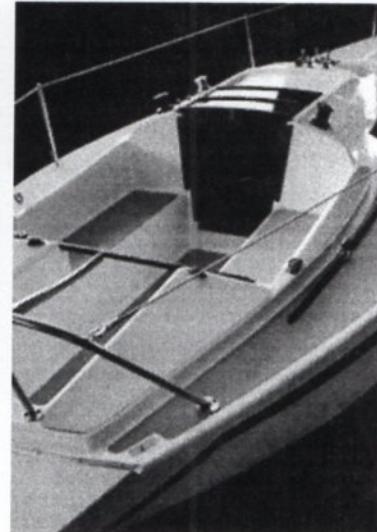


**Contact Us** **MENU**[HOME](#)[THE MANUAL](#)[CURRENTS](#)[MEMBERSHIP](#)[YARNS](#)[CLASSIFIEDS](#)[TUNING TIPS](#)**Ranger 22  
Dimensions and more**

<b>L.O.A.....</b>	<b>22'6"</b>
<b>L.W.L.....</b>	<b>17'6"</b>
<b>Beam.....</b>	<b>7'10"</b>
<b>Draft.....</b>	<b>4'3"</b>
<b>Sail Area.....</b>	<b>209 sq.ft.</b>
<b>Displacement.....</b>	<b>2,182 lbs.</b>
<b>Ballast.....</b>	<b>900 lbs.</b>
<b>Mast above water.....</b>	<b>33'5"</b>
<b>P-Measurement.....</b>	<b>26'0"</b>
<b>E-Measurement.....</b>	<b>7'5"</b>
<b>I-Measurement.....</b>	<b>25'9"</b>
<b>J-Measurement.....</b>	<b>8'6"</b>

**But Wait!!! There is more...**

When I took possesion of my girl, I found some printed materi



that I am going to share with you. The following was taken from a prelaunch flyer put out by Ranger.

## **The Ranger 22**

The new Ranger 22 is a brutally single-minded design: built for speed. Pure and Simple. Everything on board counts or we wouldn't have it on the boat.

We went to Gary Mull for the basic design, because he is known for flat-out racing boats without an extra ounce of fat. Light and powerful machines that keep on winning, in any weather, is the rule. Mull gave the Ranger 22 a lean, fine ended hull form that is designed to windward-with a flat run aft that helps her surf down when the wind increases. He worked out a clever seven-eighths rig that gives her a sail without a sky-high rating.

### **Stiffened with Carbon Fiber**

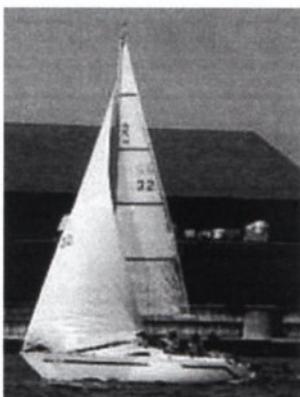
To give the Ranger 22 a stiff, but super lightweight hull, Mull worked in stiffeners of carbon fibers-a material so new it's not even found on custom boats. For even more rigidity, we built the cabin sole, designed it to function as a structural part of the hull. So the Ranger 22 has a thinner, lighter hull, but is as strong as a hull would be with conventional construction.

And then there is the 22's extraordinary mast. We could not find an existing shape we liked. So we used a computer to help design a new one. It's a cam-shaped section-flat along the trailing edge to reduce lower drag. Incorporating special "turbulence generators" on the leading edge to give the mainsail added lift.

### **Fitted out for Competition**

The halyards run inside the mast to help reduce windage. The chain-plates are set inboard, so jibs can be sheeted close. The cockpit is divided by the traveler-sail trimmers forward, and aft- for maximum efficiency. Even the lowly cleats have been redesigned. They're recessed in the deck so they can not interfere with running rigging-and where they double as pad-eyes for turn blocks and boom vangs.

Below deck the goal was saving weight. Simplicity is the key. But the cabin is bright and surprisingly roomy with plenty of storage for sails and racing gear. And by adding the optional stove you can turn the Ranger 22 into a snug and practical weekender.



cruiser.

The new Ranger 22 is designed to measure in as a Min boat-for level racing under IOR. She should also be highly competitive under MORC and a winner under local club rul design fleets are being planned for a number of major rac

### **A Specialized Machine**

A lot of 22-foot boats are built to do too much. Daysail cruisers, semi-racing boats-they wind up doing nothing re The Ranger 22, by contrast, is a highly specialized machin of course, a handsome, comfortable, and beautifully finish **But the most important thing about her is the way s**

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