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Catalina 22 National Sailing Association

"The family oriented sailing, cruising and racing association"

Darrell Nicholson, Editor in Chief
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Dear Mr. Nicholson,

On your website, and in your 6th Edition of the *Practical Boat Buying Guide*, you have a lengthy review of the original Catalina 22 sailboat with price history updated as recent as 2002. The review is very accurate on many details of the boat (e.g. gas tank location, life lines, narrow side decks, winch handle location). Most Catalina 22 owners certainly will not disagree with the author's evaluation of these details.

A review of the Practical Sailor website, and of Daniel's Spurr's introduction on page 7, indicates that keeping buyers up-to-date on the latest word is an important role that Practical Sailor performs for sailboat buying consumers.

If a product has been significantly enhanced since its last review over two decades ago, would it not be worth the time to recognize significant product improvements and update the review accordingly? Unfortunately, when it comes to the Catalina 22, Practical Sailor has not kept current its review of the Catalina 22 when compared to other models in your 6th edition that have been updated (e.g. Catalina 25 to Catalina 250).

The Catalina 22 that is featured in the Practical Sailor review is the original Catalina 22 built from 1970 through 1985. Over 13,000 hulls were built. Since 1985, the Catalina 22 has undergone three model changes.

As a Catalina 22 owner having owned two Catalina 22s (1988 and 2006), and as National Commodore of the Catalina 22 Class, I wish to share some information that Practical Sailor may use to help update its review of the Catalina 22.

Since its introduction in 1970, the Catalina 22 has remained in continuous production with over 15,700 hulls built as of November 2007. No other keel boat in the Catalina Yachts family, or in the sailing industry, can boast such a high production record, now approaching 40 years. Over time, the factory has improved the quality, design, engineering, construction, sailing characteristics, and value of the Catalina 22. Combined with an extensive network of Catalina 22 owner resources, the purchase of a new or used Catalina 22 remains a good value as demonstrated by its mass appeal to a variety of sailboat buying consumers.

As a point of reference, I would like to summarize the four models of the Catalina 22 during the past 37 years:

C22 Model	Year Introduced	Hull Numbers *	Approximate ** Base Price
Original	1970	1 – 13342	na
New Design	1986	13342 – 15347	na
MkII	1995	15348 – Current	\$21,066
Sport	2004	15540 - Current	\$15,207

Note: Hull Numbers are approximation. Approximate Base Price per St. Louis Sailing Center, Inc (www.stlouissailing.com) on-line quote tool.

From an active Association's perspective, we are pleased that Catalina Yachts has maintained the key sailing characteristics of the Catalina 22 sailboat in all four models. From hull number 1 through new hulls coming out of the factory today, all Catalina 22s share a common hull (below the water line), keel, mast, rudder, boom, sail plan. This consistency and continuity has provided the following benefits to owners:

- Ease to find replacement parts
- Access to documentation or resources for repairs and upgrades
- Allows all boats to participate in the Class' One Design Racing program

Since the original Practical Sailor review, the following improvements have been made to the Catalina 22 sailboat.

Gas Tank – beginning with the New Design model (year 1986), the gas tank storage area has been improved and separated from the main cabin. It is now only accessible via a dedicated cockpit locker.

Swing Keel –With the introduction of the MkII in 1995, Catalina Yachts greatly improved the 550 pound swing keel by encasing it in a thin layer of fiberglass. This has greatly reduced maintenance requirements for the keel. The new keel is offered on the MkII and is the only keel available on the Sport. Owners of the Original and New Design Catalina 22 models may also purchase a new fiberglass encased keel and install it on the boat with a very good fit. The author made one minor reference to the fin keel shape, but there was no solid reference

communicated in the review that the fin keel was available as an option on the Original Catalina 22. Although I do recognize that the line drawing that accompanied the Practical Sailor review does show the outline of a fin keel. It should also be clarified that the fin keel is not an option on the Catalina 22 MkII and Sport.

Wing Keel – Beginning with the New Design model, Catalina Yachts has offered the option of a fixed wing keel. With a draft of 2'6", the wing keel was a highly requested option on boats built from 1988 through 1993. Today, the wing keel still remains a popular option on the Catalina 22 MkII, but is not an option on the Catalina 22 Sport per a request to the factory by the Catalina 22 National Sailing Association. I have owned a wing keel Catalina 22 (1988) and a swing keel Catalina 22 (2006) and the swing keel performs better than the wing. Although in heavier wind (16 MPH and greater) the wing keel is more stable, and performs almost equal to the swing keel. Owners of the wing keel usually do not race them in Catalina 22 sanctioned regattas. However, the wing keel boats are highly sought after for cruising or a low maintenance keel. I hope a future update of the Catalina 22 review will include a reference to the wing keel.

Trailerability – The swing keel and wing keel allows owners to easily launch, retrieve, and trailer the Catalina 22. The Practical Sailor Catalina 22 review indicates a draft of 2 feet. It is actually 20 inches as identified on all brochures published by Catalina Yachts. The swing keel model can be easily launched and retrieved at most ramps without the need for a trailer extension. The wing keel draft is 2ft 6in and a trailer extension may be required at some ramps. The author is correct regarding the feasibility of trailering the Catalina 22 behind a family small car. However, the Catalina 22 may easily be towed with a small truck or SUV. I regularly tow my Catalina 22 with a six cylinder Chevrolet Trailblazer. Owners in the southern states may not require a trailer. However, sailboat owners in the north should strongly consider a trailer due to ice that is typical on the lakes during the winter months. A trailer also provides owners with greater flexibility for winter storage, or to ability to trailer their boats south during the winter months. Most keel maintenance can also be done with the boat sitting on the trailer, including replacement of the swing keel pennant. I think most dealers selling the Catalina 22 these days almost always include a trailer. It is difficult to sell a new or used Catalina 22 without a trailer. Most buyers of a Catalina 22 will want the trailer. Finally, a trailer also makes it possible for owners to enjoy a whole new world of sailing opportunities beyond their home port or sailing club.

Livability – since the original Practical Sailor review of the Catalina 22, week-long cruises among active fleets and owners has become quite popular. The Catalina 22 Northern Gulf Coast Cruise, which has averaged over 20 sailboats for the past 10 years, attracts sailors who will trailer their boat well over 1000 miles to spend a week sailing with fellow owners. The livability factor of the Catalina 22 has improved since the original boat. The New Design model brought with it a slightly larger and higher cabin trunk allowing for more headroom below. The

MkII model introduced 8 inches more beam and features two main cabin settees to replace the space consuming dinette layout. For many owners, the trade-off of limited cabin space for ease of trailer-ability to facilitate participate in Catalina 22 week-long cruises throughout the country is acceptable. No other boat in the market offers as many class-oriented and organized cruising activities as the Catalina 22. Catalina 22 weeklong cruises may be found on the East Coast, Great Lakes, Kentucky Lake, Oklahoma, Florida's Gulf Coast, and Northwest Coast. The camaraderie that is built on all of these cruises keep Catalina 22 owners returning year after year.

The currently produced MkII model is a lot of boat for the price that no other new boat in the market can compare. With a larger interior and slightly wider cockpit, the MkII model has greatly improved the livability factor of the Catalina 22. On the other hand, the currently produced Catalina 22 Sport has the smallest cabin trunk and interior than all previous models as it was designed as a competitive class day sailor. The Sport is very attractive to racers who appreciate the additional cockpit space and wider side decks. Approximately half of the Catalina 22 Sports are built without lifelines installed. Even when installed on the Sport, or MkII, the lifelines do not hinder going forward. But the racers prefer no lifelines to make it easier to manage and trim the Genoa sail.

Storage Space – Practical Sailor got it right when they described all the wasted space below the cockpit of the Original Catalina 22. In 1995, access to the cavernous storage space under the cockpit was improved by the inclusion of a cockpit seat hatch. This access now makes all that space quite useful. A 200 pound, 6 foot sailor, can easily work their way through the hatch, lay down in the space below, and close the hatch. The space also remains accessible from the cabin and allows families to conveniently store and have quick access to bulky items such as life jackets, water toys, inflatable rafts, fishing equipment, bumpers, cockpit cushions, buckets, dock-lines, and multiple sails in big sail bags. This access also allows easy access to nuts and screws that support the gudgeons and adjustable motor mount for repair purposes, if needed.

Performance – the Catalina 22 was originally designed to appeal to family-oriented sailing. The wide stern, while it does impact performance; also keep the boat stable while offering a reasonable amount of cockpit space to enjoy the boat. The Catalina 22 has a strong One Design Association with over 50 class starts at regattas throughout the country. In September 2007, the Lake Lanier Sailing Club hosted the Catalina 22 Region 3 (Southeast) Championship Regatta with 50 Catalina 22 sailboats on the start line. The Class regularly attracts and retains many good skippers who regularly race their boats. The Class has also held 35 National Championship Regattas since 1972 with the largest turnout of 81 boats in 1988. If owners were not pleased with the performance of the boat, the Catalina 22 National Championship Regatta, an active fleet racing calendar, as well as strong turnout at Regional Regattas, would have been a thing of the past. Instead, the Class is seeing resurgence in Catalina 22 racing.

I agree with the author's evaluation that from an objective standard that the Catalina 22 is hardly a sprightly performing small boat. If compared to go-fast designed boat such as a J22 or J24, the Catalina 22 does not compare. Also keep in mind that the "go fast" one design boats often require experienced crew to sail at the local club's Wednesday night beer series. From a biased owner's perspective, the Catalina 22 is most capable of effectively competing against other family oriented racing/cruising type sailboats. Here is one example from my personal experience. In October 2007, my wife and I sailed our Catalina 22 Sport in the Kentucky Lake Sailing Club's Riddle Cup 50K Regatta. Competing in a mixed PHRF fleet with 17 other boats, we finished first in this 35 mile race. Second place went to an owner sailing a 1970 Catalina 22 – Chuck Emrich. Our Catalina 22 Sport beat a long list of cruising/racing boats "boat-on-boat" meaning no handicap correction was needed. The only boat to beat us on elapsed time was a J28, and they finished 4 minutes ahead of us, and this was a 7 hour race. The other boats that the Catalina 22s finished in front of included a Hunter 23.5, Hunter 25.5, Hunter 27, Catalina 27, O'Day 28, Pearson 23, Ranger 28, Morgan 30, and a Tartan 37. Results from the Regatta are available at <http://www.burgoo.com/sailkentucky/klsc/RaceResults/2007RiddleCup.htm>. My Catalina 22 is factory stock boat except for the addition of racing sails from Waters Sails.

A unique benefit for a Catalina 22 owner who is a member of our Class is that it is very common for the racers in the Class to share their knowledge on how to effectively rig and tune their boats to make the boat go faster. This knowledge sharing has benefitted the class by continuing to raise the bar of our One Design racing program. The lessons learned by owners in Catalina 22 One Design Racing are also applied in handicap racing. The performance of the Catalina 22 in a mixed handicap fleet has often turned the heads of other boat owners. It is not uncommon for a well equipped Catalina 22 to beat bigger cruising sailboats, boat-on-boat. It is also not uncommon for owners of other boats who have raced against and directly observed the performance of the Catalina 22 to take an interest in the boat, purchase and fix up a Catalina 22, and join the Class. Our Association encourages and welcomes these owners.

With a strong owners Association, and a high number of boats built since 1970, the Catalina 22 makes it possible for sailors, young and old, to find an inexpensive boat, easily find parts and resources to fix it up, and be competitive and enjoy the fun of the Sport. For those who do not wish to spend time fixing up and older boat, the availability of a new competitive boat, the Catalina 22 Sport, makes it easy for sailors to compete and enjoy the sport.

Resources – I observed on your website that you often included “Resources” in the review of many of the other sailboats. I would ask that you consider adding the following resources to the Catalina 22 Review:

Resource	Availability
Catalina 22 National Sailing Association	www.catalina22.org
Catalina 22 Technical Manual on CD	Available to members of the Catalina 22 National Sailing Association
Chip Ahoy Catalina 22 Discussion List	www.chipford.com
Catalina Direct Catalina 22 Forum	www.catalinadirect.com
Catalina 22 Region 10 Forum	http://www.c22region10.org/bb/
Catalina 22 – Other Valuable Websites	http://www.catalina22.org/links.htm

A strong selling point and benefit of Catalina 22 ownership is instant access to a variety of technical resources. The Chip Ahoy Forum is an example of a well ran discussion list now entering its third year with over 300 subscribers that allows Catalina 22 owners to chat about sailing and share technical tips. The continuity of the boat throughout four production models makes it easy for owners to find spare and interchangeable parts from Dealers such as Catalina Direct. And the multiple discussion lists that are available, and the Catalina 22 Technical Manual on CD, all help to make the Catalina 22 a very appealing boat for first-time buyers who may need some technical assistance. The significance and importance of these resources, I believe, is worthwhile for mentioning in any thorough review of the Catalina 22.

Owners Association – all Catalina 22 owners are welcomed to join the owners group for the boat – the Catalina 22 National Sailing Association (C22NSA). Today, the C22NSA has a membership base of 850, and supports a balance of Catalina 22 owners who race and cruise. The C22NSA maintains a website (www.catalina22.org), and publishes and distributes its own 24 page Catalina 22 MainBrace magazine six times a year. A 300+ page Technical Manual on CD is also available for C22NSA members only. An active racing and cruising calendar promotes events throughout the country for Catalina 22 owners. A big benefit of Catalina 22 ownership and membership in the C22NSA is the camaraderie and friendship that form over the years. I thank you for making at least a generic reference our owner’s class association. I hope you may make a more specific

reference to our website so that prospective buyers may receive the most current information about the Catalina 22 and the Class.

If Practical Sailor is committed to sailboat owners, then presenting a well rounded and thorough review of the boat and associated support group behind the boats, truly helps take the guess work out of buying decisions. There remains a wonderful story behind the Catalina 22 boat and family. I invite Practical Sailor to see for itself then consider updating the Catalina 22 review.

I extend an invitation to your organization to sail aboard some of the newer models of the Catalina 22 and observe the improvements made over the years. And to challenge the author's opinion on the performance of the original boat, I also invite you to sail with some of the skippers who frequently race the original boats. Our 2008 Catalina 22 National Championship Regatta will be held in Grapevine, Texas May 25-30 and may provide an excellent venue for you to observe, and possibly experience, the performance of the Catalina 22 in action. Closer to home, I can put you in contact with many Catalina 22 racers in the state of Florida who will be glad to demonstrate the real performance of a Catalina 22.

As National Commodore of the Catalina 22 National Sailing Association, I have a long list of reasons, besides price, to highly recommend the Catalina 22 over many of the other boats of the same size in the market. I hope you will consider updating the Practical Sailor review of the Catalina 22 so that consumers may have the most current information from your website and book.

Thank you,

Rich Fox, Commodore
Catalina 22 National Sailing Association