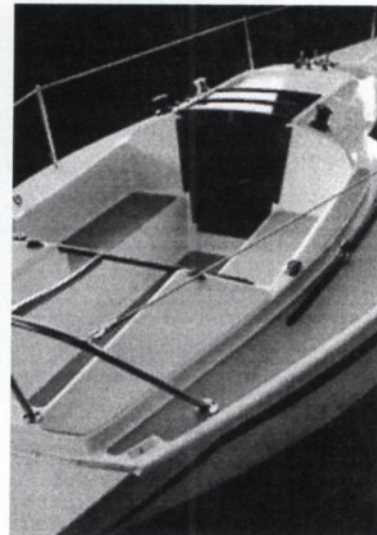


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Ranger 22
Dimensions and more

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



But Wait!!! There is more...

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



that I am going to share with you. The following was taken from guessing to be, 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's built for flat-out racing boats without an extra ounce of fat. Light, powerful machines that keep on winning, in any weather, any rule. Mull gave the Ranger 22 a lean, fine ended hull for speed to windward-with a flat run aft that helps her surf down waves. He worked out a clever seven-eighths rig that gives her a flat sail without a sky-high rating.



Stiffened with Carbon Fiber

To give the Ranger 22 a stiff, but super lightweight hull, we worked in stiffeners of carbon fibers-a material so new it's 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 steel beam.



And then there is the 22's extraordinary mast. We couldn't find an existing shape we liked. So we used a computer to help us design a new one. It's a cam-shaped section-flat along the trailing edge, 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. Chain-plates are set inboard, so jibs can be sheeted close. The cockpit is divided by the traveler-sail trimmers forward, hefted 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 turnbuckles, blocks and boom vang.



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 rule design fleets are being planned for a number of major races.

A Specialized Machine

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

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