

THE NEW

Catalina 22



Sourced, stored & provided, courtesy of John Crawford Marine. "QLD's Used Boat Specialists Since 1964"

1964 THE NEW CATALINA 22

With over 13,000 Catalina 22's now sailing we listened to a lot of owners and did extensive research before redesigning the most successful 22 footer ever built. The new Catalina 22 is based on the original proven hull and sail plan design, which allows all Catalina 22's to enjoy the large and active one design association.

The deck incorporates crisp modern styling and a large family sized cockpit with comfortable angled seat backs, deep coamings and a molded in fuel locker. All halvyards are lead aft to the cockpit for secure sail handling. The foredeck has a locker for the anchor and rode. The stanchions are out-board and the non-skid has been improved for faster movement around the deck.



The unique overhead cockpit is handy, yet leaves the cockpit work without impeding cabin access. The galley is complete with a stainless steel sink, a hot water system, storage bin, drawer and large ice box. When equipped with the available two burner stove, the galley provides everything necessary for efficient meal preparation. Comfortable sleeping is provided on thick foam cushions for four or five. The two berth area can be converted to provide privacy for the head and forepeak.



Below decks, special attention has been paid to radiant heat and ventilation. A deck light is recessed in the foredeck over the two berth. The foredeck hatch is mounted on the lowered end of the trunk cabin for ventilation and visibility. Privacy of storage is built around the fourth for four molded fiberglass lined compartments. Storage for large items is provided under the cockpit area.



THE NEW 22



The new Catalina 22 represents the best in a trailerable cruiser. The features and quality of the larger Catalinas have been incorporated in the new 22. Full rails and lifelines, recessed genoa track, adjustable traveler with controls, modized spars, mold in non-skid surfaces and colors are all standard.

SPECIFICATIONS

Length Overall	21'6"
Waterline Length	19'4"
Beam	7'8"
Sail Area	212 sq. ft.
I	25.83
J	8.00
P	21.00
E	9.66
Mast Length	25'0"
Displacement	min. 2250 lbs.
Displacement/Length Ratio	est. 139
Sail Area/Displacement Ratio	est. 19.8
Fresh Water Capacity	5 gallon
Fuel Locker	

for Portable 6 gallon tank

RETRACTABLE KEEL

Draft, Board Up	2'0"
Board Down	5'0"
Ballast	550 lbs.

FIN KEEL

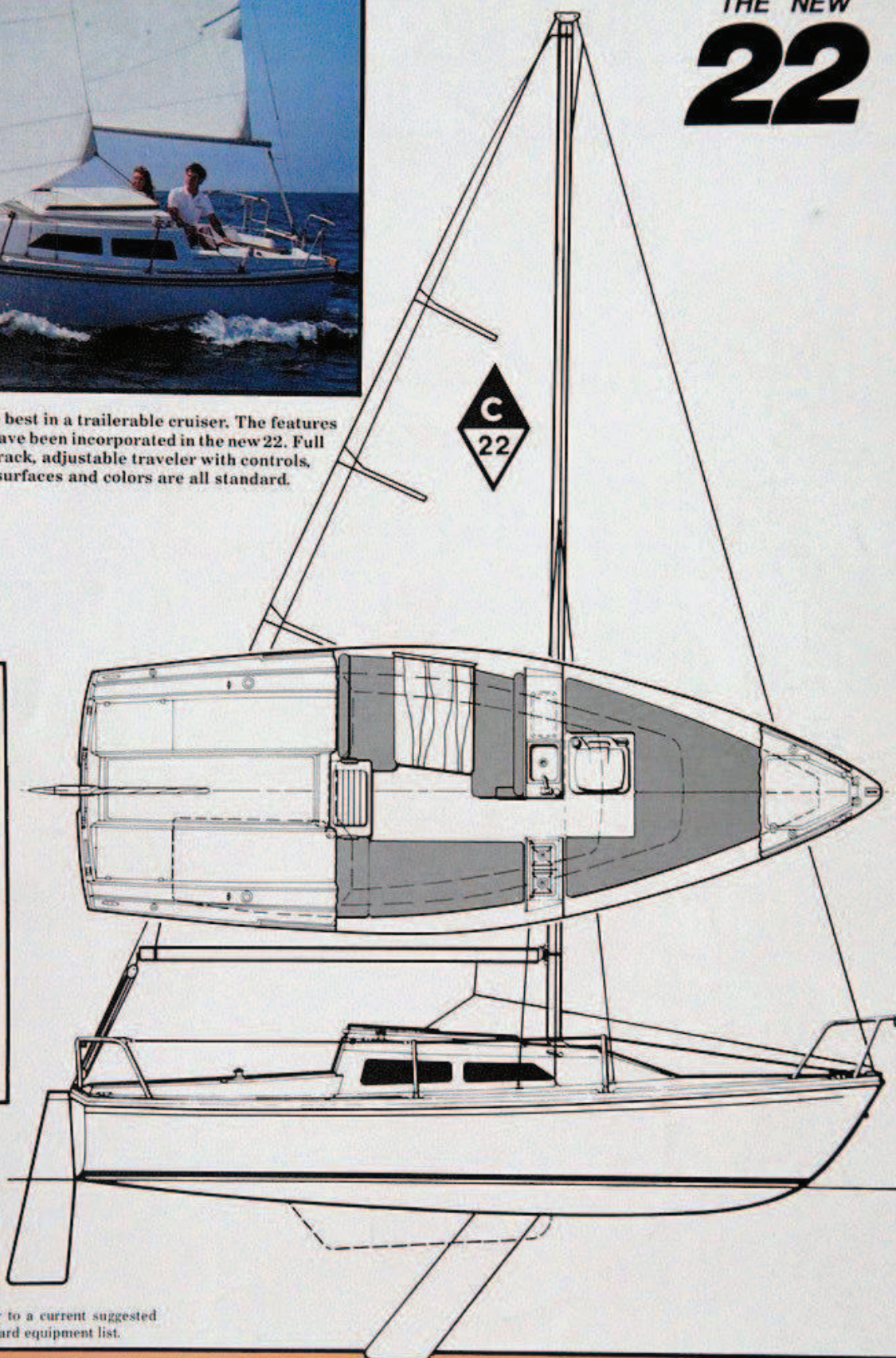
Draft	3'6"
Ballast	700 lbs.

WING KEEL

Draft	2'6"
Ballast	650 lbs.

All measurements are approximate

Patent numbers 3648310, 3805724, 3716011 and patents applied for.



Photos may show optional equipment. Refer to a current suggested retail price sheet for current prices and standard equipment list.

Catalina Yachts

21200 Victory Boulevard • Woodland Hills, California 91367

Demonstrated and sold by THE YACHT SHOP
195 WARRIGAL ROAD
OAKLEIGH, VIC. 3166
(03) 579 4711

SPECIFICATIONS

Length Overall 21' - 6"
 Waterline Length 19' - 4"
 Beam 7' - 8"
 Sail Area 212 sq. ft.
 I 25.83'
 J 8.00'
 P 21.00'
 E 9.66'
 Mast Length 25' - 0"
 Designed Weight 2490 lbs.
 Displacement/Length Ratio est. 139
 Sail Area/Displacement Ratio est. 19.8
 Fresh Water Capacity 5 gallon
 Fuel Locker
 for Portable 6 gallon tank

RETRACTABLE KEEL

Draft, Board Up 2' - 0"
 Board Down 5' - 0"
 Ballast 550 lbs.

FIN KEEL

Draft 3' - 6"
 Ballast 700 lbs.

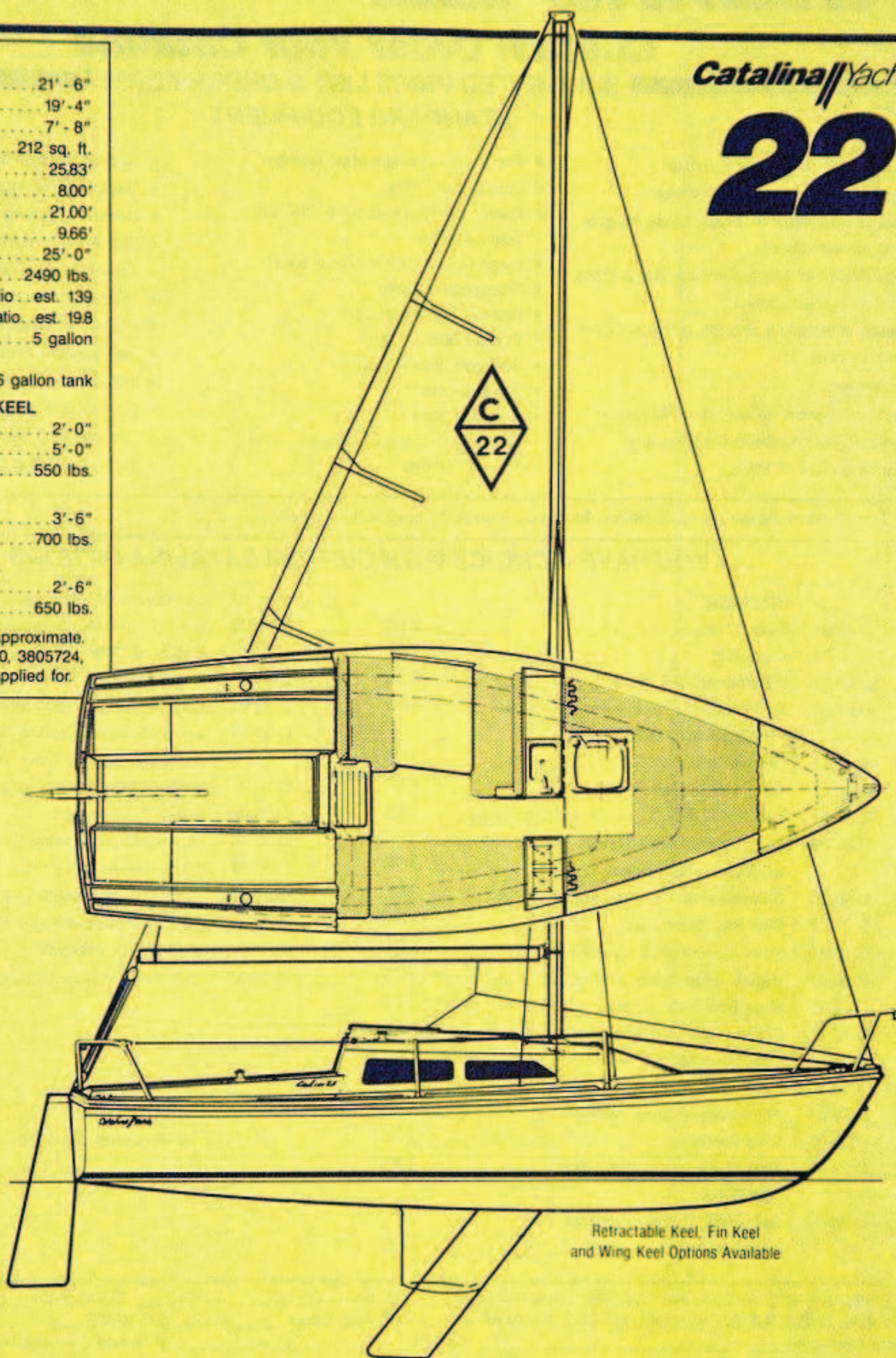
WING KEEL

Draft 2' - 6"
 Ballast 650 lbs.

All measurements are approximate.
 Patent numbers 3648310, 3805724,
 3716011 and patents applied for.

Catalina Yachts

22



Retractable Keel, Fin Keel
 and Wing Keel Options Available

THE YACHT SHOP
 195 WARRIGAL ROAD
 OAKLEIGH, VIC. 3166
 (03) 579 4711

Catalina Yachts
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 The Sailor's Choice

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test **CATALINA/BOOMAROO 22**

Born in the USA

— Boomaroo —

The popular Boomaroo 22 is back on the market, this time fully imported from the USA with a new-look cabin and improvements in the comforts department. Story and photos by JAMES HILL.



Do Americans trailer sail? It is an interesting question given the fact that trailer sailing has become so popular and so well entrenched in Australia, a younger country which is so often compared to the US in terms of economic standards and cultural interests.

The average Aussie trailer sailer enthusiast might well wonder if there is much American TS activity at all given the dearth of information on this facet of US boating. Maybe the expanse of the Pacific is the culprit but despite the distance we do know a lot about the rest of the American yachting scene. We know, for instance, that Americans like to run their best ocean racing series of the year in the winter waters of Florida. We also know that the Yanks think a 40-footer sloop is a nice average-sized boat and as for 12-metres, well just about every Australian citizen knows the facts on the America's Cup.

One trip to the States left me no wiser about the TS scene but I always suspected that trailer sailing had to be popular there. Like us, Americans have backyards, good highways, powerful cars and heaps of great little lakes and bays to sail on.

I found out in a recent test of an imported US trailer sailer that they do indeed have a strong trailer sailer scene, and it's a sector of the market which is still growing strongly.

The boat I happened to be test sailing is the most popular TS in America and not unknown to the Australian scene. In an earlier form it was marketed for close on a decade here as the Boomaroo 22.

The Catalina 22, as it is known in America and Canada, is by no means a new design but its combination of attractive styling and practical features has made it the runaway TS leader in North America. There are no less than 13,000 Catalinas plying the highways and waterways of Canada and America.

Other TSs in America include O'Days, McGregors and even the Aussie-designed RL24s and Trailertris. However, the Catalina seems to have exactly what the Yank market want in a boat. Impressions on the water show that the Catalina 22 is a proper little offshore going yacht.

Apart from the transom hung rudder you would be hard put to pick this well-proportioned 6.7 metre sailing craft as anything other than a small keel yacht. In fact the Catalina 22 bears more than a



Above, the business end of the new Boomaroo includes fold down stainless steel boarding ladder and an outboard transom bracket. Mainsheet traveller is now part of the stern pushpit.

passing resemblance to the Santana 22, another attractive California craft which proved to be a popular keel yacht in the Australian market for some years.

The Catalina 22 features a pivoting keel design which stays completely below the cabin floor level, so when you enter the cabin there is no indication at all that you are on a trailer sailer. In most trailers, particularly swing-keel types, you can't help but notice the centre case as you come below. In most designs the centre case rises like the Great Dividing Range out of the cabin floor often making it hard to move from one side of the cabin to the other. The Catalina has the centreboard retracting only partially into the hull so the centre case is kept completely below the cabin sole (floor level).

Frank Butler, the man who designed the Catalina 22 and who now heads the giant Catalina Yacht Corporation, wanted to design a trailable yacht in which the centre case would intrude as little as possible into the interior, so making the boat feel more like a little keel yacht yet still be quite roomy inside. Obviously Frank was keeping more than a weather eye on construction costs too, for centre cases are notoriously difficult and expensive features to build into a boat.

Butler's answer to the problem was to design a swing-weighted keel, which jack-knifed into the hull centre case (as most pivoting centreboards do), but, due to the higher pivoting point, remaining half exposed in its retracted position.

Because of this partially retracted keel, the draft of the Catalina 22 is obviously deeper than the average trailer sailer of its

size. While the deeper draft restricts the boat being pulled into shallow water, it has the positive advantage of providing a hard, metal keel which protects the hull bottom.

Few trailer sailer skippers actually want to beach their boats and, when cruising, most moor their boats in several feet of water. In most situations the Catalina would not be disadvantaged by its deeper draft, especially since it is as shallow in the stern area as any 6.7 metre TS.

The Catalina 22 will suit boat owners who like to moor for reasonably long





Above, new Boomaroo displays attractive styling which doesn't date. Below, interior layout features an open plan with no centreboard intruding above floor level. Note design of dinette seat mouldings to hold cushions in place.



periods of the year. As most trailer sailers know, leaving a centreboarder on a mooring can be a hassle, especially in salt water areas where growth can get up inside the centreboard. Since the Catalina 22 has a shallow case which is neatly shaped to take the centreboard, there would be no real problem with leaving the boat on a permanent mooring. Raising the centreboard each time the boat was moored should ensure little or no fouling.

After a lapse of several years the Catalina 22 is back onto the Australian market again under its local brand name of Boomaroo. While this is essentially the same boat which was built here for many years under licence, it is a different boat and a different marketing story.

The boat now being imported under the name of (Catalina) Boomaroo 22 and the subject of this test report is a new revamped model of the original Catalina 22. The hull and rig have been kept the same to conform with the boat's strict one-design class association measurements but the deck and interior have undergone a modernising program which cosmetically and practically improves the boat.

The new boat is also fully imported from the Catalina factory in Southern California. In fact the 22 is only one of a whole range of swing-keel and fixed-keel Catalinas which the new Australian agents intend to import direct into Australia over the next few years.

Of particular interest is the fact that the new agents, businessmen Norm Ambrose and Ken Hansen, will also this year be bringing in a revamped version of the Boomaroo/Catalina 22's big sister, the Catalina 25. Other boats which they will be bringing in will be the Catalina 27, 30, 34, 36 and 38. These yachts plus the two swing-keelers will be shown at major boat shows this year and will be sold through a national dealer network which will extend as far as Brisbane and Perth.

After conducting a pleasant test of the new Catalina/Boomaroo 22 on Pittwater, I came away with the impression that, despite being a relatively dated design in terms of overall hull and rig, the boat has a lot going for it. Certainly in performance terms this is no hot racer but from a general cruising/recreational/day-sailing/handicap racing point of view it is an excellent style of boat.

The boat has always been a good performer and is still fast enough to be used in mixed racing. There is strong class racing for the boat in Victoria so owners there are able to enjoy competitive racing without the worry of being outclassed by hotshot designs.

While it looks essentially the same as the earlier Aussie Boomarools the new boat is certainly a smarter performing