorded on the Measurement Certificate which is forwarded to the Chief Measurer to retain.

Measuring sails and completing and submitting your *Measurement Certificate* before you arrive at an upcoming Catalina 22 National Championship Regatta is preferred. If you do not have a way for your sails to be measured, then you may always have your sails measured at the event.

## Main Measurements

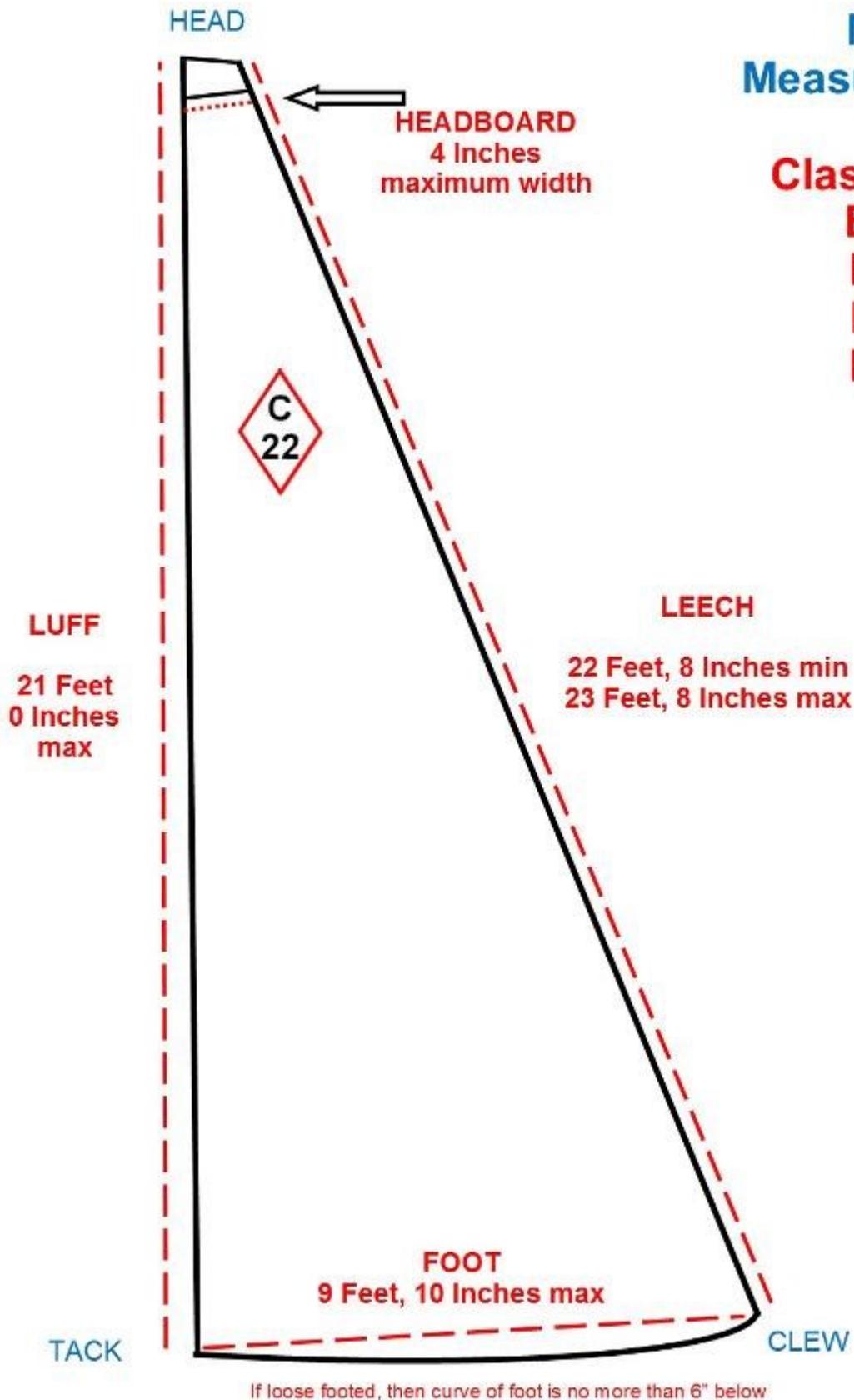
### Class Rules

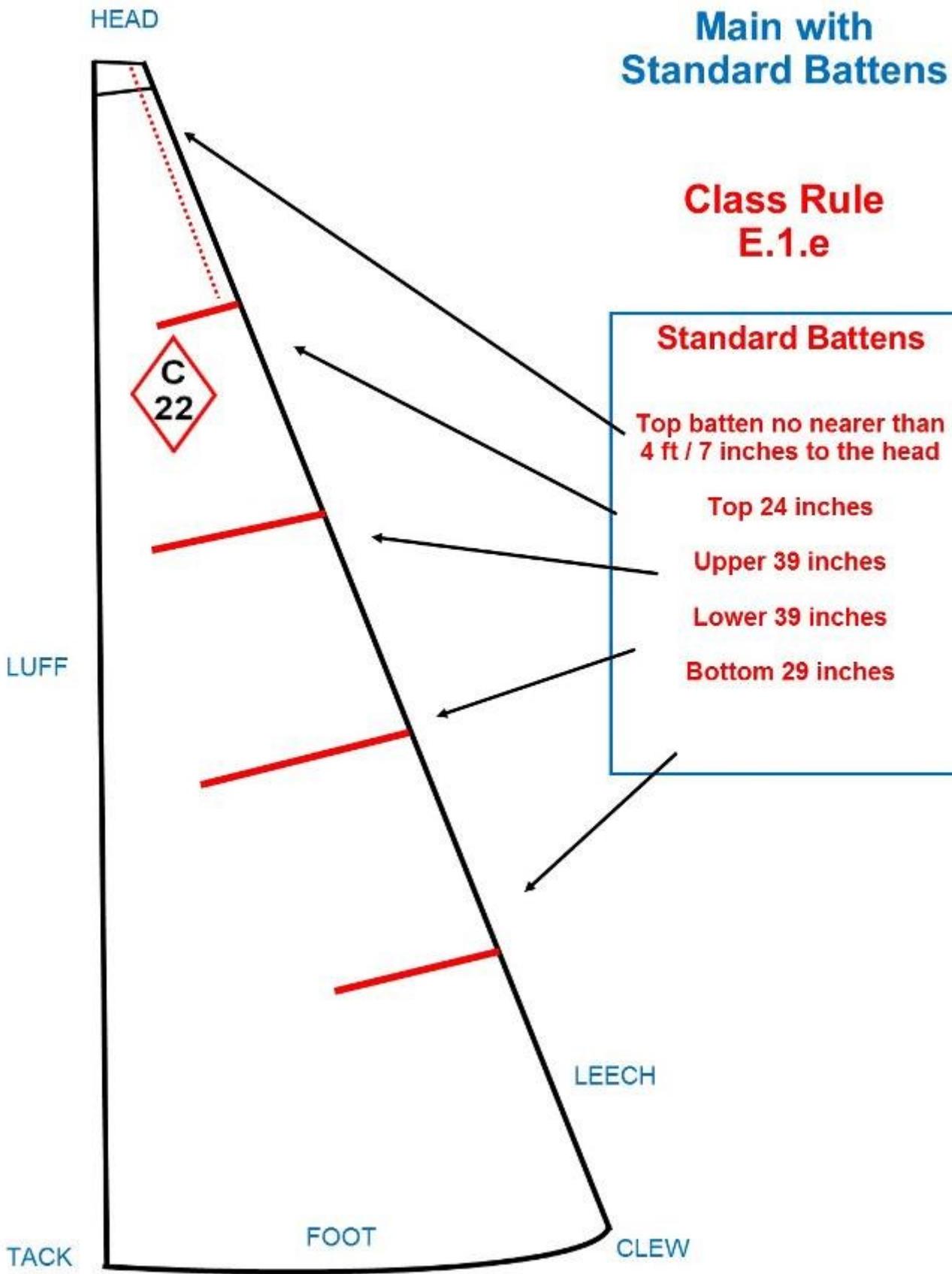
E.1.a

E1.b

E1.c

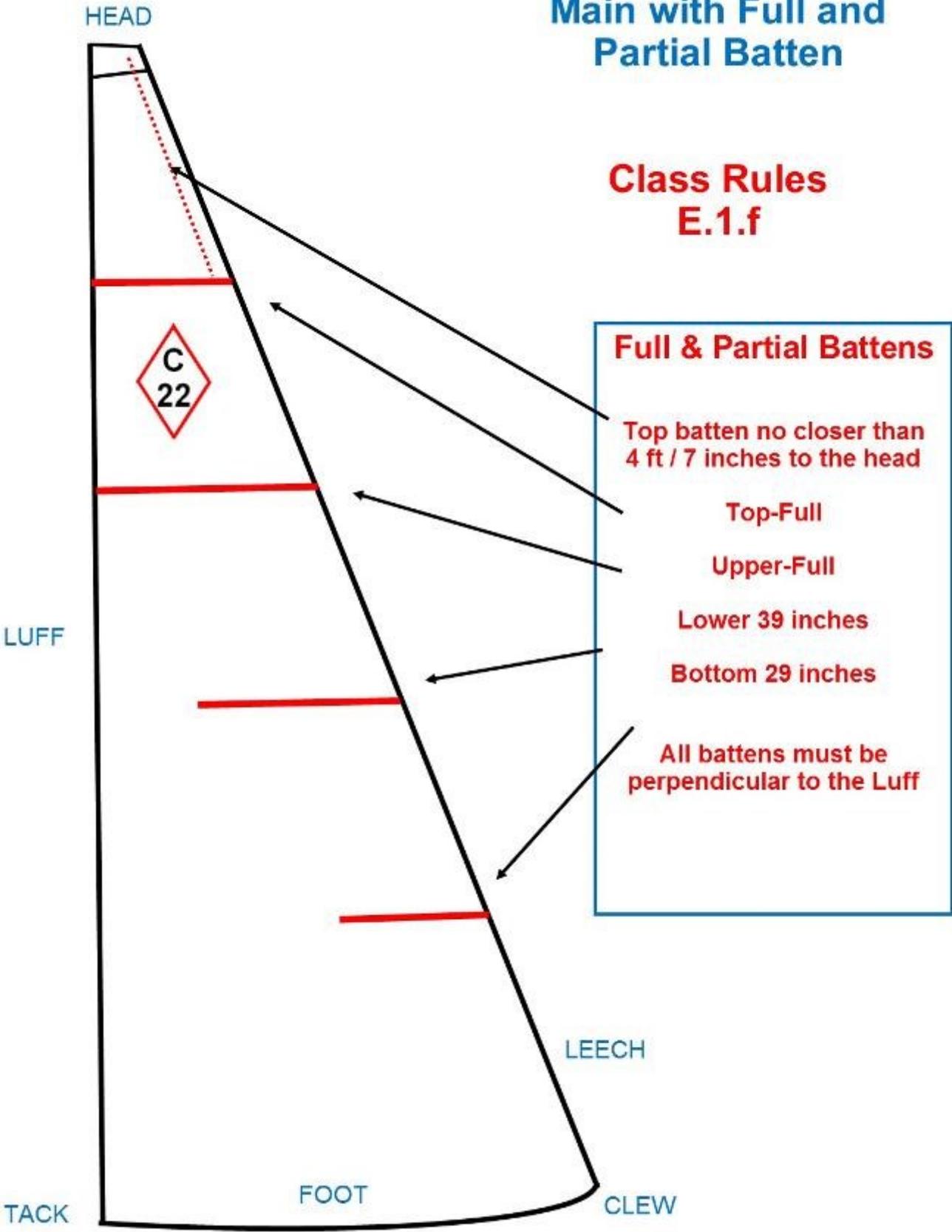
E1.d





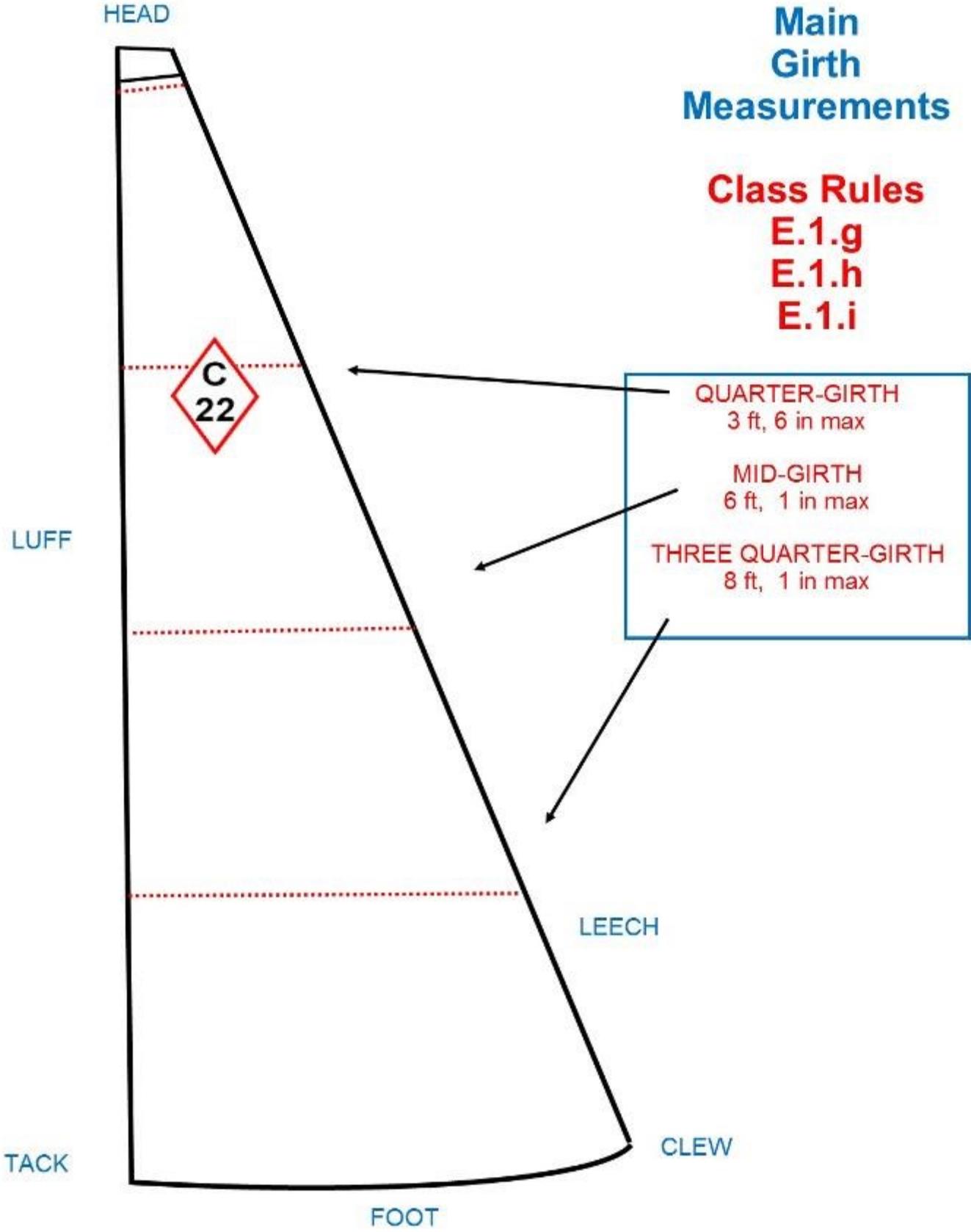
# Main with Full and Partial Batten

## Class Rules E.1.f



# Main Girth Measurements

**Class Rules**  
**E.1.g**  
**E.1.h**  
**E.1.i**

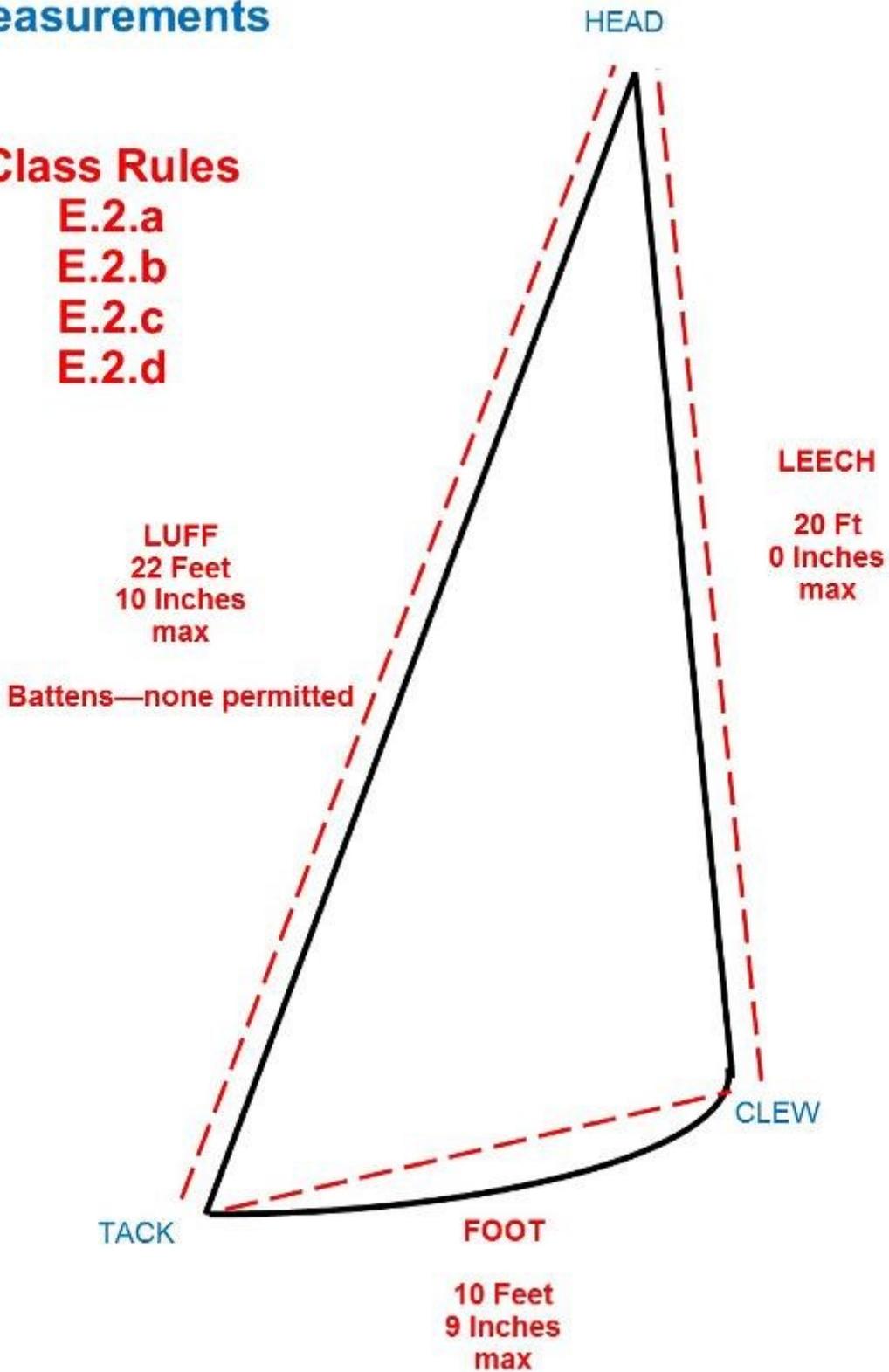


# Jib Measurements



## Class Rules

- E.2.a
- E.2.b
- E.2.c
- E.2.d

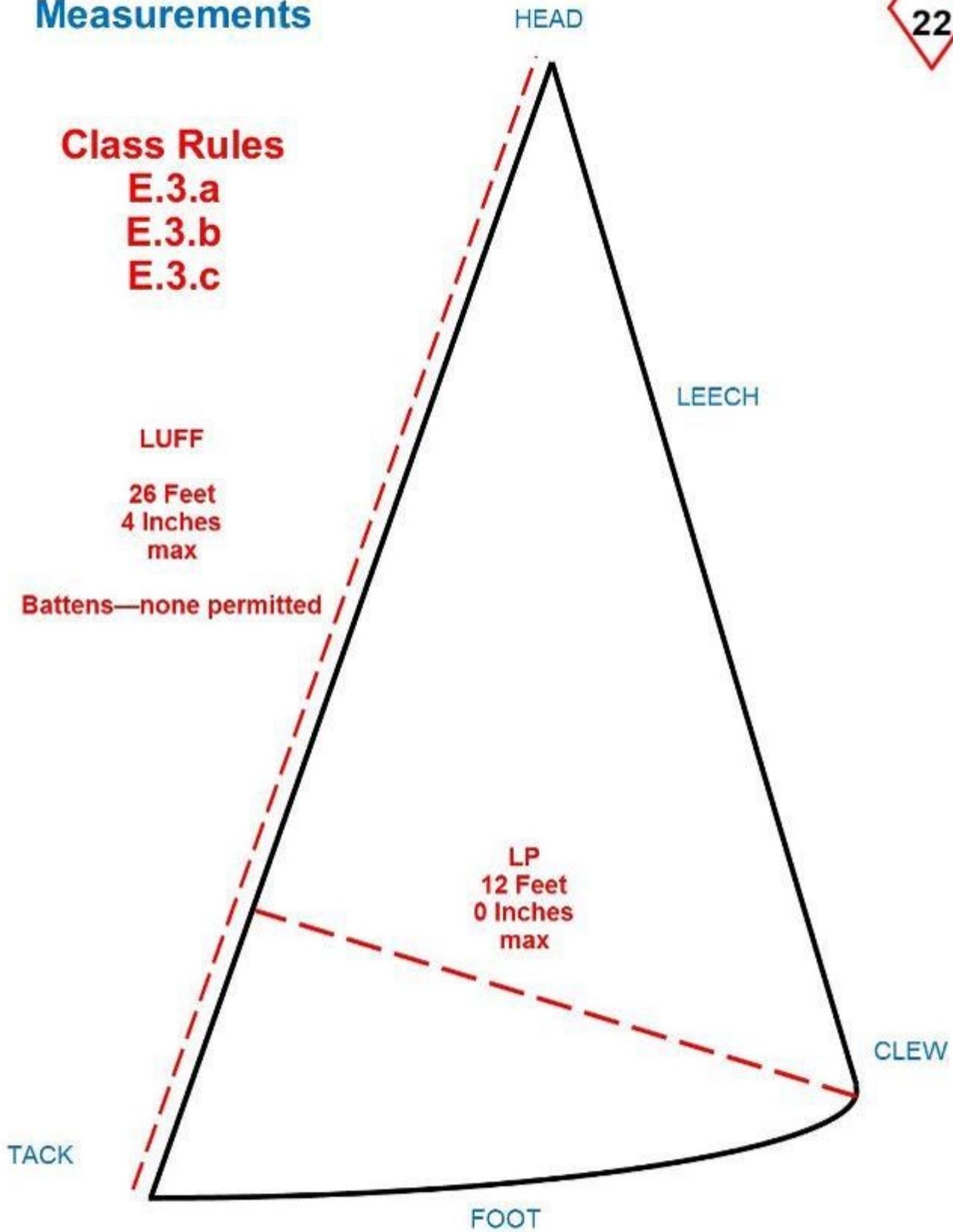


# Genoa Measurements



## Class Rules

- E.3.a
- E.3.b
- E.3.c



# Catalina 22 Class Rules: Review and Be Prepared

By Rich Fox, Editor

For Catalina 22 owners preparing for their first Catalina 22 National Championship Regatta, there may be some anxiety when it comes to rules—Racing Rules of Sailing and Class Rules. Here are some reminders about parts of the Class Rules that could easily be overlooked. Review them to help make sure you avoid showing up and finding out your boat may not be in compliance with Class Rules:

- ◆ Make sure your membership in the Catalina 22 National Sailing Association is paid at the time you register and participate in the National Championship Regatta.
- ◆ Read the Class Rules in their entirety, including the Rulings
- ◆ Review and complete the Measurement Certificate (available where the Class Rules are posted)
- ◆ Rudder Craft rudders, except for the Catalina 22 class-approved rudder, are not allowed. This means the Rudder Craft high-performance rudders cannot be used.
- ◆ If your outboard weighs less than 40 pounds, then you will need to add weight to the transom.
- ◆ Fuel is not part of the outboard motor 40-pound minimum weight.
- ◆ Pre-measure your sails to make sure they meet Class Rules.
- ◆ Your mast and boom are required to be banded.
- ◆ Have all the required safety equipment on board. At the 2007 Nationals, many competitors had to rush out to a nearby store to purchase horns so they could pass inspection..
- ◆ Sails measured after 1/1/2022 must have the correct Catalina 22 diamond insignia.
- ◆ A Catalina 22 MK-II with a fin keel and the Catalina Capri 22 are not allowed to race.
- ◆ Double-check that your whisker pole is less than 12'0" from tip-to-tip.



While all boats may or may not be inspected at time of check-in, all boats are subject to inspection at anytime during the event. A Class Rule violation could result in possible disqualification. Please refer to the Notice of Race and the Sailing Instruction regarding all references to the Class Rules.

# Let's Go Racing: Learning The Racing Rules of Sailing

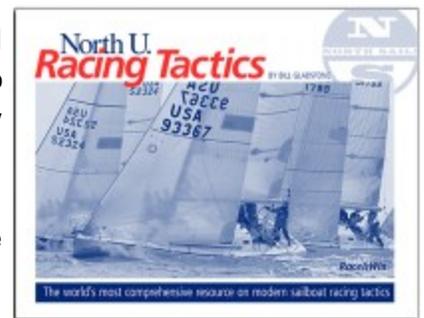
By Rich Fox, Editor

If you are new to sailboat racing, learning the rules can be very intimidating. This article will help outline a possible path to learn the rules and become more comfortable and increase the fun of navigating their way around the race course. The objective here is to increase your knowledge and your confidence when racing in the Silver Fleet at the Catalina 22 National Championship Regatta for the very first time.

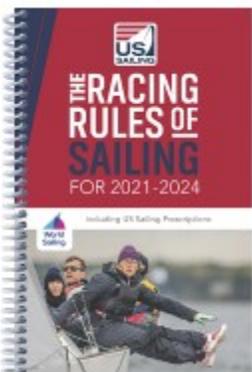
To start, I recommend the purchase of the book "North-U Racing Tactics" that is available at [www.northu.com](http://www.northu.com) and written by Bill Gladstone. This book does an excellent job of providing an excellent foundation on sailboat racing strategies and tactics while identifying what rules apply as you make your way around the race course. This book is not intense, and the number of pictures is just right. As a new racer, this is a great book that you will want to read over and over until you obtain a good understanding of the material. I have been racing for over 20 years, and I still enjoy browsing through this book as a quick refresher a few days before a regatta.

If your racing plans are to race in the Silver Fleet at the Catalina 22 National Championship Regatta, then this book will get you well-prepared to understand the basic rules and how they are applied as you make your way around the race course.

For those who may want to increase their knowledge even more, continue reading.



You may also want to consider attending a North-U one-day seminar on racing tactics, rules, or trim if one is available in your area. They are usually scheduled during first quarter of each year. It is also an excellent opportunity to ask questions.



The next book acquisition you should read early on in your new racing career is the "Racing Rules of Sailing". This is THE book with all the current rules of sailboat racing that are followed by local sailing clubs and the Catalina 22 National Sailing Association. This book is available at the US SAILING on-line store. You may not remember all the rules, but reviewing this book prior to racing in a major regatta is always a good idea.

At this point, you should pause, and spend time reading and re-reading the "North-U Racing Tactics" book and the "Racing Rules of Sailing" book. When everything starts to make sense, and you feel like you have improved knowledge of the rules, it's time to move on to the next step.

*(Continued on page 45)*

*(Continued from page 44)*

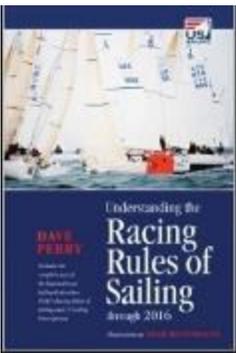
The next step that I recommend, and this may sound a bit unusual, is to attend a one-day US SAILING race management seminar. The seminar will teach you how to effectively run a good race as a member of a Race Committee. As a competitor, you will gain insight into what the Race Committee may be thinking about when setting up a course, watching wind conditions, and execution of a race. You will no longer go out to a race course and say “Hmmm...I wonder what the Race Committee is going to do?” The course will also help you improve and solidify your understanding of the Racing Rules of Sailing book. In addition, if you meet specific requirements, you can also take a test to become a certified US SAILING Club Race Officer.

After you complete the suggested books and coursework that I have described, then you will start to feel really good about all the new knowledge that you have acquired about the rules of sailboat racing. Your head may hurt. Take your time as there is no need to cram. It is also important to go back and review the books and the coursework in your spare time. You will find something new that you missed before.

By following the path that I have suggested, I am confident that you will see an improvement of your performance around the race course. Your newly acquired knowledge will give you increased confidence at the start-line, mark roundings, and close boat crossings.

I recall my early days (late 1990s) of Catalina 22 racing on Lake Lanier, if there was another boat near me while approaching the mark, I would often bail-out and let them by. Why? Because I did not really know the racing rules and I did not want to screw-up the game for others on the race course, or be protested.

Today, I race with great confidence knowing how to handle my boat in most situations as I make the way around the race course. The books and coursework I have described above worked for me, and it may help you.



If you are enjoying the fun of sailboat racing and still have a thirst for more knowledge to help you around the race course, then I recommend that you acquire the Dave Perry book “Understanding the Racing Rules”. This book analyzes racing rules in greater detail and requires much deeper thought and concentration throughout the book. If you are reading this book, you are probably ready for the Gold Fleet.

Once you understand everything written in Dave’s book, you are golden. I certainly would not want to be in a protest room with you!

# Understanding the Race Course

By Rich Fox, Editor

The Governing Board of the Catalina 22 National Sailing Association has established standards and expectations for the Race Committee when running a Catalina 22 National Championship Regatta. One of these standards is the use of windward/leeward courses with four or five laps.

Here is what you can expect from the Race Committee when setting up the race course:

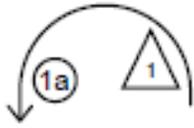
- ◆ The duration of a race is expected to be approximately 45 to 60 minutes
- ◆ The race courses will always be a windward / leeward with four laps or five laps, subject to a shortened course or change of course
- ◆ The diagrams on the next page shows the order in which marks are to be passed and the side on which each mark is left.
- ◆ No later than the warning signal, the RC signal vessel will display the designated course by flying the corresponding numeral pennant. The approximate compass bearing and distance from the RC signal vessel to Mark 1 may be broadcasted on the designated VHF channel.
- ◆ If the course is four laps, this will be downwind finish, subject to a shortened course or change of course
- ◆ If the course if five legs, this will be an upwind finish, subject to a shortened course or change of course
- ◆ The starting line will be between the staff displaying orange flag on the starboard end RC Signal Vessel and a buoy or an RC vessel with a staff displaying an orange flag on the port
- ◆ The windward mark will usually have an off-set mark and you will need to round both. If mark 1a is missing, boats shall sail to mark 2 after rounding mark 1.
- ◆ A leeward gate (two marks) may be used. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If only one gate mark is set, boats shall round the single mark to port. Except when there is a change of course, the gate will be positioned approximately 0.05nm to windward of the RC signal vessel. The gate may be laid after the starting signal.
- ◆ Should the Race Committee need to change the course after a race has started, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practical. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. Class flags for the classes (Gold Fleet, Silver Fleet, Spinnaker Fleet) for which a change of course applies will be displayed along with flag "C". If no class flags are displayed, the change applies to all classes.
- ◆ The finishing marks will be RC Signal vessel with a blue flag and a mark at the opposite end of the finish line.

*Notice: This article is intended to provide you with an outline of what is typically expected four course set-up at a Catalina 22 National Championship Regatta. You should always refer to the Sailing Instructions for the event you are attending.*

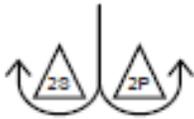
Pennant 4



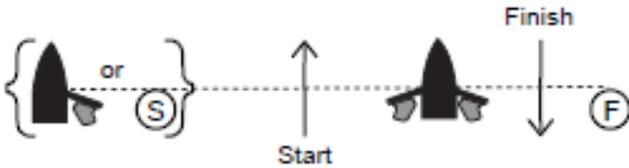
Start - 1 - 1a - 2S/2P - 1 - 1a - Finish



Winward Mark



Leeward Mark (Gate)



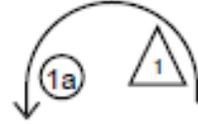
Pennant 5



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



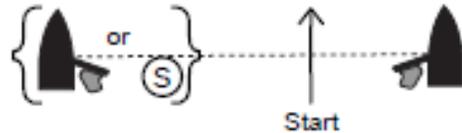
Finish



Winward Mark



Leeward Mark (Gate)



Start

A few tips:

- ◆ Before each race, always look for the RC signal vessel to display the numeral pennant for the course you will race. Do not assume that Race Committee will run the same course for every race.
- ◆ For course “4”, recognize that if Pennant 4 is displayed, the intended finish is downwind finish. Be sure to finish between the RC signal vessel and the finish mark. Do not finish by going across the start line.
- ◆ For course “5”, recognize that if Pennant 5 is displayed, the intended finish is upwind—beyond the windward mark and you should look for the RC signal vessel and the mark at the opposite end of the finish line.
- ◆ If the off-set mark (1a) is in-place, then sail around it, then sail to mark 2.
- ◆ If the off-set mark (1a) is missing, then sail to mark 2 after rounding mark 1.
- ◆ During the Sunday practice race, you may notice many Racers do not cross the finish line. This is because some may say it is bad luck to cross the finish line for the Sunday practice race. You may notice some boats crossing the finish line and others who do not. Now you know why. The decision to cross or not to cross the finish line during the Sunday practice race is your choice.

# Understanding the Start Sequence

By Rich Fox, Editor

The Race Committee uses a combination of signals (flags and horn) to communicate to the competitors what they want then to do and when before, during, and after a race. For new racers, this can be confusing, especially during the start of a race.

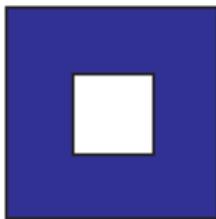
If you are new to racing in the Silver Fleet at the Catalina 22 National Championship Regatta, at the very basic level, below is an outline of what you can expect as part of the start sequence. Expect your Class Flag for starting to be a silver colored flag with the Catalina 22 diamond insignia as shown below.

*(Continued on page 49)*



## Warning signal

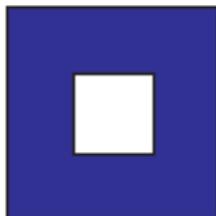
5 minutes before start—Class flag up  
1 horn sound



## Preparatory signal

4 minutes before start—"P" flag up  
1 horn sound

Note—Race Committee has the option to use other preparatory signals including "I" or "Z" or "I" with "Z" or Black.



1 minute before start—"P" flag removed  
1 long horn sound



## Start

"Class" flag removed  
1 horn sound

A few tips:

- ◆ Always read the Sailing Instructions for additional information that may apply at the start.
- ◆ Know the color of the flag for your fleet as written in the Sailing Instructions..
- ◆ If another fleet is starting, stay away from the starting area. Do not interfere with a boat that is racing and or finishing in another fleet if you are not racing.
- ◆ You are racing after the Preparatory signal has been displayed for your fleet. Your outboard motor must be off before this signal flag is raised.
- ◆ Be aware that the “P” flag is not the only flag used as a Preparatory signal. See the Racing Rule #30 (Starting Penalties) that describes other flags and scenarios that may apply. Although these other preparatory signals may be applied at the discretion of the Race Committee, they do not apply very often.
- ◆ Below are additional signals that may be communicated before, during or after the start sequence.
- ◆ An excellent resource from the catalina22.org website that you should download is the Race Management Tool. This document includes the Race Signals that you may need to know. Go to [www.catalina22.org](http://www.catalina22.org), go to Resources, select Racing Tips, then select the article “Race Management Tools” where a PDF file is available for easy downloading.

### Individual recall



When applicable, it is promptly raised after the Class flag is lowered, along with one horn, applies to individual boats that are over early at the start line and who need to return and correctly start.

### First Substitute



Also known as general recall, when applicable, it is promptly raised after the Class flag is lowered, along with two horns, and applies to all boats in the fleet that just started to return for a re-start.

### A P



Postponement flag, along with two horns, communicates that races not started are postponed. Additional flags may also be displayed.

### N



Abandon race flag, along with three horns, communicates that races that have started are abandoned. Additional flags may also be displayed.

# Race Management Tools

By Rich Fox, Ted McGee, Dora McGee

Understanding the flags and signals used by a Race Committee can be confusing to anybody new to racing. Here is a resource that can help minimize that confusion.

Ted and Dora McGee have put together a Race Management Tools (PDF format) identifying the most common Race Committee flags and signals that be will helpful to anybody racing in a Catalina 22 sanctioned regatta. The Race Management Tools includes complete instructions on how to build a resource that you can use on your Catalina 22 as a competitor or if you are helping with Race Committee.

To access this resource, go to the catalina22.org website, then:

- ♦ Go to "Resources"
- ♦ Go to "Racing Tips"
- ♦ Select "Race Management Tools"

You do not need to log-in to access this resource.

**Race Management Tools**

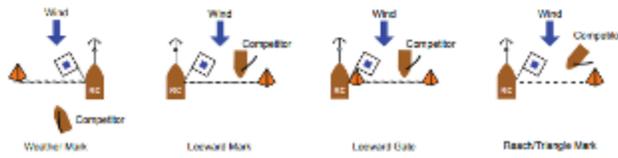


www.catalina22.org

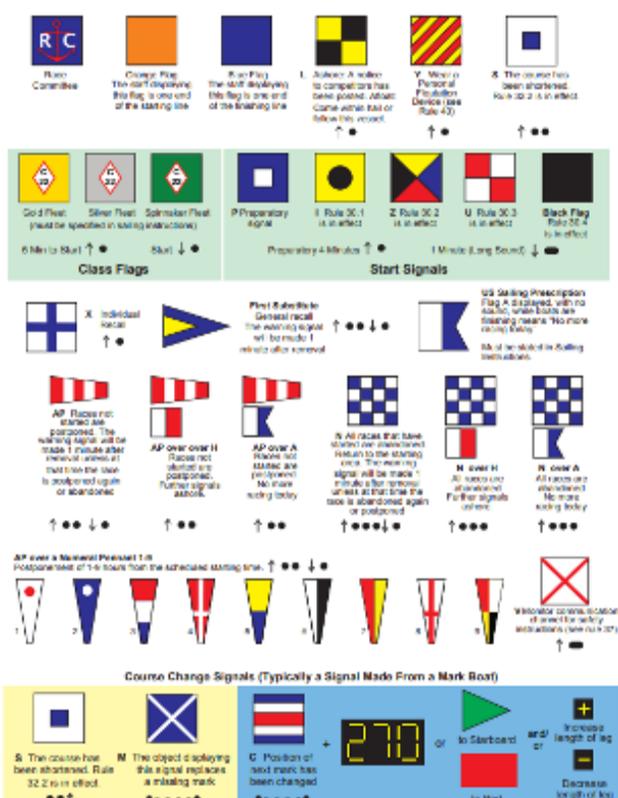
VHF Channel	Use
9	Boater Calling, Commercial/Non-Commercial
11	Commercial, VTS in Selected Areas
16	International Distress, Safety and Calling
22A	Coast Guard
68, 69, 71, 72, 73A	Recreational
13, 67	Navigation

Time to Start	Event	Visual Signal	Audible Signal
6 Minutes	Warning	Gold Fleet, Silver Fleet, Spinnaker Fleet, Class Flag	1 Sound
4 Minutes	Preparatory Up	P, I, Z, I with Z, U, Black	1 Sound
1 Minute	Preparatory Down	Preparatory Flag Removed	1 Long Sound
0 Minutes	Start	Class Flag Removed	1 Sound

**Shorten Course for Marks That are Port Rounded**



**Race Signals**



**Class Flags**

- Gold Fleet: Yellow flag with black border
- Silver Fleet: Silver flag with black border
- Spinnaker Fleet: Green flag with black border
- P Preparatory signal: Blue square
- I Rule 30.1: Yellow circle
- Z Rule 30.2: Red triangle
- U Rule 30.3: Red and white square
- Black Flag: Black square

**Start Signals**

- Individual race: Blue and white flag
- First Start/No General race: Blue and white flag with black border
- US Sailing Prescription Flag A: Blue and white flag with black border
- AP over A: Red and white flag
- AP over H: Red and white flag with black border
- AP over A: Red and white flag with black border
- AP over H: Red and white flag with black border
- AP over A: Red and white flag with black border
- AP over H: Red and white flag with black border

**Course Change Signals (Typically a Signal Mark From a Mark Boat)**

- S: The course has been abandoned. Rule 32.2 is in effect.
- M: The object of a splicing rule signal and starts a mixing mark.
- C: Position of next mark has been changed.
- 270: Increase length of leg or to Starboard.
- Red flag: Decrease length of leg or to Port.

# “Big Boy” Heavy Weight Trophy

By Rich Fox, Editor

To encourage more “New Design” boats to participate in Catalina 22 regatta, Gregg DeGruccio and Wayne Buti (see photo) of Region 10 introduced the concept of a friendly match race event for the “heavy weights” of the Catalina 22 class. The match-



race participants would compete for the Heavy Weight title and possession of the Big Boy Trophy.

Today, the Big Boy Trophy is awarded to the highest placing Catalina 22 New Design or MK-II racing in the Gold Fleet. If there are no Gold Fleet boats, then the award is presented to the highest placing New Design or MK-II in Silver Fleet. The hull number to be included in the Big Boy Trophy are 13143 through 15725 and limited to the New Design and MK-II models.



Luke Weist was very excited that his father’s Catalina 22 (“Lake Shark”, #14267) won the Big Boy Trophy at the 2021 Nationals.

# New Perpetual Silver Fleet Trophy

By Dora McGee, Secretary/Treasurer

A huge “thank you” to Mark Heinold for his donation for the new Perpetual Silver Fleet Trophy.

Back in 2022 Mark took first place in the Silver Fleet. The Association has tons of perpetual trophies, but nothing for the recognition of the Silver Fleet winner. We have trophies for the Gold Fleet, Spinnaker Fleet, Dick King Sports trophy, Big Boy trophy, Best Recruiter, etc. So, in 2023 he brought an old winch handle and suggested making up a Silver Fleet trophy.

There are already two names on this new trophy –

- ◆ 2022, Mark Heinold at Fort Walton, Florida
- ◆ 2023, Bobby Edmond at DeGray Lake, Arkansas

Here is a picture of the new Perpetual Silver Fleet Trophy.



# Other Awards and Recognition

By Rich Fox, Editor

When racing in the Catalina 22 National Championship Regatta, in addition to the standard first, second and third place trophies, you may find yourself eligible for other forms of recognition and awards.

**Perpetual Silver Fleet Trophy:** awarded to the winner of the Silver Fleet.

**New Racer Award:** given in recognition of the Catalina 22 owner who, "with the least prior racing experience," enters and skippers his or her boat in the National Championship Regatta. All candidates who may be eligible for this award must advise the National Vice Commodore of their racing experience (or lack thereof) during the registration period for the National Championship Regatta.

**Big Boy Trophy:** presented to the highest placing Catalina 22 New Design or MK-II at the National Championship Regatta racing in the Gold Fleet. If there are no New Design or MK-II boats racing in the Gold Fleet, then the award is presented to the highest placing Catalina 22 New Design or MK-II in the Silver Fleet. The hull numbers to be included in the Big Boy Trophy will be 13143 through 15725 and limited to the New Design and MK-II models.

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

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

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

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

1. From the Gold Fleet
2. If none from Gold Fleet, then from Silver Fleet



## Catalina 22 Nationals—Just Go!

By Stuart Weist, National Cruising Captain



When I used to ride motorcycles there was an advertising slogan that stuck with me “you meet the nicest people on a Honda”. Over the years I found that to be true, but I would add that you also find the nicest people sailing Catalina 22s.



Our family has been going to national racing events since 2019 and have been having a great time in Silver fleet. We are not the most competitive boat in the fleet as we primarily cruise, so silver fleet is perfect for us. While the big racers are all into weight reduction (saw some debating on taking a whole roll of duct tape to save weight) we sail with an almost full fuel tank, cockpit cushions, umbrellas, and all manner of more fun creature comforts. Our goal is always to have fun.



Going to nationals as a family started in Oklahoma for us and it has become a sailing vacation. The kids helped plan the additional activities in the trip and we took time to explore the sights. When I got home, I asked the kids what their favorite part was (they were 8 and 12 at the time), and they all loved the activities more than the sailing. Sailing was my favorite part.



We went to the Oklahoma City Bombing Museum, a science museum, traveled Route 66 and had a great time playing games at the sailing club. Everyone was so welcoming it felt like family and we knew we had to go back. We could not make it in 2020, it was canceled anyway, but went again in 2021 to the race Pensacola and in 2023 to De Gray Lake, Arkansas.

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Sailing at nationals has been exciting and something our family looks forward to. Our youngest, Luke, admires a well-known sail maker Joe Waters, and our older boys have found their groove as they have grown. One of my older sons Eric was even asked to be the Photographer for the event this past year and he loved every minute of it.



Our sailing adventures have enabled us to see families we had not seen in decades and gave our kids experiences that most dream of in the Midwest. Our crew is older now and our older boys will be heading off to college next year out of state, but we all cherish the memories we have made over the years. No one will forget the singing sand of the beaches in Pensacola or seeing their first dolphin during the race (almost abandoned the race just to play with the dolphins), or the sea turtles in the harbor.



We have met the best people sailing our Catalina 22 and trailered thousands of miles seeing the St. Louis Arch, various theme parks, Arkansas Hot Springs, etc. The Nationals are more than a race, they are a retreat where if you plan to come a few days early or stay a few days late you find lots to do and explore. You will watch your family grow and change in the most amazing ways as they meet new friends and reunite with old friends from prior years.

In our region there are no active Catalina 22 fleets, so the National regatta feels a bit like a family reunion of sailing friends each year. We trade speed secrets and encourage one another on the shore side and on the water. My favorite is the impromptu water fights that break out when the wind dies! It is a fun, inviting atmosphere that cannot be matched.



But do not take my word for it, come and explore it for yourself. You will see that our happy fleet of racers, cruisers, and friends is not the high-octane event like the ILCA Nationals or J22 Worlds. We are a bunch of regular people like you with regular jobs who share a common passion, sailing a Catalina 22. So, dust off that boat and bring it North for this year's national event in Detroit! You will find all manner of fun things to do and love seeing the Great Lakes on your way to the lake.



I know gas is expensive and time is short, but trust me, in ten years after the family is off doing their own things and living their own lives you will cherish the wonderful memories you made sailing at the Catalina 22 Nationals.

Welcome  
To  
The  
DARK  
SIDE  
(you will have fun)