

## Catalina 22 Tuning Guide

Set the mast so it is nearly “plumb”. Put 150lbs or so of tension on the upper and foreward lower shrouds. Make the aft lower shrouds visibly slack. When the backstay tension is off, the headstay should make at least a 1 foot radius when you swing it. When the backstay is tensioned, the headstay will get tight. In light air, set the outhaul tight, and the vang, Cunningham, and genoa halyard loose. In moderate air, set the outhaul and others loose. In breeze, tighten all mentioned controls. Set the traveler to weather in light of moderate air and to leeward in a breeze. Set the genoa car so if you were to sheet in the genoa hard, it would touch the shroud base and spreader tip at the same time. Set the genoa sheet going upwind so the leech of the genoa is about 6” off of the spreader tip. Set the mainsheet so the top batten is parallel with the boom in light or moderate air, and twisted 10 degrees open in a breeze. Use no backstay in light or moderate air, continually increasing tension in breeze. Change from the genoa to the class jib at about 18-20 knots of breeze. Use enough vang downwind to keep the top main batten parallel with the boom. At the upper wind range of the genoa, move the car back 3”.