



"SUN SPOT" FIRST WINS NATIONALS

A record turnout of boats sailed across the start line on August 25th, at Alamitos Bay, California, to make national association history as the very first national Catalina 22 Class competition got under way. Forty-five boats participated in all, with some of the lake sailors having never competed in an ocean race before!

Five races were hotly contested over the weekend in generally light winds, 1 to 2 knot currents, and light chop... challenging sailing conditions for both lake and ocean sailors alike. Following the races on Saturday, a great steak bar-b-que was served at Seal Beach Yacht Club and subsequently the annual National Association General Membership Meeting was held, presided over by National Association Commodore, Carl Drow. As part of the program, a beautiful trophy was awarded the "Keelsingers" Fleet Three for hosting the "most successful regatta of the year 1973"... which indeed the Nationals turned out to be! Also, Sacramento's Fleet Four was awarded a similar FLEET TROPHY for hosting the "most outstanding cruise of 1973"... the cruise to the San Juan Islands.

Each of the top five winning skippers was requested to send Main Brace a photo of himself and his crew, plus an account of his impressions of the race. Three skippers made the deadline and their stories follow. Hopefully our next issue can contain the photos and stories of the two skippers who are unfortunately not represented this time around.

A special salute goes to Fleet 14 of Phoenix, Arizona, which got together six Catalina 22's to represent them in the Nationals... more boats than any other single fleet outside the State of California could muster. Nice going, Fleet 14. At the same time, Main Brace would like to recognize Fleet 14's Lowell Spencer and his young crew - daughter. They sailed to 5th place overall, having won their share of individual races in the regatta, only to be disqualified after the regatta was over because their mainsail did not measure in. This was truly an unfortunate turn of events and Lowell Spencer's fine performance should not go unrecognized. Nice sailing, Lowell. Next time you will obviously be "up there" again, and if it's "light airs" in 1974, you will probably skunk us all!



NATIONAL CHAMPIONS in Catalina 22 Class for 1973: Crew of Number 407 "SUN SPOT" (left to right) Tom Winans, Karen Steimle, and Dick Winans, of Anacapa Yacht Club, Channel Islands Harbor, California.

"SUN SPOT, I LOVE YOU!" Catalina 22 Nationals First Place Skipper Tom Winans

When I emerged Sunday evening, August 26th, the winner of the Catalina 22 Nationals, I was as surprised as anyone. My crew (consisting of my father, Dick Winans, and girlfriend, Karen Steimle) and I had talked it over during the sail back to Alamitos Bay that final afternoon, but though we were certain we had placed high, we could not figure out if we had "squeaked" into the first place slot or not. So many boats had been sailing so well, and there were so many boats competing, that I don't believe anyone really knew who the winner was at that point. It was mind boggling to try and keep track of the other guys' total points.

When the winner turned out to be me, I almost couldn't believe it. I had not been able to win even one of the five races in the regatta. Those other skippers - Dick Comstock, Lowell Spencer, Brent Bennett, had all been extremely "hot." But I had remained consistently in the top finishers... which someone once remarked was my trademark ("Mr. Consistency" he called me, among other things!) and consistency

had done it again.

When I returned from the Nationals to my own harbor, our Fleet Captain Bill Long asked me to tell our fleet how it felt to win a national championship. I tried to explain, saying that I had wanted to win a national regatta more than anything else I could think of. I had raced steadily for 5 years in regatta after regatta, practicing for the day I might "put it all together" and maybe have a chance to win a Nationals.

And when I finally did it... the hard way, too, I might add... and they were actually handing me the first place trophy, I felt... well, how can I explain it? I smiled so big, and so long, that the muscles all over my scalp began to twitch and jump! I must have switched on "happiness muscles" I'd never used before!

Well, it would have been nice if you guys had let me win at least one of those races! I lost the battles but won the war, I suppose.

Part of "Sun Spot's" victory I would have to attribute to pure good luck. Each of the top finishing skippers had blown one race badly before it was all said and done. I blew mine in the opening race on Saturday morning! My heart and the hearts of my crew sank as we realized we had "bombed out" before the regatta had

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even gotten started.

In this first race, the wind had shifted and turned the start line into a port tack-favored line. I saw this, as did most of the other sailors, but I was afraid to start on port for fear 44 boats would come across on starboard with all the rights-of-way, and thusly mow me down. As suspected, most of the fleet started on starboard, but a handful of boats dared the port tack down at the leeward end of the starting line . . . and they got away with it! They were long gone when "Sun Spot" rounded the weather mark in about 25th place.

But Luck was my Lady on board. The fleet went off on a wild goose chase following some mis-guided Pied Piper who shall go un-named! When they finally turned back in their search for the reaching mark, being among the last paid off. I got an insanelly lucky 6th place out of that race! I was back in the running! (When other skippers "bombed" their own particular race, fate did not have it for them to pull out of it "smelling like a rose.")

The other part of "Sun Spot's" victory I attribute to several factors. One, my crew, whom I thank very, very much. They worked hard, they tolerated their captain when he made requests of them that in saner moments you'd even think twice about asking a 175 I.Q. gorilla to do, and they were never defeatist when the going looked bad. Instead, they always egged me on. Secondly, I owe a great deal to my own skipper and friend, Mr. Beattie Purcell. Beattie taught me most of everything I know about sailboat racing. And thirdly, I owe a debt of thanks to my sailmaker, Mr. Dave Ullman of Newport Beach, California. The Ullman sails I took to the Nationals are the finest suit of sails I've ever owned, and I feel that Dave's sails deserve a good deal of the credit for "Sun Spot's" consistency in the difficult light airs sailing that characterized both days' racing.

Lastly, but certainly not least, I want to thank Mr. Frank Butler and his staff of employees, for designing and building a boat that I could fall in love with. If I couldn't "communicate" with her, I know I couldn't make her foot fast, point respectably, and run like a mother!

Catalina 22, Number 407, "Sun Spot" — she is the real champion.

**"OBSERVATIONS FROM
A RUNNER-UP"
C-22 Nationals Second
Place Skipper,
Dick Comstock**

The first race of the first Nationals for C-22's and the butterflies were working overtime. My partner, Dick Cronk, ready on the jib sheet, five seconds to go, approaching the line — "Haul it in." WHAM! the block flew apart. We luffed
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Dick Cronk, left, and skipper Dick Comstock with the "WINDY 'C'S" which placed second in the Nationals. Comstock was Natl. Assoc. Vice Commodore and Regatta Chairman.

across the line and had to tack in the opposite direction while Cronk repaired the block. We still managed to be about twelfth around the weather mark and proceeded to follow the lead boats on an extended cruise along the Southern California coastline. It seems the lead boats lost the reaching mark and everybody else just followed. Fortunately for us, we realized the mistake before too many others had and were able to salvage a second place.

Our butterflies had diminished for the second race, but not the excitement. After a fair start in light to moderate wind and one mishap when a port tack boat failed to yield, we managed to stay out of trouble for a seventh place.

Because of the late start, two races were all for Saturday. The most thrilling part of the Nationals for us occurred in the opening race on Sunday. It was a good day with moderate wind and we finally put it all together. We got a good start with a weather berth and the boat was ready to fly. We lead at every mark and finished first with a comfortable lead. It's very difficult to explain the exhilaration of watching 44 boats finish behind you so I won't even try. That win puts us in first place after three races and we felt good. Apparently too good, because we committed one of the dumbest errors you could ever make in the next race.

Drinking a cold beer and savoring our success, we blissfully drifted along below the starting line. The wind had almost died, apparently ready for a wind shift, which subsequently took place but not soon enough to help cover our mistake. Almost simultaneously with the raising of the ten minute warning we realized that, in the light air, we were at least eleven minutes from the line. The utter despair and frustration of watching 44 boats start

in front of you and realizing a good chance at the National Championships had just vanished was an almost unbearable feeling. Fortunately, we recovered enough in that race and finished well enough in the last race to hang on to second place. I must admit, Dick Cronk and I sailed the last race in a bit of a daze, and a blue cloud. With the exception of sharing the lead around three marks with two other Fleet No. 3 Keelswinger members, Ron Redman and Brent Bennett, who won the race, most of our excitement was overpowered by the frustrations of that unforgettable fourth race.

As a special note, I would like to thank all the participants for making my efforts as Vice Commodore of the Catalina 22 National Sailing Association and the first Catalina 22 Nationals Regatta a very memorable experience.

Best wishes and Good Luck in 1974. P.S. I won't make the same mistake next year.

—Dick Comstock
Fleet 3

**C-22 NATIONALS THIRD
PLACE SKIPPER,
GARY KARLSRUD**

My plan for racing in the Nationals was a simple one: make conservative starts with precise timing. My crew, Jerry Bollman and Rich Holden, was sharp and experienced. I was hoping for either light winds or strong San Francisco Bay type winds so my baggy, old main would be effective.

The large swells before the start almost made me sea sick. I was a little green as the first race got underway. We were sixth around the windward mark and joined in the wild-goose-chase looking for the leeward mark. We found it before most and finished third. The next race caught us too far from the line at the start, and eighth was all we could salvage in the light wind.

The third race brought another slow start, but we picked a couple of wind shifts and finished sixth. Starboard start finally paid off in the fourth race. It was a fun race with running and reaching duels and a third place for us.

At this point, I sailed close to Tom Winans and learned that I was two points ahead of him. I was probably leading the regatta! Jerry and Rich did a rigging check, and we tried to keep our cool. I wanted to stay close to Tom and everything was going well until forty seconds before the start. Freya seemed to turn temperamental and refused to point as high as I expected. It quickly became apparent that we couldn't make the line on time. We needed about six extra tacks to get around the windward mark. It was a downhearted captain and crew who stared ahead at 27 Catalinas as we started downwind. We had a beer and tried to

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**INAUGURAL NATIONAL CHAMPIONSHIP REGATTA
(ORDER OF FINISH)**

Place	Skipper	Total Pts.	Fleet
1	Tom Winans	28	Channel Islands
2	Dick Comstock	34 $\frac{1}{4}$	Keelswingers
3	Gary Karlsrud	38	San Francisco
4	Brent Bennett	38 $\frac{1}{4}$	Keelswingers
5	Gary Ward	48	Channel Islands
6	John Sullivan	53 $\frac{3}{4}$	Sacramento
7	Bill Boerner	59	Del Rey
8	Dave Shapiro	62	Phoenix
9	Frank Cox	63	San Diego
10	Al Horn	69	Fresno
11	George McCorison	73	Fresno
12	Ron Redman	74	Keelswingers
13	Dana Fisher	77	Del Rey
14	Larry Saumer	80	Keelswingers
15	Jim Linville	88	Channel Islands
16	Mark Cruz	90	Sacramento
17	Dave Nemzck	104	Sacramento
18	Wallace McFall	104	Fresno
19	B. J. Eggleton	108	Garden Grove
20	William Jennings	112	Phoenix
21	Dwight Wilson	120	Sacramento
22	Jim Weiks	123	Keelswingers
23	John Frazee	124	Keelswingers
24	Dave Cusack	126	Sacramento
25	Gene Carapetyan	126	Scottsdale
26	Reece Cave	127	Sacramento
27	Ronald Tamon	134	Del Rey
28	Samuel Crabtree	135	San Francisco
29	Al Bates	146	Phoenix
30	Paul Timon	148	Keelswingers
31	Bill Long	149	Keelswingers
32	Walt Thompson	149	Keelswingers
33	Philip Wright	151	Scottsdale
34	Dennis Lynch	154	Channel Islands
35	Frank Herron	159	Sacramento
36	Ken Anderson	164	Sacramento
37	Edwin O'Hearn	189	Channel Islands
38	Dave Reynolds	44 + 3 DNS	Fresno
39	Domenic Geria	51 + 3 DNS	Keelswingers
40	Ron Thomas	54 + 3 DNS	Keelswingers
41	Jerry Joliff	67 + 3 DNS	San Jose
42	Glenn Sword	8 + 2 DNS + 2 DNF	Keelswingers
43	Harlin May	44 + 4 DNS	San Diego
44	Glen Tanaguchi	Dismasted before first race.	Fresno
45	Lowell Spencer	Disqualified. Sails did not measure.	Phoenix

analyze the situation. Conclusion: we had blown it! We did pick up a couple of places on the reach. On the beat to the finish, I picked a good wind shift and gained a few more places to finish eighteenth.

Later, as we pulled out, we found kelp on the keel cable. I had to forgive Freya for her poor performance. My play-it-safe race plan paid off in avoiding a disqualification. As other skippers fell to the DSQ ax, we moved up for a third overall.

The regatta was very well done and the Race Committee did a fine job of overcoming some difficult conditions.

Gary Karlsrud
Fleet 13

**C-22 NATIONALS FIFTH PLACE
SKIPPER, GARY WARD**

The 1973 Nationals were, in my opinion, great for meeting other C-22 owners and their families, but they also taught us some lessons as far as racing organization. The Seal Beach Yacht Club was a very hospitable host and the C-22 owners were sociable and friendly.

In the first race one compass heading would have made a world of difference. After reaching the weather mark, all except two boats took a long "cruise" down the coast because we didn't have a compass heading to the next mark and followed the leaders who went the wrong way.

The thing that bugged me the most was too many skippers just didn't know the rules. Even a simple fundamental rule like No. 36. I feel the fundamental NAYRU rules should have been discussed at the skippers' meeting instead of assuming everyone knew them.

The regatta had been planned to have all forty-five boats race each of the five races all at the same time. Well, picture this: you're in the midst of forty-five boats with all kinds of erratic winds. You're trying to keep your eye on the committee boat to synchronize your stop watch but all the sails block your view. So you maneuver your boat in, out, around and between, 'til finally you can hear the horn and see the blue shape raised. You're all synchronized and you can judge time and distance to the foot. Somehow you break away and have clear air on a starboard tack. You watch your time, estimate your distance, luff up a few seconds, then close haul to top speed. It appears you have a beautiful start until two boats on port tack star coming across. You're yelling "Starboard!" at the top of your lungs but they don't understand. So you're forced to tack away from what would have been first across the start line to forty-fourth. Situations like these make me feel eliminations are in order.

All in all I think this year's C-22 Nationals gave us guidelines to make next year's an even greater success.

—Gary Ward
5th Place Aboard "Sea Ward"
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Frank Ward and son, Gary, placed fifth overall in C-22 "SEA WARD" with Gary as skipper, dad as crew.

