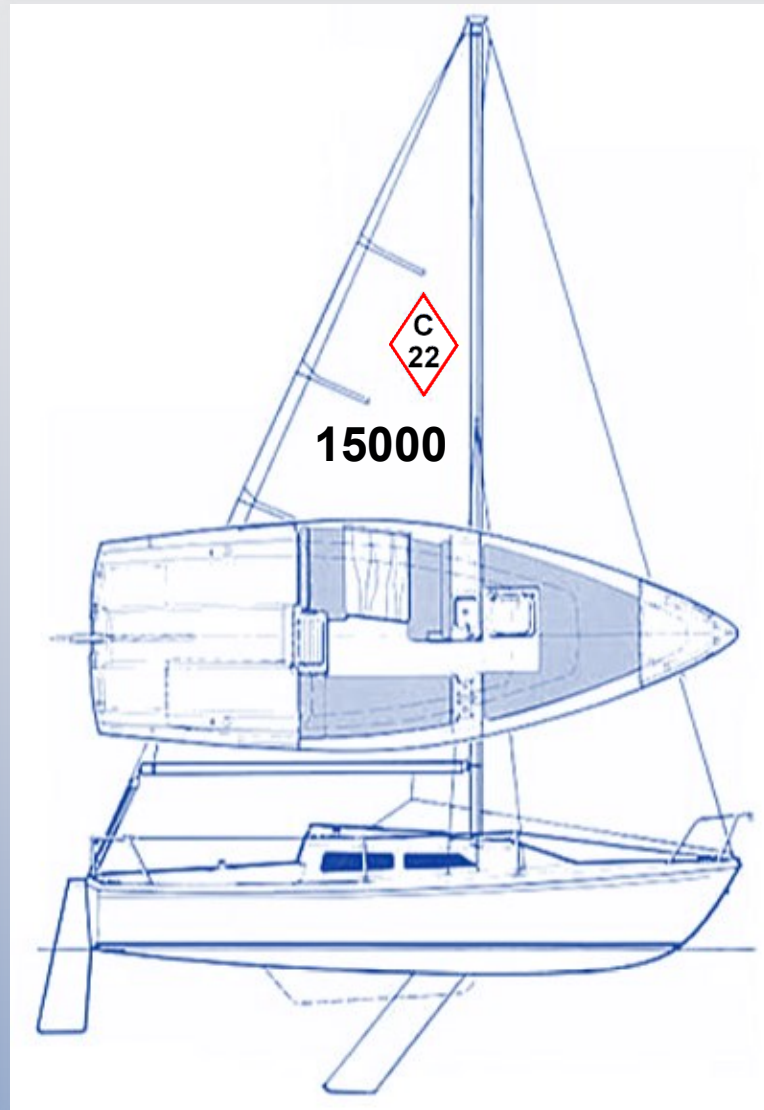


Catalina 22 Buyer's Guide



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Catalina 22 Buyer's Guide

A Brief History

To breathe life into a piece of plywood and some fiberglass takes imagination to say the least, but that is exactly what happened. Frank Butler embarked on a project to build a small sailboat that was easily transportable and would accommodate a family at a reasonable price. What emerged was a boat that caught the eye of everyday folks who had never considered sailing and thus it became an overnight success. The Catalina 22 helped to launch the trailer-sailing market, and although many other designs have entered the market, it remains at the top of the trailer able sailboats.

In 1969 Frank designed the swing keel version of the Catalina 22 and it went into production in 1970. In 1973 the pop-top was introduced as an option to give sailors covered standing headroom while the boat was moored. That same year the fin keel version was also introduced and the wing keel followed ten years later. In 1985 a new style (New Design) was introduced. For the boat's 25th anniversary, Catalina Yachts introduced the MK-II with new materials and a modern open interior. In June 2004, the Catalina 22 Sport was introduced to help encourage class racing.

With a user friendly cockpit, simple but workable interior, simple rigging and low upkeep, the boats are a natural for the first time boat buyer, or a step between a sailing dinghy and a larger cruising or racing auxiliary. What happens in many cases, however, is that when owners move up to bigger boats, they keep their Catalina 22 to pass on to other family members or to race in the extensive one-design circuit.

The Catalina 22 National Sailing Association is one of the strongest in sailing, and, once involved, many sailors never leave. The Catalina 22 has defined the pocket-cruising trailer able class for the last 25 years. Any time two or more boats are on the same lake, sooner or later a race will ensue. When the boats are the same model, sailors can

hone their racing skills and show each other how fast they are. Thus, began the Catalina 22 National Sailing Association.

Since its introduction in 1970, the Catalina 22 has undergone several model changes. In 1986, the Catalina 22 "New Design" was introduced with an updated cabin trunk and interior. It also featured an optional wing keel. In 1995, the Catalina 22 MK-II was introduced that featured 8 inches more beam at the deck, a longer cabin trunk, and no exterior teak. The New Design and MK-II model featured many new and improved design characteristics; the new boats became heavier and moved further away from the original one-design characteristics of the original Catalina 22. In 2004, the Catalina 22 Sport was introduced in response to requests for a production boat that more accurately reflects the original dimensions and weight of the original (1970-1985) Catalina 22.

Today, the Catalina 22 remains in production with the Catalina 22 Sport being built by Catalina Yachts in Largo, Florida. As of September 2017, over 15,780 Catalina 22s have been built. No other production keel sailboat comes close to this number.

The Catalina 22 has introduced tens of thousands of people to the fun of sailing on a very reasonable budget. With so many Catalina 22s built during the past 45 years, there are always plenty of boats available on the used boat market.

This [Catalina 22 Buyer's Guide](#) is available to help educate you about the Catalina 22 with tips on what to look for or questions to ask when shopping around. You are also encouraged to join the Catalina 22 National Sailing Association where you will find many other valuable resources, such as the Catalina 22 Technical Manual.

Identifying the Four Models

For nearly 50 years, the Catalina 22 has remained in continuous production with four models and over 15780 hulls built and providing sailing fun for their owners. When buying a used Catalina 22, you will need to start by identifying which model of Catalina 22 that you want to purchase.

All four models of Catalina 22s share the following in common:

- ◆ Mast (+/- 3 inches, based on model)
- ◆ Boom
- ◆ Standing Rigging (+/- a few inches)
- ◆ Sail Dimensions
- ◆ Rudder and Keel (swing)

For example, the swing keel on a brand new 2018 Sport would fit on a 1970s built Catalina 22, New Design and MK-II.

There is a little variation in mast and standing rigging due to cabin height differences between the four models.

The swing keel is standard in all four models. The fin keel was available as an option for the Original and New Design models, and a few Capri 22 fin keels were installed on MK-II boats. The Sport is only available with a swing keel.

Nearly one-third of the Catalina 22s built are now over 40 years old. Most original Catalina 22s that are available on the used-boat market have enjoyed ownership with multiple owners, all of whom probably have made their own modifications to their beloved Catalina 22. The [Catalina 22 Buyer's](#)

Guide cannot possibly account for all type of owner modifications during this time period. The information in this Guide is based on a base-boat—a boat built prior to any owner modifications.

Additional information about each model, including brochures, are available on the Association website.

Catalina 22 / 1969-1985

This model was by far the most popular with over 13,000 hulls built from 1969-1985. Due to very high demand, a majority of the boats were built from 1969 to 1975, so expect to find a high number of boats that are at least 40 years old. In 1973, a pop-top option became available. Over 90 percent of the original boats built have the swing keels. A fin keel was also available. A wing keel was not an option for this model. These boats were mass-produced at a peak of 4 boats per day rolling of the production line in California. Today, the condition of these boats will vary widely from junk, to very nicely restored by their owners. If buying an original Catalina 22, you should expect to spend some additional money on fixing leaky windows and chain plates, performing swing keel repair, replacing shrouds and other hardware. Don't be discouraged. Fortunately, a nice feature of these 40+ year old boats is the availability of parts from resources such as Catalina Direct and eBay.

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Model	Year Introduced	Hull Numbers
Original	1969	1 to 13142
New Design	1986	13143 to 15347
MK-II	1995	15348 to 15722 estimated
Sport	2004	15540 to 15782+

Catalina 22 New Design / 1986-1994

The Catalina 22 New Design was also a popular model with approximately 2,000 hulls built during an eight-year production run from 1986 to 1994.

With the introduction of the New Design, below is a list of the most significant changes:

- ◆ Slightly longer and higher cabin trunk
- ◆ Mast reduced by 3" (24' 9") to reflect higher cabin trunk
- ◆ Optional wing keel (2' 6" draft) to reduce keel maintenance
- ◆ Dark tinted windows
- ◆ Forward hatch built into cabin trunk
- ◆ Gas tank locker isolated from cabin
- ◆ Galley moved forward
- ◆ Ice chest serves dual role as integrated interior step and cooler
- ◆ Built-in anchor-well in bow

The swing keel was the most popular keel for this model, although a high number of wing keels were also built from 1988-1994. The wing keel version of this boat is in high demand, especially for cruising and day-sailing. Like the MK-II, a New Design with a wing keel usually does not stay on the market very long. The New Design is the heaviest Catalina 22 model, and the least desirable model for racing.



In 1995, the Catalina 22 MK-II was launched. It was a departure from the original Catalina 22 and featured a wider beam and larger interior.

Below are the most significant design characteristics of the MK-II:

- ◆ Longer cabin trunk and wider cockpit
- ◆ Fiberglass encased swing keel or wing keel
- ◆ Elimination of exterior teak, minimal interior teak
- ◆ Quarter settees in main cabin
- ◆ Lower v-berth providing more headroom in v-berth
- ◆ Mast reduced by 3" (24' 9") to reflect higher cabin trunk
- ◆ Optional wing keel (2' 6" draft) to reduce keel maintenance
- ◆ Dark tinted windows with angular lines
- ◆ Forward hatch built into cabin trunk
- ◆ Gas tank locker isolated from cabin
- ◆ Galley moved to starboard as a slide-out from below the cockpit
- ◆ Ice chest serves dual role as integrated step/cooler
- ◆ Cockpit port locker provides easy access to large storage area below

The MK-II design characteristics remained similar enough to the original Catalina 22 so that the model may participate in the Class one-design regattas.

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Over 200 MK-IIs were built. A MK-II in excellent condition will demand top price.

The MK-II is highly desired for cruising, and does not stay on the “for sale” market very long.

Catalina 22 Sport / 2004-Current

Introduced in 2004, the Catalina 22 Sport was a return to the design characteristics of the original Catalina 22 to help encourage greater Catalina 22 one-design racing. The design features of the Catalina 22 Sport include:

- ◆ Longer cockpit
- ◆ Wider side decks
- ◆ Smaller cabin trunk
- ◆ Two full sized quarter births, no dinette
- ◆ Dual (inboard, outboard) tracks for Jib Cars
- ◆ Ice chest serves dual role as integrated step/cooler
- ◆ No exterior teak
- ◆ Cockpit starboard locker for gas tank storage
- ◆ Cockpit port locker provide easy access to large storage area below
- ◆ Fiberglass-encased swing keel
- ◆ Lifelines as optional
- ◆ Smaller stern pulpit
- ◆ Wider cockpit coaming



The Sport model features a larger cockpit and an entirely redesigned cabin trunk. The deck and cabin trunk looks like a Capri 22. However, the hull, mast, rigging, keel, rudder are the original Catalina 22 design.

Catalina 22 Capri

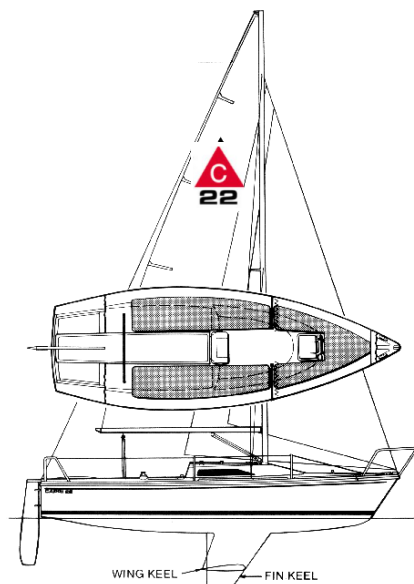
Catalina 22 Capri MK-II

In 1984, Catalina Yachts introduced another 22 foot sailboat—the Capri 22. Although the Capri 22 is not in the same class as a Catalina 22, people looking at this boat often mistake it for a Catalina 22. The Capri 22 features a longer cockpit than the Catalina 22 and a faster hull shape for improved performance.

The Capri 22 MK-II was introduced sometime around 2000 and features a slightly wider hull.

The Capri 22 is available with fin and wing keel options as well as a standard and tall rig options.

Approximately 1600 hulls have been built.



What Do You Want To Do?

In Part 1, we established a foundation by identifying the four models of Catalina 22s, the years built, and their hull numbers.

One of the best features of a Catalina 22 is that it is a family-friendly boat that can bring fun and adventure to sailing. Besides being a great boat for weekend family-fun sailing enjoyment, you can also take the Catalina 22 on a week-long cruise and compete in local and one-design racing.

Before deciding which Catalina 22 you may want to buy, you should first start the process by identifying what you want to do with the boat. For the purpose of this Guide, I have identified three categories:

1. Weekend/Day Sailing
2. Week-Long Cruising, and
3. Racing

Keep in mind that your interest may change over-time. Don't disappoint yourself by purchasing a Catalina 22 that doesn't meet your needs and expectations. There are plenty of Catalina 22s available in the market, so buy the best one possible.

Catalina 22

Ratings

- ◆ Day-Sailing: Very Good
- ◆ Week-Long Cruising: Good
- ◆ Racing: Excellent

Most Catalina 22s are used for day-sailing. If you plan is to participate in a week-long cruise, the original Catalina 22 with a pop-top, swing keel and kick-up rudder is a good and popular choice. If you plan to race at your sailing club, a properly and well-equipped Catalina 22 in the hands of an experienced skipper will easily sail to its average 270 PHRF rating and should consistently bring home the trophies. For one-design racing at the

national level, early hull numbers of less than 1000 are the racer's choice in the Class Gold Fleet. Nearly all the boats that actively race in the Class are swing keels, not fin keels.

Catalina 22 New Design

Ratings

- ◆ Day-Sailing: Very Good
- ◆ Week-Long Cruising: Very Good
- ◆ Racing: OK

The New Design is a very good day-sailing and week-long cruising boat. It has a slightly larger interior cabin than the original Catalina 22, yet slightly smaller than the MK-II. This boat is well-built, solid and heavy. When the wind picks up, the New Design can take it. It has great cruising features such as pop-top, an anchor-well in bow. The wing keel version only draws 8 more inches than the swing keel. A well-equipped New Design can usually sail to a 270 PHRF rating in club racing, unless the wind is less than 5 mph, when its weight will make it slow. The New Design rarely competes in Class one-design races...it weighs at least 300 to 400 pounds more than the original model. In wind speeds above 15 mph, you need to sail the New Design with a wing keel flat, else the boat will easily slide to leeward. The wing keel is slow to come out of a tack and pick-up speed and get into the groove. However, once in the groove the wing keel can point as high as a swing keel.

Catalina 22 MK-II

Ratings

- ◆ Day-Sailing: Excellent
- ◆ Week-Long Cruising: Excellent
- ◆ Racing: Good

The Catalina 22 MK-II is the ultimate day-sailing and cruising boat. It features a wider cockpit, flat coaming for sitting, anchor locker built-in the bow, and is the model with the largest interior cabin.

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Summary

A MK-II with a wing keel is a highly desired cruising boat...it has a bigger boat feel with no keel maintenance. From a racing perspective, a MK-II with a swing keel can sail much better than a 270 PHRF rating, the wing keel would probably need a high rating of 273 or 276. If you plan is to race at the Club level, a properly prepared MK-II won't disappoint. For Class/one-design racing, the MK-II was never accepted due to its wider beam and slightly heavier weight (not much) than the original Catalina 22. In the 1996 National Championship Regatta, a MK-II finished in the top third of the Gold Fleet, beating some very well known and experienced skippers. I give the MK-II a "Good" rating for racing because I have seen evidence that this boat can perform well on the race course, but never got a fair chance to prove itself at the national level.

Catalina 22 Sport

Ratings

- ◆ Day-Sailing: Excellent
- ◆ Week-Long Cruising: OK
- ◆ Racing: Very Good

The Sport has the longest cockpit of all Catalina 22 models, so this makes it excellent for day-sailing. On the other-hand, the longer cockpit also means a smaller cabin, making the Sport OK for week-long cruising. The Sport also features the longest interior cushions of all the models. The Sport is a good racing boat. A well-equipped Sport will consistently beat a 270 PHRF rating. The continued migration of racers to find early hulls with the lightest weight has kept the boat from proving its abilities. If you want to bring home a National Championship Trophy with a Sport, it is possible, but a fleet full of light weight boats will make it challenging.

To summarize, if your interest is day-sailing, the MK-II and Sport are highest rated because of their the longer cockpit. All models can easily provide lots of day-sailing/weekend sailing fun.

If your interest is week-long cruising, the MK-II is the best choice because of its larger interior cabin and large cockpit. The New Design is also a good choice, and easier to find on the used boat market.

If your interest is racing at the national/one-design level and finishing in the top 3 of the Gold Fleet, then the original Catalina 22 is the preferred choice due to their low cost of acquisition and less weight. The Sport will be very competitive in one-design and local PHRF racing. In 2017, a Sport finished second in the Gold Fleet at the National Championship Regatta, pointing out that the Sport can be competitive in the hands of a capable skipper and crew.

Which Keel?

The location where you sail a Catalina 22 may be the number one deciding factor when deciding which Catalina 22 to purchase. If the water depth is shallow, then a wing keel may be the best choice. If the water depth is variable, the swing keel gives you the flexibility to easily raise the keel. If you sail in deep water, such as the Great Lakes, the fin keel may be a good choice.

If you plan to race your Catalina 22, then the swing keel is preferred. Over 90 percent of the Catalina 22s built have a swing keel. The fin keel will also perform quite well, but there are not that many around.

The swing keel on the original Catalina 22 will most likely be in poor condition and require some repair or restoration work. Nearly one-third of the Catalina 22 were built before 1975, so their boats and swing keel are well over 40 years old. If you can find a swing keel boat that was actively raced in the gold fleet of the Catalina 22 National Championship Regatta, then it is very likely that the keel will be in excellent condition.

If you want to trailer your Catalina 22, the swing keel and wing keel versions are preferred for their ability to be easily launched and retrieved at the ramp. The fin keel may need to be hoisted to/from the trailer if the ramp is not deep enough.

If you keep your boat in the water year-round, a fixed wing or fixed fin keel may be preferred as the swing keel has under-water hardware that will require periodic maintenance if left in the water.

The MK-II and Sport feature a fiber-glassed encased keel which greatly reduces maintenance. A new swing keel from Catalina Yachts will cost at least \$3000, plus shipping.

KEEL TYPE	DRAFT	MODEL AVAILABILITY	PRO	CON
SWING	2' 0" Up 5' 0" Down	Original New Design MK-II, Sport	<ul style="list-style-type: none"> ◆ Easy trailering ◆ Preferred for racing 	<ul style="list-style-type: none"> ◆ Moving parts (cable, winch) require maintenance or periodic replacement
WING	Fixed 2' 6"	New Design MK-II	<ul style="list-style-type: none"> ◆ No maintenance ◆ Excellent for mooring 	<ul style="list-style-type: none"> ◆ Slow coming out of a tack ◆ Boat can slide to leeward if not sailed flat in a strong breeze
FIN	Fixed 3' 6"	Original New Design	<ul style="list-style-type: none"> ◆ Performance ◆ No maintenance 	<ul style="list-style-type: none"> ◆ More difficult to launch / retrieve
CAPRI FIN	Fixed 4' 0"	MK-II (few)	<ul style="list-style-type: none"> ◆ Performance 	<ul style="list-style-type: none"> ◆ Not approved for class racing

Hull

What to look for on the Hull:

Hull

- ◆ Look for color distortion of the hull, indicates possible repair area

Hull-to-Deck Joint

- ◆ Walk around and look for damage from impact or collisions
- ◆ Small spider cracks are common, and usually OK
- ◆ Check bow for damage

Gelcoat

- ◆ Walk around and look for damage deeper than gelcoat

Rub Rail and Rub Rail Insert

- ◆ Dents indicate impact with dock or other boats
- ◆ Vinyl insert missing or hanging loose

Blisters

- ◆ Common problem for C22s built in 1980s
- ◆ Small bubbles below the water line

Cracks in Hull

- ◆ In bow area
- ◆ Near swing keel area, below water line
- ◆ Damaged lock-down bolt (keel trunk)
- ◆ Near trailer bunk boards or trailer rollers

Bow Eye

- ◆ Missing or damage in bow eye area

Thru-Hull

- ◆ Installed transducer for knot-meter/depth sounder may be source of water leakage

Scuppers (New Design, MK-II, Sport)

- ◆ Check if damaged or missing
- ◆ A possible leak source

Deck

Foredeck and Mast Base Area

- ◆ If soft, significant repair may be needed

Forward Hatch

- ◆ A source of leak on Original Catalina 22
- ◆ On New Design and MK-II, look for cracks

Bridge Deck (between Cockpit and Cabin)

- ◆ If swing keel, look for two bolts that hold the keel winch. Look for cracks and damage in this area.

Paperwork

Registration and Title

- ◆ Check local and state laws and understand what is paperwork is required before you buy
 - ◆ Catalina 22
 - ◆ Trailer for Catalina 22
- ◆ Laws vary by state
- ◆ If seller's paperwork is not in their name, or is incomplete, then move on
- ◆ Buy a Catalina 22 or trailer from out-of-state often bring the most challenges when working with your state's bureau of motor vehicle. If paperwork is not in order, and complete, then you may find yourself spending a lot more time chasing down paperwork with the previous owner.
- ◆ Check if you can buy insurance on the boat and trailer. Some insurance companies no longer offer coverage on old Catalina 22s because of their age.

Keel

What to look for on the Keel and Rudder:

Swing Keel

- ◆ Expect to find a high amount of rust on an Original or New Design model; the older the boat, the more likely the swing keel is in bad shape.
- ◆ If missing or not installed, walk away.

Swing Keel Housing

- ◆ Inspect from inside the boat for damage, cracks

Swing Keel Winch

- ◆ Looks old? Replace.

Swing Keel Cable

- ◆ Broken Strands
- ◆ Always a good idea to replace
- ◆ Replace the Turning Ball

Swing Keel Cable Hose

- ◆ Try to twist it, should be firm
- ◆ Always a good idea to replace
- ◆ Should have two clamps installed

Swing Keel Hanger Casting

- ◆ Should have two bolts installed in each
- ◆ Should be flat along the hull

Swing Keel Eye Bolt

- ◆ Missing, loose or damaged

Wing or Fin Keel

- ◆ Visible gap between hull-to-keel

Rudder

Rudder

- ◆ Expect to find cracks in the gelcoat
- ◆ Missing? (Expensive replacement)
- ◆ Verify it is a Catalina 22 rudder and not a home-made replacement

Pintles

- ◆ Stains around the pintles indicates water has penetrated the inside of rudder and the integrity of the rudder is weakened

Gudgeons (Hull)

- ◆ Original and New Design have two-piece gudgeons, inner ring may be broken and should probably be replaced

Tiller & Tiller Straps

- ◆ Missing,
- ◆ Cracked Tiller
- ◆ Tiller Straps—should not be bent

Interior

What to look for in the Cabin:

Bulkhead

- ◆ If wet or rotted, the upper shroud chainplate may be leaking

Windows

- ◆ Look for stains around window, a sign of leakage.
- ◆ It is very common for the windows on an Original Catalina 22 to require replacement due to leaking

Bilge

- ◆ Should be dry—water or water stains are sign of water leakage
- ◆ If wing or swing, then hull-to-keel joint may be leaking
- ◆ If swing keel, keel cable hose may be leaking, or keel trunk is cracked, or lock-down bolt area may be damaged
- ◆ Soft spots along sides of the keelson in original models

Electrical Panel

- ◆ Lights not working, or bad wiring/connection

Sources of Water Leaks (see water or stains):

- ◆ Windows (Original C22)
- ◆ Chain plates
- ◆ Thru-hulls (sink drain, cockpit drain)
- ◆ Lifeline stanchions
- ◆ Hand rails—cabin top
- ◆ Deck light above v-berth (optional)
- ◆ Forward hatch on foredeck (Original C22)
- ◆ Gas vent (Original C22)
- ◆ Loose gudgeons
- ◆ Swing keel cable hose
- ◆ Anchor lock drain (New Design)
- ◆ Rub rail at hull/deck joint
- ◆ Crack in hull, including keel trunk
- ◆ Damaged lock-down bolt (keel trunk)
- ◆ Loose or improperly bedded hardware, including bow pulpit, stern pulpit, motor mount, swim ladder, winches, cleats, electronics, compass, other owner-installed accessories.

Cushions

- ◆ Any missing cushions? All inserts included?
- ◆ Soiled and torn cushions are expected in a 45+ year old boat.

Interior cushions for all four Catalina 22 models are available from Catalina Yachts Store or Catalina Direct with a price range of approximately \$1800, plus packing and shipping. Many owners with the right tools will decide to make their own.

Foam

- ◆ Some Catalina 22s have foam inside the storage areas. The foam can smell and hold water, and is very difficult to remove.

Mast and Boom

What to look for in the Mast, Boom, Rigging:

Mast

- ◆ If round mast, look for cast aluminum alloy spreader bracket—this should be replaced
- ◆ Dents or gouges may indicate mast has been dropped
- ◆ Inspect masthead if mast is down
- ◆ If upper shrouds are forward of mast, re-work of mast base or chain plate of upper shroud may be required or desired
- ◆ Inspect the two bolt-holes at bottom of mast for damage, cracks
- ◆ Crack where mast-raising device is inserted into lower hole (on flat--sided mast only)

Boom

- ◆ Look for damage in the gooseneck

Rigging

Standing Rigging

- ◆ Ask when last replaced
- ◆ Should be no broken strands or wires
- ◆ Look for corrosion where wire connects to swaged eye terminals

Running Rigging

- ◆ Two halyards and mainsheet are standard
- ◆ A traveler is standard
- ◆ A boom-vang is optional
- ◆ An adjustable back-stay is optional
- ◆ Outhaul is optional

Chain Plates

- ◆ Check if loose, look for corrosion
- ◆ Look inside for water stains on bulkhead or water drops on underside of deck, or water accumulation/stains near settee
- ◆ Chain plate leakage is very common

Sometime around 1977, Catalina Yachts introduced a flat-sided mast as standard on all new Catalina 22 sailboats. The oval mast was discontinued.

Sometime around 2015 (hull number 15757) started equipping the Catalina 22 Sport with a Selden-built mast. Use of the flat-sided mast was discontinued.

Sails

What to look for in the condition of Sails:

- ◆ Should include Main, Genoa 150% or 135%
- ◆ Torn or has holes
- ◆ Loose stitching or grommets
- ◆ Stains or mildew
- ◆ All main sail slugs (approximately 10) and battens (4) should be present
- ◆ Look for excessive wear in Genoa where it may touch the spreader
- ◆ Sail bag included
- ◆ Sail cover for main sail included
- ◆ Sail cover torn or missing snaps or grommets
- ◆ Roller furler—broken shroud strands at top

When inspecting sails, are they rolled, folded, or simply stashed in the sail bag. If not rolled or folded, then this may suggest the owner has not properly maintained the sails and other parts of the Catalina 22.

Electrical

What to look for in the condition of the Electrical System:

- ◆ Interior and exterior lights should work
- ◆ Battery is optional
- ◆ Rats nest of wiring may be a fire hazard
- ◆

Outboard Motor

What to look for in the condition of the Outboard Motor and Motor Bracket:

- ◆ Wood motor mount board on motor mount may need to be replaced.
- ◆ Long-shaft (20" +) is usually preferred
- ◆ A 4 to 6 horsepower motor is most common. More horsepower may be desired in more open water. Owners who like to race their Catalina 22 on inland lakes may often purchase a 3.5 horsepower motor, which will move a Catalina 22 along at hull speed in relatively flat water.
- ◆ Ask for maintenance history
- ◆ Steady stream of water should be visible

Trailer

What to look for in the condition of the Trailer:

It is usually a lot easier to buy or sell a Catalina 22 that has a trailer. If you buy a Catalina 22 without a trailer, and decide to sell it in the future, you may be limiting the number of potential buyers to only those at the local marina or club.

Tires

- ◆ Flat or tire rot, should be less than 5 years old
- ◆ Cracks indicate time to replace the tire

Lights

- ◆ All lights working, no broken lamps

Bunk Boards

- ◆ Check if loose, should be carpeted

Bearings

- ◆ Ask about the last time they were replaced

Tongue Extension

- ◆ If it has one, is it operable
- ◆ Highly desired for a wing keel or fin keel model

Mast Raising

- ◆ Is a mast-crutch included

Undersized Trailer

- ◆ Avoid a trailer that is undersized. The axle for a swing keel trailer should be aligned with the rear window when viewed from the side and approximately 3/4 of the way back along the length of the swing keel.

Swing Keel—if the Catalina 22 swing keel is sitting on the trailer, is there a gap of several inches between the trailing edge of the swing keel and the hull? If not, then look for damage in the opening where the swing keel trailer goes inside the hull.

Wing Keel—if the Catalina 22 wing keel is sitting on the trailer, is the wing keel trailer resting on the trailer, or suspended? Should be sitting on trailer.

A new swing keel Catalina 22 trailer will cost approximately \$3600. A used trailer in good condition may be purchased for less than one-third of the price of new, but may be difficult to locate.

Used trailers for a wing keel or fin keel Catalina 22 are very difficult to find and rarely become available on the market.

Budgeting for Replacement Costs

The chart below is intended to help identify common items on a Catalina 22 that are likely to require replacement. An estimated replacement cost for each item is provided. Estimated replacement cost does not include shipping or labor charges that may be incurred.

The best source to find replacement parts specifically for a Catalina 22 is Catalina Direct. Their website is www.catalinadirect.com.

Item	Estimated Replacement Cost
Swing Keel Cable	\$110
Swing Keel Turning Ball	\$25
Swing Keel Tube	\$15
Keel Winch	\$300
Swing Keel Eye Bolt	\$30
Swing Keel Pivot Pin	\$25
Swing Keel Hanger Castings	\$250/pair
Standing Rigging-Shrouds	\$650 (complete set)
Running Rigging—Halyards, Sheets	\$350
Spreader Bracket	\$120
Sails	\$800 (each)
Gudgeon (2)	\$60/pair
Rudder	\$900
Tiller	\$200
Interior Cushions	\$2200 (OEM)
Chain plate Eyebolts	\$250 (complete set)
Bow Eye & Backing Plate	\$35
Motor Bracket	\$350
Trailer Bearings, Lights, Tires	\$500+
Trailer Bunk Boards	\$50
Halyards and Jib Sheet	\$225
Jib Car	\$110
Battens	\$45

On the next page, the *Catalina 22 Estimated Value Calculator* was created by the Editor of the Catalina 22 National Sailing Association as a resource to help guide potential Catalina 22 buyers determine an estimated value of a Catalina 22. This resource is not endorsed by Catalina Yachts or the Catalina 22 National Sailing Association, and is subject to change at anytime. The Catalina 22 Estimated Value Calculator does not account for price differences by geographic region and it does not account for accessories that may or may not add value to a Catalina 22.

How To Read a Catalina 22 Hull Identification Number

By Dale Mack

I have been curious about the relationship between the year a boat was built and its sail number. Using data collected from email passing through a Catalina 22 discussion group, I started a list. My goal for the list is to identify the sail numbers that represent the first and last boats built for each year. If you don't find your sail number on the list, it's because I think I already have sail numbers that bracket yours for that year.

As I collected data, I noticed some inconsistencies. It appears that what some people believe to be the age of their boat and its actual year of manufacture may not always be correct. Most of the data in the list hasn't been verified against actual hull identification numbers (HIN), so view the list with some skepticism unless there is a HIN entry. If you have something to add to the list, please drop me a line. By the way, I'm sure Catalina Yachts has a list, but I thought it would be more fun to build one from scratch without their assistance.

The Hull Identification Number

Boats built since 1972 are required to have a Hull Identification Number (HIN) permanently attached to the transom on the starboard side above the waterline. In 1984 a new regulation was passed which requires the HIN number to also be permanently attached in a second unexposed location. On my 1987 C-22, the HIN was engraved into the transom



after the hull had cured. The quality of the engraving is very poor, and looks like it was done with an electric hand engraver.

Early Production Numbering

Frank Butler has been quoted as stating that in the beginning, fixed keel boats were numbered separately from the swing keel models, and that the fixed keel models should have a "K" at the side of the emblem on the stern plate. This separate numbering system was abandoned at the request of Catalina 22 National Sailing Association officers at some point early in the manufacturing process. After that, all boats, regardless of keel, were numbered sequentially.

How to Read the Hull ID Number

There appears to be four numbering schemes in use. My dates for the transition from one scheme to the next might be off plus or minus a year, but I believe it looks something like this:

1969-1973, No HIN, just a metal plate at the transom (inside cockpit)

1973-1975, No letters for month built (e.g. CTYH44011074)

1975-1984, a mysterious "M" is a part of all HIN's (e.g. CTYH9353M80C)

1984-present, year built represented with a number (e.g. CTYH5390F697)

Model Year. For the boating industry, the new model year starts in August. Since 1975, the Month Built information has been represented with a letter.

In 1984 the lettering scheme was changed to make "A" represent the month of January. Here's a look at the two schemes:

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1975 - 1984	Jan=F	Feb = G	Mar = H	Apr = I	May = J	Jun = K
	Jul = L	Aug = A	Sep = B	Oct = C	Nov = D	Dec = E
1984 to Present	Jan=A	Feb = B	Mar = C	Apr = D	May = E	Jun = F
	Jul = G	Aug = H	Sep = I	Oct = J	Nov = K	Dec = L

The Model Year scheme in use between 1975 and 1984 derived the Year Built information from the Model Year and from the Month Built. For example, a boat whose last three letters of the HIN were 82A would actually be a 1982 model year Catalina 22 built in August of 1981. Here's three HIN's decoded:

[CTYH44011074: A Catalina 22 built in 1974. Sail number 4401.](#)

CTY = Manufacturer's Identification Code (Catalina Yachts)
H = Model (Catalina 22)
4401 = Hull Serial Number
10 = Month Built
74 = Year Built

[CTYH9353M80C: A 1980 model year Catalina 22. Built in October 1979. Sail number 9353.](#)

CTY = Manufacturer's Identification Code (Catalina Yachts)
H = Model (Catalina 22)
9353 = Hull Serial Number
M = ???
80 = Model Year (1980). August is the start of a new model year.
C = Month Built (October). A=August, B=September, and so on.

[CTYH5390F697: A 1997 model year Catalina 22. Built in June 1996. Sail number 15390.](#)

CTY = Manufacturer's Identification Code (Catalina Yachts)
H = Model (Catalina 22)
5390 = Hull Serial Number
F = Month Built (June). A=January, B=February, and so on.
6 = Year Built (1996). Last digit of the year of manufacture.
97 = Model Year (1997).

Duplicate Hull Serial Numbers but Unique Sail Numbers

You may have noticed that only four digits are used for the hull serial number and yet we know that more than 15,000 Catalina 22's have been built (the remaining fields of the HIN uniquely identify the hull). If you have a boat built sometime after 1980 when Catalina 22 #10,000 was built, you simply add a one in front of your hull serial number to derive your sail number.

Model Year	Hull Number	Model Year	Hull Number
1970	1	1993	15286
1971	322	1994	15347
1972	804	1995	15348 1st MK-II
1973	1912	1996	15370
1974	3144	1997	15390
1975	4680	1998	15431
1976	5679	1999	15450
1977	6646	2000	15464
1978	7976	2001	15475
1979	8270	2002	15480
1980	9247	2003	15500
1981	10208	2004	15540 1st Sport
1982	10531	2005	15550
1983	11935	2006	15582
1984	11999	2007	15627
1985	13142	2008	15703
1986	13143 1st New Design	2009	15724
1987	13827	2010	Production moved to FL MK-II Discontinued
1988	14371	2011	15727
1989	14802	2012	15747
1990	14943	2013	15756
1991	15195	2018	15782
1992	15248		

Note—for reference only, the hull number does not represent the first hull built for the associated model year.

Selecting the Right Boat

By Winship Story

Originally printed in *MainBrace*, May 2004

Over a 15-year period I have owned a Hunter 25, Santana 20 and 23, a J24, Hobie 33 and a B- 25, but in 1989 I bought a 1977 MC scow in order to join the locally largest and most active “one design” fleet, and that’s when my sailboat racing education really began.

It did not take long to learn that there was much more to learn about one design racing than I thought, and that my boat was not really competitive except in winds under 10 mph. So, in 1994 I bought a 1988 model boat which I soon found was also not really up to the current standard, but at least I was getting better. In 1996 the budget was finally adjusted to purchase a new boat and the latest sail Greg Fisher had designed. Finishes really improved but only after several years of experience and a competitive boat.

This story, in part illustrates how important it is to obtain the best equipment available, especially when racing in a one design fleet. In contrast to the Catalina 22, the MC is a very strong class where every measurement is tightly controlled. The last boat even had lead corrector weights to ring it up to the minimum 420 pounds.

A few years ago, I met my boat partner who wanted me to help him get up to speed on his newly acquired Melges 24. This alliance gained me a good friend and much frustration as we just couldn’t seem to get up to the speed of the class pro’s. Luckily, like the Catalina 22 class, most of the top competitors were very accessible and willing to share their knowledge. Our boat speed improved as we learned to tune the boat and Doug is now sailing his third M24. Even so, we still can’t keep up with the top boats. The boat proved to be fast though, it won the Nationals in 2003. At least we know the boat is competitive.

I provide this background for two reasons. First, that it is important in any class to seek out the most competitive equipment you can afford. Even in classes where there are very strict construction and measurement standards some boats are better than others. Second, no matter what your experience level, each class of boat has characteristics that are unique. Some knowledge is more transferable from boat to boat, but fortunately, most classes have people who are able and willing to give useful advice.

After the Fleet 58 joined the Lake Lanier Sailing Club we saw how much fun they were having and as I was growing weary of struggling with a high-powered boat like the MC, Doug and I decided to purchase a Catalina 22. Before buying a boat, we talked to local fleet members, in particular, Dennis Slaton was helpful, and he helped us find a good boat to start with.

What we learned is that instead of purchasing the latest, high tech wonder, the older Catalina 22s seemed to be the most competitive. Although there seemed to be several good fast boats up to the Mark-II, most boats under number 1000 were lighter than later boats.

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While some folks might see this as a negative thing, we were most pleased at how inexpensive these older boats were even after all the work necessary to make them competitive. In 1996, my MC with trailer, sails, and cover cost about \$10,000! Our “new” old Catalina 22 #328 has cost us much less in spite of the many hours we have spent updating and making it look nice. And now that we hear about the new Catalina 22 Sport, it looks like we still have a good boat for much less than a new one.

In the past year that we have been associated with the Catalina 22 group we have been amazed at the amount of heated discussion regarding the competitive nature of the newer boats. This is so much the opposite of most racing classes! Usually you must spend the high dollars to be competitive! New boat every 2-3 years, new sail inventory, even very expensive spares. In this class all you have to do is sell your new boat and find an old one! What an innovative concept!

Let's face it (sorry Frank), the Catalina 22s were not constructed to the tightest of standards. Over the years it seems that the layup varied or at least the plywood coring varied from boat to boat. Total weight varied substantially as well as where the weight was located. Oh, and then there are the thin keels, thick keels, cast iron and fiberglass/ lead keels, wing and fixed; thin rudders, thick rudders and kick-up rudders; oval masts and flat-sided masts. Good grief!

Now we have the discussion (again) about boat weight. Well, sorry, if you want to race a competitive Catalina 22 then you have to do what every sailor in every other one design class has to do----find a competitive boat! It is the same in J22 and J24s, Sonars, Melges 24s, Thistles, Lightnings, Lasers, Snipes and MCs. And I have real news for you! Check out what the Star, Fin, 49er, Tornado, etc. Folks pay for a competitive boat. In those classes the boats are easy to find, just hard to pay for! Those fleet members are painfully aware of what they must do to get a competitive boat. They either shell out the \$\$\$\$\$ for a new one or look high and low for a good used one.

So why are we any different?

Finding a Competitive Catalina 22

While weight is a factor, it is not the only factor. Where the weight is located is very important. The boat should float with the stern just touching or slightly out of the water with the motor and rudder attached. You do not want a boat that drags its wide, heavy butt around the course. Also, I am amazed at how much crap people put on their boat and where they put it. In my short time in this class, I have seen boats racing with two big batteries, stereo systems, pump out heads, boxes of spares, huge fenders, huge anchors with hundreds of feet of rode, coolers filled with beer etc. Why not get rid of the unnecessary stuff and add another crew-member? At least they can contribute to sailing the boat.

Class rules state that a minimum 4 horsepower motor weighing at least 40 pounds is required, and it must be left on the mount while racing. Obviously, a 9.8 horsepower electric start with 6-gallon tank weighing in at 100+ pounds will not help your sailing performance. Kick-up rudders are heavier than most standard blades. There are thick and thin rudders and keels. Thin is usually better on both counts.

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Non pop-top models provide more cabin top space for controls and are likely to be a little stiffer and lighter. While fairing a keel is not too difficult, it is nice to find one without deep rusty pockmarks and a sloppy pivot hole. Flexing is very bad for performance. Are the bulkheads firmly attached? Is the deck pulling up at the fore and aft lowers? When you pull on the backstay do the shrouds get loose? A bow pulpit is required but lifelines, push-pit and heavy boarding ladders are not.

In other words, do your homework. By selecting a good boat to start with, you will have much less to do to get it up to speed. Unless you are able to find one already race prepared, it is likely there is still much to do to get it race ready.

Catalina 22 selection highlights:

- ◆ A light boat that floats high at stern.
- ◆ Standard blade rudder.
- ◆ No pop-top.
- ◆ 4 or 5 H. P. motor with small gas tank.
- ◆ Minimum extra accessories.

Surveying a Catalina 22

By Dick King

Originally printed in *Mainsheet*, May 1994

You have fallen in love with your dream boat (a Catalina 22, that is). You have heard an owner's loving words or have seen it in your favorite sailing magazine. You may have seen one sitting lonely and forgotten and felt sorry for her. You have picked an ideal model of a sailboat, but how do you know that a particular Catalina 22 is the one you want to buy?

It depends upon her current condition. If she is new or has been well cared for, price is the main driver in your buying decision. If she is in need of some tender loving care, the price might be right, but it also depends on your ability to deal with anything that might be wrong with her. Some folks are more handier than others. If the boat has rigging or hull problems, you may need access to marine repair facilities or at least to someone who sells repair items. Most areas have dealerships where needed Catalina parts can be bought or ordered.

Here is a list of some things to look for outside of the boat, when deciding whether to buy this particular boat. This list may also be used as a maintenance checklist for owners.

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The bow-eye should be made of good quality stainless steel. A U-bolt is stronger than an eye bolt, but requires an additional hole in the stem. Make sure the bow eye is tight and the hole in the stem is sealed.

The Tack Fitting takes the load of the forestay and the genoa halyard. The older fittings have the forestay hole forward of the bolts that attach the fitting to the bow. The fitting may be bent from the forestay loads. The factory now offers a fitting that has a reinforcing tang that is bolted to the stem to take the load and prevent bending.

Take a close look at the lower ends of the standing rigging (shrouds and stays). With the exception of the fore-stay, all the rigging is attached to the deck by eyebolts. The earlier models have 3/8-inch bolts, while the newer ones are 1/2 inch. Check the alignment of the heads of the bolts. If you sight across the head of the eye bolt toward the center of the boat, you should be looking in the direction of the mast. Check the shackles and the turnbuckles. They can have either cotter pins or rings, though rings are easier to remove, and are much kinder to skin, sails and sheets. Turnbuckle screws should be straight. There are many types of turnbuckles, each with its own locking mechanisms. If stop/jam nuts are used, make sure they are stainless. Some of the older boats have plastic stop nuts which become brittle after long exposure to sunlight. Make sure the stop nuts and the bodies of the turn-buckles turn easily on their screws. Examine the thimbles in the lower ends of the wires to ensure that they are not bent or cracked. Look for cracks and irregular pressing on the micro-press sleeves on the wire ends. All wire ends should have at least two sleeves.

If the mast is down, make the same check of the upper ends of the standing rigging. Use a soft, folded-up cloth and run it the full length of each wire to check for broken strands.

Especially check the part of the upper shrouds where they rest on the ends of the spreaders. Check the spreaders and their brackets for cracks. If the brackets are aluminum, check all four lower shroud attachment points for signs of wear or cracks. A note on rigging: If it is over five years old, think very seriously about replacing it. It is a lot less expensive than a mast and mainsail.

Note from Catalina Yachts: Stainless steel replacement spreader brackets are available through the factory.

There are two types of mast steps. The old design step is made of aluminum and has slots in the aft end. A pin in the bottom of the mast is fitted into the slots as the mast is being raised. The bad news is that during mast lowering, the pin can lever against the slot and bend, crack, or break off the upper side of the slots. The new design is a stainless step with a vertical slot. The mast pin is replaced with a bolt, which is inserted through the mast and step prior to raising the mast. The slot allows the end of the mast to move upward as the mast is lowered. The bad news is that galvanic corrosion can eat at the end of the mast if it is left in contact with the step for an extended per the boat has LIFELINES, look for cracks in the stanchion bases or bends in the bases or tubing. Look for dried, cracked, or missing bedding compound at the bases. Water leaks into the deck and can cause the plywood between the deck and the inner liner to rot. Check the life lines for broken strands and the terminations for cracks and splits.

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At the transom, examine the tiller, rudder, pintles and gudgeons. Check the tiller for splits, especially at the aft end. The stainless tiller straps have a tendency to flex when experiencing weather helm. This can lead to cracks in the area between the end of the tiller and the forward edge of the rudder head. The kick-up rudder has a stainless lockdown/pivot bolt. The locking mechanism is aluminum. Galvanic corrosion can cause the locking function to malfunction. The loose rudder blade can work from side to side or kick up slightly, causing large bending loads on the rudder blade, where it exits the rudder housing. Check for cracks in the blade and bent sides on the housing. In some cases, the loads are enough to break the screw heads off the sides of the rudder head. Check the fit of the pintles and gudgeons. They should fit tightly but should turn smoothly. If the boat has a fixed rudder, check the pintles for bent pins or cracked welds. Check that the gudgeons are mounted tightly to the transom and are properly bedded. Check the traveler bar and the slider mechanism.

Except on the new models where the traveler bar is part of the stern pulpit, it consists of a U-shaped bar through-bolted into the transom. The traveler should be tight down against the fender washers on each end. It should not rock fore and aft. If there is enough space inside the transom, a long extension and a thin wall deep socket can be used to tighten the nuts on the ends of the bar. Otherwise, access holes must be cut in the inner face of the transom. (The same check and fix can be applied to the backstay eye bolt. Depending on the year of the boat, the lower mainsheet block is attached to a slide or a car on the traveler bar. The older models with the slide also have rings with thumb screws to limit the travel of the slide. Check for bent or stripped screws. Check for worn or missing sheaves on the car.

Check the motor mount. Is it functional? Is it large and sturdy enough for the weight of the outboard you plan to use? Is it firmly mounted and properly bedded to the transom? Is it mounted for a long shaft or a short shaft O/B? (6-inch difference). When the motor is down, the mounting board should not drag in the water.

The Catalina 22 has one of three types of keels - swing, wing, or fin. If you plan to sail in shoal waters or your mooring or dock is in less than 3.5 feet of water, a swing keel is for you. If the boat has a swing keel, check for wear in the pivot pin area. If the boat is in the water, rock it from side to side and listen for a muffled "thunk, thunk." If it is on the trailer and the keel is not resting on the keel support, push on the side of the keel near the aft end. It should not swing from side to side.

One final thought on buying, spend a little extra and hire a marine surveyor.

Bought an Old Boat Lately? Here's Some Suggestions

By Tom Newman

Originally printed in Mainsheet, February 1994

I recently received a call from the owner of a "new" old boat, and it occurred to me that there might be more of you out there who would benefit from my knowledge about the older boats, those manufactured before the mid-1980s. I own Catalina 22 #804 and I have owned her for all 21 years of her life. We have aged together in some ways good, in some, bad. This boat has kept me alive, and I am trying to return the favor.

In this article, I review some of the things which I would do if I had just purchased this old boat. I am sure many of you can add to the following list:

1. Pull the keel and check the keel pin. This is best done at a boatyard with a hoist and a stand to hold the keel upright. Replace the pin, if it's worn. Check the bolts.
2. While this is being done, check the keel wire and replace it, if there are burrs in it. Most old boats which I have seen need both the pin and the keel wire replaced, so order them before you "hoist."
3. Check the step going into the cabin. Make sure the bolts for the keel winch are not pulling through the fiberglass. If they are, put a plate on the step. This can be dressed up with a wood overlay.
4. Check the chainplates. Catalina has new ones with washers and screws which have a larger diameter than the old ones, which will corrode and snap. I have seen this happen on two different boats. Replace the whole set, if they are the original chainplates. You will need a drill to make the holes larger. The one for the upper shroud is really tough. While you are doing this, put backing plates on all of the shrouds, if they are not already there. You can order these from Catalina Yachts. Check the mast step as well. Replace the older aluminum one with a new steel step. The early boats had a different mast, spreaders, and shrouds than the newer boats. Catalina Yachts can provide you with the specs. if there is a question.
5. Replace any and all shrouds which have burrs. Check them carefully. When in doubt, ask the previous owner how old the shrouds are. When you are replacing shrouds, consider the possibility of adding a split backstay, if the boat does not have one.
6. Make sure that you have an easy boarding ladder, in case someone falls overboard. Think about how difficult it might be to get that person back onboard in a heavy wind and/or cold water. An outside stern ladder works nicely.
7. Make sure that the gas tank area is ventilated. Many of the older boats were not ventilated according to present day Coast Guard requirements.
8. Put one-inch blocks under the jib cam cleats. This greatly improves the ease with which the jib sheets can be cleated and uncleated. This is an important factor in heavy-air sailing.
9. If the boat is not already fitted with cam cleats. Install them. With these changes, your crew can cleat and uncleat the jib sheets from the high side in a stiff breeze.

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10. Run as many controls as possible (main halyard, jib halyard, cunningham, etc.) aft. Being able to make adjustments from the cockpit, rather than going forward over the cabin-top, makes sailing easier, safer, and faster.
11. Put some mechanical advantage into the outhaul – bullet blocks or a “magic box” works wonders, allowing you to make adjustments without being King Kong.
12. Put backing plates on all of the cleats.
13. Check the halyard sheaves on top of the mast. They are plastic and tend to break. Tru Value Hardware has the perfect size in bronze, and the price is right.
14. Check the traveler bar. If it is loose, the only way to tighten it (according to the Catalina factory) is to cut holes in the transom on the cockpit side, tighten the bolts, and cover the holes with metal plates.
15. Take the winches apart and use winch grease to lubricate them. (They will always seize up at the most inopportune moment if not properly maintained.)
16. You may want to add a topping lift. This is a line which runs from the top of the mast to the aft end of the boom. It keeps the boom from falling into the cockpit when the sail is lowered.

Check Those Swing Keel Bolts

After purchasing a used Catalina 22, Jere Wheeler of Texas found out the hard way the importance of checking the swing keel bolts that are used to secure the swing keel to the hull. When purchasing the Catalina 22, Jere was informed by the seller about a keel bolt problem with one of the hangers, which was fixed. Unfortunately, there was a problem with another bolt that Jere was not aware of, and the swing keel dropped while sailing with three other people on board. Although everybody is safe, this is a reminder to frequently check those keel bolts! (Picture below is from Jere Joshua Wheeler—Facebook)

Don Berridge of Warriors at Sail is donating a replacement swing keel to the Jere, who is a United States Air Force veteran.



Keel Fastener Kit

Catalina Direct recommends replacement of the swing keel bolts every two years. They sell a Keel Fastener Kit available for less than \$10, plus shipping.

Part number D1661.



Check the Swing Keel Pivot Pin

Don Berridge of Warriors at Sail shared the pictures below of a Catalina 22 swing keel boat they recently acquired. Although the boat was in immaculate condition, the swing keel pivot pin was severely worn. The Catalina 22 was kept at a dock in a cove with light wave movement with the keel in the up position



Keel Pivot Pin

Catalina Direct sells a Keel Pivot Pin that fits all Catalina 22s for less than \$25, plus shipping.

Part number D1183.



Tips to Avoid a Catalina 22 Mast Failure

By Rich Fox

The original Catalina 22 was introduced with the oval mast and aluminum spreader bracket. Around 1977, Catalina Yachts introduced a stronger, stiffer mast, also known as the flat--sided mast that became standard with all new Catalina 22s built through 2010. Most of the flat-sided masts also came equipped with an improved stainless-steel spreader bracket. The oval mast went out of production over 40 years ago. The flat-sided mast was discontinued around 2015 when a new Selden built mast became standard for the Catalina 22 Sport.



Replace the Aluminum Spreader Bracket—It's not a matter IF an aluminum spreader bracket will crack, but WHEN. If you have an original oval mast with the aluminum spreader bracket, you need to have this replaced immediately or you run a high risk that your oval mast will collapse. Catalina Direct offers a complete spreader bracket set for the oval and flat-sided mast.



Photo credit: Catalina Direct

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*Catalina Direct Spreader Bracket Set
for C22 Oval Mast
Catalina Direct part number D109
Photo credit: Catalina Direct*

Flat-Sided Mast—when properly tuned, the oval mast will work just fine. However, the oval mast has a history of snapping in half. Racers prefer the oval mast to help shed a few pounds aloft. If you have an opportunity to acquire a flat-sided mast to replace an existing oval mast, there is still a small demand for oval masts by Catalina 22 sailors who competitively race these boats. The flat-sided mast is strong, stiffer and less likely to snap. The flat-sided mast became standard in the late 1970s.

Quick Release Toggle Pin—although a very convenient way to replace a clevis pin or clevis ring, use of a quick release toggle pin for the forestay or upper shrouds is an open door for a possible mast failure if they get snagged by a sheet or line. These pins are great for the forward-lower shrouds.

Spreader Tips—make sure that your upper shroud is properly installed at the tip of each spreader. Whether you are using seizing, safety wire, or a cotter pin, you need to make sure your upper shrouds cannot pop-out of the spreader. If the upper shroud disengages from the spreader, mast failure will occur.

Standing Rigging—check your shrouds a couple of times each season. If any shrouds have a broken strand, then replace the shroud as the strength of the shroud has been compromised and breakage of additional strands is likely. Also inspect your turnbuckles, terminal fittings, and chain plates for rust and distortion.

Adjustable Backstay Knot or Stopper—if you have an adjustable backstay, you need to have a knot in the line to keep the line from feeding out in the event it is accidentally snagged and comes out of the cleat, allowing the top of the mast to bend further forward and causing mast failure.

Cotter Pins—using the wrong 30-cent cotter ring could be a potential source of rigging and mast failure if used to secure the standing rigging. When it comes to cotter rings, there are at least two types you should be aware of - symmetrical and elliptical. Symmetrical cotter rings are shaped with no inside curve. Although more difficult to remove they are less likely to bend out of shape and fall out. Elliptical cotter rings are shaped with an inside curve, are quite easy to remove, and have increased potential to work their way out of the

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cotter pin or bend out of shape and fall out.

Symmetrical cotter rings.

Photo from www.catalinadirect.com
Catalina Direct part number D1712

Elliptical cotter ring

Photo from www.catalinadirect.com
Catalina Direct part number D1660

Overhead Trees and Power Lines— if you find yourself launching at a new ramp, then take a few minutes to look around the area for trees and power lines that you may need to avoid after raising your mast. How many of you have experienced a close call with knocking some leaves or branches off a tree you did not see? (My hand is raised).

High Wind—the Catalina 22 is a tough little boat. If you are sailing in wind speeds above 15 mph, then you need to make sure the rigging is snug. Mast pumping gets worse in higher wind speed and can result in snapping of the mast around the spreader bracket.

I hope you never experience a mast failure and that the tips mentioned above will help you keep your mast pointing straight up!

“Hi Alexa. . . I just purchased a Catalina 22,
and now I need help figuring it out.”



The Catalina 22 was first built in 1969 by Catalina Yachts with over 15,700 boats built since its introduction.

The Catalina 22 Technical Manual is a publication by the Catalina 22 National Sailing Association with over 700 pages written by Catalina 22 sailors for Catalina 22 sailors. The Technical Manual is a must-have for anyone who is new to Catalina 22 ownership.

The Technical Manual is offered in PDF format, making it easy to search, read, print and save for future reference. You can spend hours, days or weeks searching the internet, or you can have the most complete Catalina 22 library at your fingertips!

The Catalina 22 Technical Manual is available to members of the Catalina 22 National Sailing Association. You can go to www.catalina22.org to easily join and purchase.



Catalina 22 Resources at www.catalina22.org

The Catalina 22 National Sailing Association website has more Catalina 22 specific resources available to Catalina 22 owners than any other website in the world. You may already be familiar with some of the publicly available resources, such as the **MainBrace**. When you join the Catalina 22 National Sailing Association, a boat-load of additional Catalina 22 information becomes immediately available at your finger tips.

MainBrace is the official publication of the Catalina 22 National Sailing Association and available to any Catalina 22 owner. Membership in the C22NSA is not required, but encouraged.

MainBrace

Every issue of **MainBrace** includes:

- ◆ Officer Reports
- ◆ Racing NORs and Results
- ◆ Cruising Tips and Announcements
- ◆ Technical articles written by Catalina 22 owners

Catalina 22 Technical Manual

One of the benefits of your membership in the Association is that you may purchase the Catalina 22 Technical Manual. This is a “must-have” resource for every new Catalina 22 owner.



The *Catalina 22 Technical Manual* was completed in 2006. You can also access the *2014, 2017 and 2019 Updates*. Altogether, there are over 550 articles available in this PDF formatted publication.

There is no need to spend hours browsing the Internet technical help. The Catalina 22 Tech Manual makes so much information easily accessible.

When you log-in to the Association’s website, you will also find more technical articles available to you that are not in the *Catalina 22 Technical Manual*.

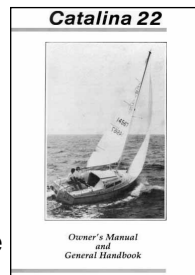
If you are buying a used Catalina 22, you are encouraged to join the Catalina 22 National Sailing Association, then purchase the *Catalina 22 Technical Manual*. The insight that you gain from the Technical Manual will greatly assist you in buying and maintaining the very best Catalina 22 that you can find...and avoid buying somebody else’s abandoned project boat.

There is also a *Technical Article Guide* publication to help you find out exactly where all 550 plus articles are located.

Owners Manual

The Catalina 22 National Sailing Association has Owners Manuals available on the website for all four versions of the Catalina 22, including:

- ◆ Original (1969-1985)
- ◆ New Design (1986-1994)
- ◆ MK-II (1995-2010), and
- ◆ Sport (2004-Current).



The four Owners Manuals are the publications of Catalina Yachts that accompanied all boats when they were sold as new from the factory.

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Catalina 22 Apparel

After you purchase a Catalina 22, you may want to show off your Catalina 22 pride with some Catalina 22 apparel. Check out the Catalina 22 Ship's Store CRS Apparel at www.catalina22.org.

Go Racing: Catalina 22 National Championship Regatta

Each year since 1972, the Catalina 22 National Sailing Association has held a National Championship Regatta in the United States. The regatta is open to Catalina 22 owners who are members of the Catalina 22 National Sailing Association.

The National Regatta typically includes three fleets—Gold, Silver and Spinnaker.

The Gold fleet is the most competitive fleet and the winner is recognized as the Catalina 22 National Champion.

The Silver fleet is the appropriate fleet for new sailors wanting to sail their Catalina 22 in their first National regatta.

The Spinnaker fleet provides an additional opportunity for skippers to test their spinnaker handling capabilities.

Go Cruising: There is more to do on a Catalina 22 than Racing!

Organized cruising has been a big part of the Catalina 22 sailing experience since the early days of the National Sailing Association. In the 1970s and early 1980s, the biggest Catalina 22 cruise of the year was often organized in-conjunction with the National Championship Regatta. Today, week-long Catalina 22 cruises are organized in nearly all parts of the United States, including Florida's Northern Gulf Coast, Great Lakes, Chesapeake Bay, Northwest, Kentucky Lake, and Oklahoma's Grand Lake, just to name a few.

What is great about these and other week-long Catalina 22 cruises is, you may start out on the first day not knowing anyone. By the end of the week, you will have many new friends that you may keep in -touch with throughout the years to come.



Catalina 22 Publications

Available at www.catalina22.org

If you are buying a Catalina 22, then you will want access to the largest and most complete source of Catalina 22 information available at www.catalina22.org.

Public (No Membership Required)

- ◆ MainBrace—current edition
- ◆ Catalina 22 History e-Book
- ◆ Catalina 22 University
- ◆ Catalina 22 Destinations
- ◆ Catalina 22 Buyer's Guide
- ◆ Catalina 22 Brochures, Reviews,
and Estimated Value Calculator

Included with Membership

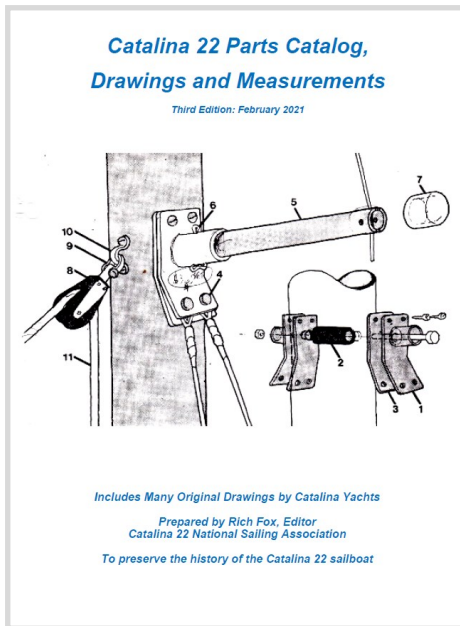
- ◆ MainBrace—past two years
- ◆ Catalina 22 Destinations
- ◆ Catalina 22 Owner's Manuals
- ◆ Catalina 22 Parts Catalog
- ◆ Sal Trim and Tuning Guides
- ◆ Artwork

Requires Membership plus Purchase

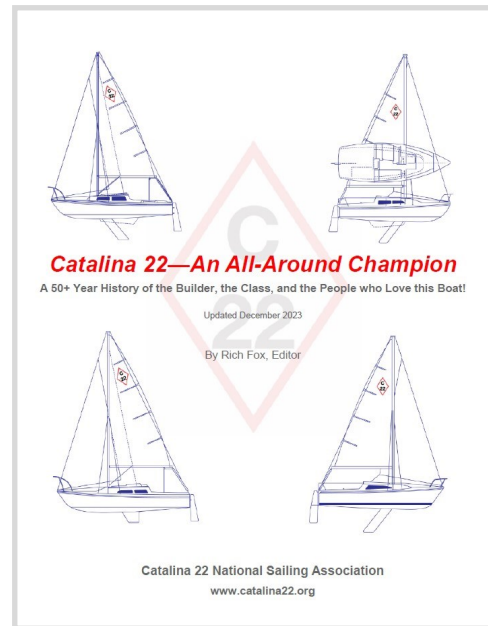
- ◆ MainBrace DVDs
- ◆ Catalina 22 Technical Manual (2006)
- ◆ 2014 Technical Manual Update*
- ◆ 2017 Technical Manual Update*
- ◆ 2019 Technical Manual Update*
- ◆ Mainsheet Magazine

*included with purchase of Catalina 22 Technical Manual

Catalina 22 Parts Catalog, Drawings and Measurements



Catalina 22 History Book



After you purchase a used Catalina 22 sailboat, you will probably need help to figure out where all the parts go? As a member of the Catalina 22 National Sailing Association, you may download the 40+ page *Catalina 22 Parts Catalog, Drawing and Measurements* publication that features mostly line-drawings of how things work in a Catalina 22.

Learn more about the Catalina 22, the Builder, and the People who Love this boat. Available for easy downloading in PDF format at www.catalina22.org.

Insignia of the Catalina 22

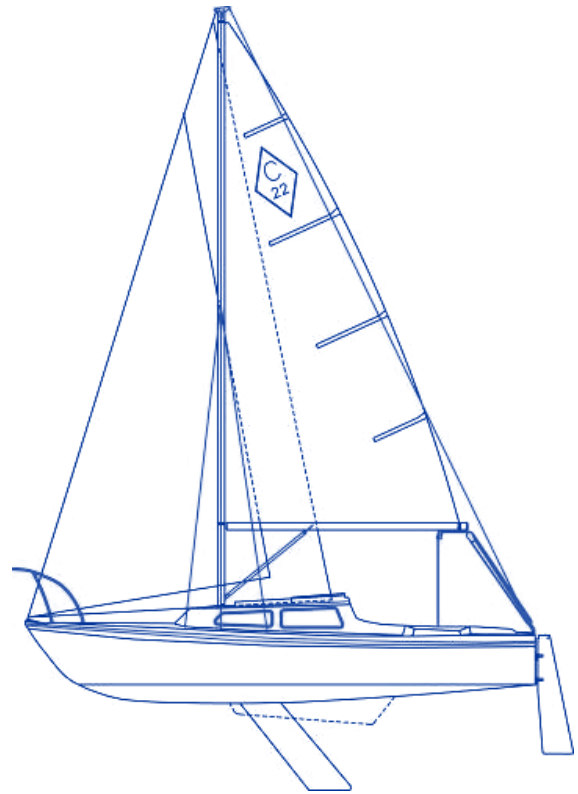


Good luck with your purchase!

Review: Catalina 22

By Rich Fox

The original Catalina 22, built from 1969 to 1985 with over 13,400 hulls coming of the production line, was one of the most successful sailboats ever built. Throughout the 1970s, the Catalina 22 was mass-produced (up to four per day) and built to a price. The boat has been out of production for nearly 40 years. However, a lot of these boats remain very active and running great. The Catalina 22 is a tough little boat.



A benefit of owning a Catalina 22 is the availability of parts. Parts are available from Catalina Direct, e-Bay, and from other owners who may have decided to part-out their old boats. Parts for the original Catalina 22 are no longer available from Catalina Yachts as they are only offering parts for the Catalina 22 Sport.

The Catalina 22 is a dated boat compared to many new designs on the market today. There continues to be a healthy demand for these old boats and a variety of active support groups help keep to offer a good experience for owners and those looking to buy a Catalina 22. The Catalina 22 is often the first “big” boat that for many buyers looking for something in this range.

The Catalina 22 is a boat that does everything pretty darn well. It is easy to trailer. It is easy to rig. It is easy and inexpensive to maintain. It is fun to race. It is enjoyable to cruise and day sail. And due to the love and care provided by their owners, many Catalina 22s built back in 1969 are still sailing around the country and looking fantastic!

Another big benefit of owning a Catalina 22 is access to the Catalina 22 National Sailing Association and its resources, such as the *Catalina 22 Technical Manual* and the *Catalina 22 Parts Catalog, Drawings & Measurements* publications.

The racing members of the Catalina 22 National Sailing Association can proudly boast that there has been a Catalina 22 National Championship Regatta every year (except 2020) since the first event was held in 1973 in California. The original Catalina 22 is the “go to” model that most competitors in this event will sail. The reason for this is that the original Catalina 22 is inexpensive to acquire, fix up, and prepare for this type of event.

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The weight of the original Catalina 22 can vary widely. Reports and past organized “weighing efforts” from owners suggest these boats could weigh as little as 1800 pounds to as much as 2500 pounds. Most of these boats weight around 2200 pounds.

The original Catalina 22 model, especially hull numbers less than 500, continues to be the preferred model for racing as racers actively seek out the light weight boats with thin keels to maximize their competitiveness on the race course.

The Catalina 22 sailors who like to cruise in the boat will also say that they are proud to see the Northern Gulf Coast Cruise and other week-long cruises continue to attract a high number of boats.

Most of the Catalina 22s built were swing keels versions carrying a weight of approximately 550 pounds. The shape and the weight of the keel varies.

A fin keel with a 3’6” draft was an option. A wing keel was never offered with this model.

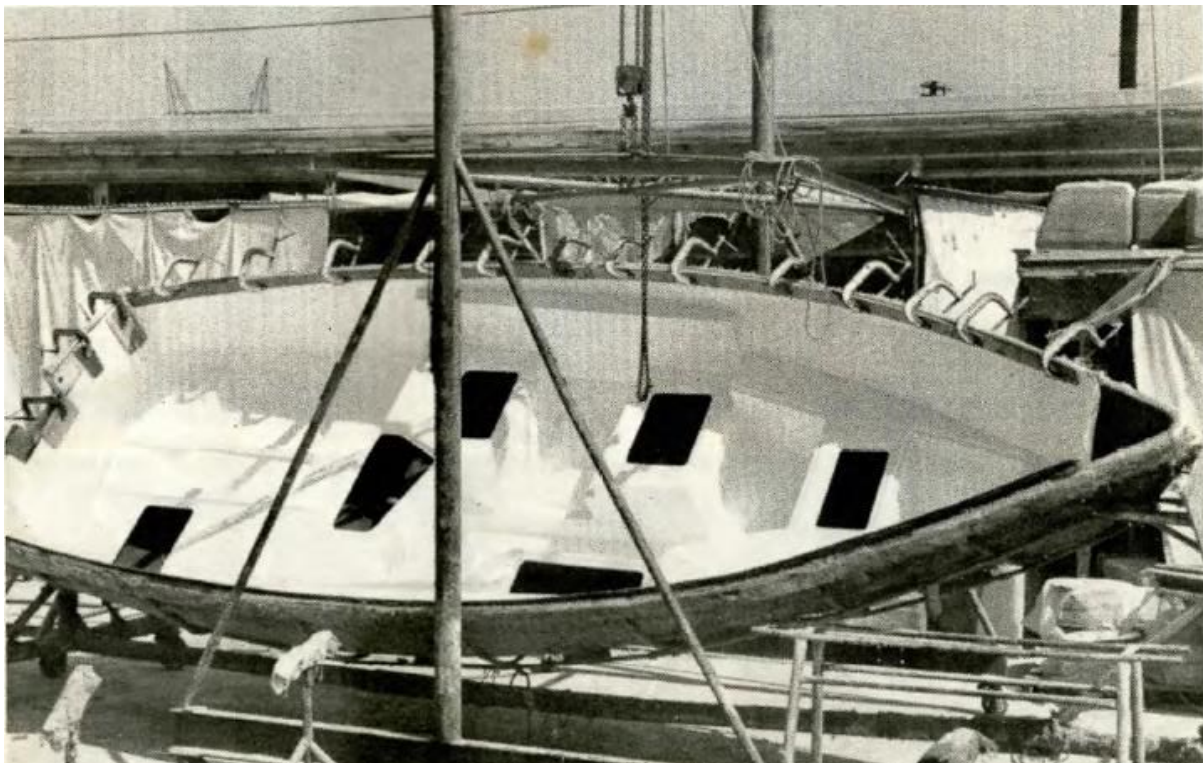
The original Catalina 22 also had an optional pop-top starting with the 1973 model year. Most of these boats were delivered with the pop-top.

The swing keel, along with the associated lifting and pivoting hardware and keel cable require regular inspection and should be replaced at first sign of excessive wear and tear...especially if the boat is used in salt water.

Although the target weight of the lifting swing keel is 550 pounds, the mass-production and lack of standards during the early 1970s resulted in a lot of variation in shape and weight of the swing keel. The swing keel versions is preferred by racers. If you purchase an original Catalina 22, the swing keel is most likely going to require a lot of attention to ensure it is properly installed and safe. Replacement of the lifting keel cable should be top of the list.

From 1969 through 1977, an oval shaped mast was standard. For all boats built as of May 1977, a more robust mast with flat sides was included as standard to better support use of a Genoa 150% sail. Many racers prefer the original, overall mast due to its lighter weight and flexibility.

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The location of the mast in relation to its distance from the bow can vary by a few inches. This can have a significant impact on the weather-helm performance of the boat. The original oval mast and flat sided mast are no longer in production. Replacement is available from parted-out boats.

The early spreader brackets were aluminum, which can crack, and should immediately be replaced by an available stainless steel version (available from Catalina Direct).

Many early boats have the upper shroud connected to the deck at a point just forward of the mast. This should be changed so that the upper shroud is slightly behind the mast.

It is very common for the side deck, where the forward-lower, upper, and aft-lower shrouds are connected to the deck to flex, especially in higher wind conditions. Many owners have installed additional brace hardware below to secure the deck to the interior liner to reduce deck flexing.

On the foredeck there isn't an anchor locker, and the forward hatch on the foredeck is subject to leaking as the boat ages. The plywood core of the foredeck can become soft and reinforcement or rebuilding the foredeck from underneath may be needed. You will know the foredeck needs major surgery if you stand on it and it feels spongy.

The windows are a frequent source of frustrating water leaks, but can be fixed or replaced.

The side decks are narrow and difficult to navigate if the boat has lifelines. Many owners remove the life lines and never miss them.

In the cockpit, the port locker where the gas tank is stored is opened to the cabin, allowing smelly fumes to circulate inside. This is a design flaw that was fixed with the New Design model.



*Catalina 22 hull #27.
Photograph by Chuck Miles.*

Also in the cockpit, the floor slopes forward and the scuppers (drains) can easily clog with leaves or ice. Many owners have installed scuppers in the transom to help make sure water in the cockpit never accumulates to a potentially higher level.

As more than a third of the original Catalina 22s built are now greater than 50 years old, the cleanliness of the interior will vary widely depending upon how much attention the boat was given by its previous owners. If you want new cushions to help give an old boat a new look on the inside, Catalina Yachts can make you a set of new cushions, but at a price of a few thousand dollars. .

The boat can sleep four people, but it will be cramped. The galley is large, and some owners have discarded or sold the galley, or stored it in their attic or basement.

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Although the original Catalina 22 has its issues, the boat is very well built and can take a lot of abuse.

If your plan is to trailer an original Catalina 22, expect the combined weight of boat and trailer to be somewhere in-between 3000 to 3500 pounds. The swing keel version can be launched at most ramps without having to get the rear tires of the tow vehicle too wet, depending on the slope of the ramp.

The demand for the Catalina 22 remains strong because of their relatively inexpensive price tag and easy access to spare parts and knowledgeable resources.

If you enjoy racing at your local sailing club, a Catalina 22 equipped with good racing sails, a smooth bottom, and properly faired swing keel will perform exceptionally well in the hands of a racing-knowledgeable skipper. PHRF is typically 270.

If you purchase an original Catalina 22, give extra attention to the mast, standing rigging, and keel to ensure to make sure all components are in good condition. An owner who performs good maintenance practices on an original Catalina 22 will have a boat that will last and be enjoyed for many, many years to come. I wouldn't be surprised that some of these boats, if properly cared for, will make it to age 100 years old.

The average price for an original Catalina 22 is around \$2500 to \$3000. Potential buyers will find some "project" boats are available for as little as \$500. Well-maintained boats are scarcely available for around \$5000.

Regardless of the purchase price of the boat, buyers should expect to have a total investment of approximately \$5000 to \$6000 in an original Catalina 22 to get the boat into a nice working condition.

When buying a Catalina 22, you may want to make sure the trailer is included. At any time, the number of trailers that fit a Catalina 22 available for sale is

very low. Brand new trailers can cost \$4000 or more. Even used trailers may cost more than the Catalina 22. It is much easier to buy and sell a Catalina 22 that has a trailer in good working condition.

After you purchase a Catalina 22, the Catalina 22 National Sailing Association (www.catalina22.org) offers many publications and resources that may be helpful to anybody who has purchased an original Catalina 22, including:

- ◆ **Catalina 22 Technical Manual** with over 700 pages of content written by Catalina 22 owners for Catalina 22 owners.
- ◆ **Catalina 22 Parts, Drawings and Measurements** publication with detailed drawings of the components of the original Catalina 22



*Catalina 22 hull #1.
Photograph by Ted McGee.*



Review: Catalina 22 New Design

Article and photographs by Don Boyko

The New Design had many changes and upgrades that I don't think most people realize. I will go through my photos.

As the photos show, much stronger aluminum cleats were installed. The original Catalina 22 cleats were plastic, and the MK-II cleats are stainless steel. Also a stainless steel compression post was installed, and the bracket at the top is extremely strong. And, the stem fitting now had a tang welded to it so the forestay loads were shared with the hull. A popular upgrade to the original design.

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Not sure when the change was made, and originally might have been an option, but the redesigned cabin gave a lot more room especially the V-berth.

I've seen the earlier versions had a solid fiberglass forward hatch. Our 1988 model has a large trapezoid aluminum framed forward hatch. It allows you to open and lock the hatch from both inside the cabin, or from the foredeck. Much nicer than the plastic framed forward hatch on the MK-II's.



The starboard cockpit locker has a built in tray for the battery. My original thoughts were this was a bad location for a heavy battery, but the boat has so much storage that in cruising mode, loaded, this weight in the rear might not be that big of a deal. Also the factory installed a nice backing plate for the swim ladder, the MK-II's uses the same ladder, and fender washers.

I forgot to mention, the New Design boat has a proper forward anchor locker. It's much larger and deeper than the MK-II's anchor locker.



With the redesigned forward cabin, there is much more space in the V-berth and is very similar to the MK-II. Nice huge storage compartment in the middle that contains the fresh water tank, and is easily wiped clean. The head location allows you to comfortably sit up and not hunched over when nature calls.



The stern pulpit now includes the traveler. It's a stronger design in my opinion than the MK-II, and is through-bolted with 14 machine screws. Also the stern light is to starboard. On the MK-II, the stern light is on the port side, when sailing at night with the engine raised, the stern light is blocked by the outboard cowling, and reflects into the cockpit causing problems with your night vision. The New Design stern pulpit was just thought out better.

The side-stay attachments have the flange for better sealing.

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The engine mount is the same as the MK-II.

The factory retained the dinette, but a nice change is the rear backrest for the dinette has a plywood backing. It is held in place with three snaps along the top.



When you convert the dinette to the berth mode, you unsnap the rear backrest cushion and it slides on top of the storage compartment located there, and now you have an extra long berth with plenty of room to stick your feet.



On the starboard side just forward of the chain-plate bulkhead, there is a very nice hinged storage compartment.

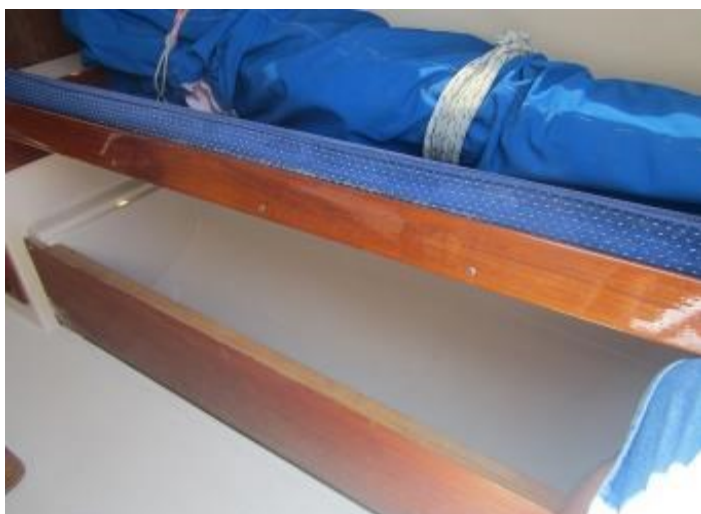
On the starboard side there is a nice deep storage drawer below the area designed to hold a two burner alcohol stove. (On our boat this will have a cushion



here and it will be Addie's bed). I'm not a fan of a stove in this location, however, the factory did install a stainless steel heat barrier to reflect the heat from under the side deck area here.

The starboard quarter berth is not as wide as the MK-II's quarter berths, but it is very long, and has a nice hinged storage area, and the cushion was split to allow easy access to this locker. Much nicer than the single cushion design on the MK-II which requires you to remove, or roll the cushion up to get easy access into the storage under the berth. When we had new cushions made for our MK-II, I had them split the cushion to solve this issue.

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To me, this was a HUGE improvement, and some smart thinking from the factory. Weldment access on the portside is similar to the original Catalina 22's.



However, on the starboard side, they installed an access hole in the cabin floor right above the weldment location. If you ever need to replace a weldment, you don't have to cut away at the liner anymore. Get your Dremel tool out and grind away the fiberglass to expose the bad weldment, and repair it. It's now a couple-hour job! How the heck smart was that?

Catalina used some real nice fabric on the New Design, and along with the teak on the interior, it really gives a nice finished appearance.

I like the old pop-top design better. I know the hinged top on the MK-II was a lot cheaper to make, but I like the full headroom the original design offers, plus with the pop-top cover on the old designs, you have a nice shelf around the top to store stuff at night, or while you're on the hook.

I like the no exterior wood decision the factory made in the mid 90's, and the ease of maintenance on the exterior of the MK-II's, but there is just enough wood on the exterior of the New Design to give her a proper look, but with minimal maintenance if you spend a little time each year before the season starts.

Thanks for giving me the motivation to finally get inside our boat and give her a proper cleaning. Probably won't re-launch her until next year, but in the meantime, I'll refinish all the cabin wood, and re-bed all the hardware and get her ready for her new keel. She hasn't been in the water since 2005, so it's time to get her back sailing!

We LOVE our MK-II, but DANG, cleaned up and maintained, I still think the New Design versions are the prettiest girls in the marina!

Catalina 22 New Design

Years Built:

1986-1994

Sail Numbers:

13143—15347 (approx.)

Typical price range:

\$4000—\$8000



Review: Catalina 22 Mk-II



By Don Boyko

When Catalina Yachts came out with the third generation of the popular Catalina 22 for the 1995 model year, they called it the "Mk-II", and it was probably the most controversial Catalina 22. Although there was a major redesign of the Catalina 22 in 1986, the Catalina 22 still retained the original hull and swing keel. The Mk-II has a completely new, and wider hull. The photo shows the hull sides angle out compared to my Catalina 22 New Design.



The swing keel is completely different. Although basically the same design, profile, and mounting hardware is used, it's no longer cast iron, but made with a stainless steel support frame, lead ballast, and encased in a smooth fiberglass shell.



The wing keel was retained. However, the Mk-II's wing keel was borrowed from the Capri 22, and some came from the factory with a one inch stainless steel bolt molded in for the attachment of a lifting harness.

The hull to deck joint was also completely redesigned with a rounded mating flange that is fully bonded with no calking to worry about drying out and leaking. Having been out now for 20 years, this change has proven to be an effective improvement. One of the most visible changes with the Mk-II's was the elimination of all exterior wood.

The absence of the familiar teak trimming gave the Mk-II's the personality of a Clorox bottle some say. Many of the Mk-II's used a smoked Plexiglas sliding hatch. Owned a 2006 model with a solid fiberglass sliding hatch.

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The interior was also a major redesign with the elimination of the dinette, giving her a more open interior. A small oval table covers the keel trunk.

The Mk-II's were Catalina Yachts' answer to the lower priced competition from Hunter and MacGregor boats of similar size. Price is often the sole decision-maker for many first time sailboat buyers, and the Mk-II's showed some cost savings. The redesign stern pulpit eliminated two vertical supports. The interior quarter berth cushions are a one-piece design covering two compartments.

The sliding galley returned, but in my opinion, served more as a marketing tool, and we've found better use for the space it took up on our Mk-II. The popular pop-top from the first two Catalina 22



versions is gone, but it was replaced with a hinged sliding hatch assembly, and an enclosure is also available.

Another cost savings was made with the plastic framed forward cabin hatch.

Catalina Yachts also offered a mast-raising system on the Mk-II's. It consists of a gin pole that slides into a receiver hole at the base of the mast, and baby-stays that attach to the sides of the mast with "T"-fittings, and pelican hooks on the opposite end that attach to the tops of the cabin-top mounted turning blocks for the mainsail and jib halyards.

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It does require some initial adjustments to keep the mast stable while raising and lowering, while not pulling the turning blocks out of the cabin top. Once the baby stays were adjusted, I applied some red tape to identify the portside baby stay. Mast-raising is now a safe and single person event with the factory added cam cleat to the gin pole block and tackle. This factory option in my opinion is simply genius!

Time proved the Catalina 22 Mk-II was no threat to the established racing community, but she has excelled in the cruiser arena.

After a 17 year production run manufacturing ceased in 2012. The few hundred Mk-II versions built generally demand premium prices, and a clean Mk-II doesn't stay on the market long.



Review: Catalina 22 Sport

by Rich Fox, Editor

During the 2001 C22NSA Annual Meeting in Fort Walton Beach, Florida, the membership had identified that the Catalina 22s in production since 1986 were heavy and non-competitive on the race course. The New Design model (1986-1994) was heavier and had an optional wing keel making the boat slower on the race course compared to the original swing keel model. The Mk-II model (1995-2010), although a lighter than the New Design, was 8 inches wider at the deck (e.g. shrouds more out-board = less pointing ability) and also featured an optional wing keel. These two models, unfortunately, were identified by racers in the Association as boats that were not competitive against the original Catalina 22.

Later that year, Pam Slaton (Commodore) and Dale McCaffety (Chief Measurer) initiated contact with Catalina Yachts. Possible plans for a new Catalina 22 sailboat, designed to more closely reflect the characteristics and weight of the original Catalina 22, were discussed.

Catalina Yachts listened to the request from the C22NSA Board and then worked carefully with Chief Measurer Dale McCaffety on the many pre-production design details of the new boat. With hull number one (built 1969) still at the Woodland Hills, California factory, the Catalina Yachts design team frequently referenced this boat to make sure the hardware on the Sport were in the same location as hull #1.

The C22NSA Board initially requested that the new boat have a target weight of 2200, have only the swing keel option, no galley, and no stern pulpit.

In June 2004, the first Catalina 22 Sport, hull number 15540, made its debut immediately following the Catalina 22 National Championship Regatta in Atlanta, Georgia. The base price of a



2005 Catalina 22 Sport was \$10,500. In 2015, the base price was approximately \$22,000. In 2023, the sail-away price was approximately \$55,000. A used Sport in good condition will be priced around \$11,000 with very few on the market at any given time.

During the 2005 National Championship Regatta Awards Dinner in San Antonio, Frank Butler received many compliments about the new Sport. Mr. Butler said he designed the Sport to be “not too fast, and not too slow” allowing it to compete effectively with the original Catalina 22.

Sometime around 2010-2011, production was moved to Largo, Florida with hull number 15727.

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New Sport in production.

Photographs by Don Boyko.

Catalina 22 Sports have been
built in Largo, Florida since 2011.



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In response to feedback shared with Catalina Yachts, Frank Butler wrote “we are making a change in the production line to build the Sports on the East Coast. We are going to have tighter control, and these comments really help.” Butler also wrote “I am going to watch weight of the boat and the keel, and a lot of little things to make it a much better boat.”

A few design changes were also made:

- ◆ Blue waterline stripe is tape, not baked-in
- ◆ Outboard motor bracket is located to starboard instead of port, ladder is to port
- ◆ The scuppers are a strong plastic
- ◆ New mast, boom, and rigid boom vang supplier—Selden

KEEL

The swing keel is the only keel option available on the Sport. No wing keel. No fin keel. A carry over from the Mk-II production line, the swing keel for the Sport is built around a large stainless steel support frame with lead encased with smooth fiberglass jacket to make it more maintenance free from rust. Along the lower trailing edge, the stainless steel frame exits the keel and provides a connecting point for the keel cable. A greater portion of the weight of the keel is located in the bottom of the keel, giving it greater stability in stronger wind conditions. Some of the early Sports had spacers installed by owners on the keel to ensure a snug fit when the keel was lowered.

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INTERIOR

Compared to the previous three generations of Catalina 22s, the Sport has the smallest cabin interior due to a shorter and more narrow cabin trunk profile. However, this created more room in the cockpit and wider side decks. The cooler-as-a-step feature remains standard, as it has for the past 30 years. There is no galley. There is no pop-top. The only teak is the bulkhead, bilge access cover, and cooler step. The vinyl interior cushions are standard and gives the cabin a Clorox bottle appearance. However, Catalina Yachts also offers cloth cushions in various colors, as an upgrade, that will nicely add color to the interior, making it much more inviting.

The interior cushion sizes are excellent. The v-berth cushions in the Sport is as long as the v-berth in the Mk-II, although two inches less in width. The two side settee cushions on the Sport as long as they are in the Mk-II. Surprisingly, the cushions are wider by five more inches than those on the MK-II.

The porta-potty is under the v-berth insert and you must work your way around the keel trunk into this very cramped area.

A strong, all-fiberglass forward hatch is located directly above the porta-potty, providing interior ventilation and giving foredeck crew solid support when setting the whisker or spinnaker pole.

There is plenty of storage below the v-berth and settees.

The large, open area below the cockpit is all storage, and accessible from the cabin and from the cockpit port-side hatch.

For day-sailing or racing, the interior works just fine. For week-long cruises, the interior is cramped. However, since so much sailing is spent in the cockpit, this is where the Sport really shines.

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COCKPIT

Whereas the cabin is smaller compared to earlier models, at 6 feet and 10 inches in length, the cockpit of the Sport is at least a half-a-foot longer than all earlier models. The cockpit is bigger than those found on most 25 foot boats.

The flat coaming provides skipper and crew the opportunity to sit comfortably “outboard” when the wind picks up. The gas locker is to starboard and can hold a six gallon fuel tank. The locker does not open up to the interior. The port hatch opens up to the enormous space below the cockpit.



Boats that were built in California have the swim ladder to starboard and outboard motor bracket to port. This is reversed for the boats built in Florida.

PERFORMANCE

A Catalina 22 Sport Tuning Guide, authored by Tom Clark and Rob Fowler, is available on the Association's website to provide a good starting point on how to tune the boat for improved performance. I have achieved the best performance from the boat with just a slight amount of mast rake resulting in a well-balanced helm allowing the tiller/rudder to remain almost straight in wind speeds up to 12 mph. The Sport is most competitive in wind speeds of 10-15 mph.

In the 2017 Catalina 22 National Championship Regatta, a Sport finished second in the Gold Fleet.



Catalina 22 National Sailing Association USA & International Membership / Order Form

New
 Renewal
 *Tech Manual CD
 *Mainsheet
 *MainBrace DVD
 Address Change

* Membership in Catalina 22NSA required for purchase of Tech Manual CD, Mainsheet or MainBrace DVD

Did you purchase your boat new? _____ Month/Year _____ Dealer Name _____

If No, name and address of former owner _____

Your Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (_____) _____ Business (_____) _____ E-mail _____

Boat Name _____ Hull No. _____ Sail No. _____

Keel: Swing _____ Fixed _____ Wing _____

Marina _____ City _____

State _____ Zip _____ I am currently a member of Fleet # _____

I am being Sponsored by _____ of Fleet _____

Membership and Order Form Fees

- Dues-1 year (Includes access to Member's Only Resources)..... \$25.00
- Dues-2 years (Includes access to Member's Only Resources)..... \$45.00
- Dues-3 years (Includes access to Member's Only Resources)..... \$67.50
- *Mainsheet-1 year (Includes four issues) \$14.00
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