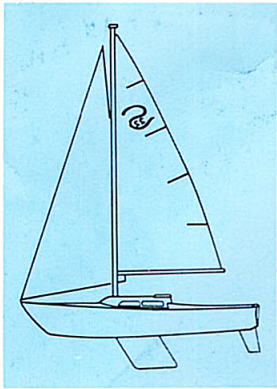




BOAT BUILDERS
W.D. Schock co.

3502 S. Greenville St., Santa Ana, California • Kimberly 9-2277



SANTANA 22

The SANTANA 22 was designed by Gary Mull as a small cruising-racing boat with exceptional performance. SANTANA has been given a fine forebody for going to windward, with enough flare to keep the spray down. The fine entrance develops into a stiff midsection with good beam well aft to give high stability.

The keel and rudder have been designed, using modern tank test data, to have a low wetted surface and high lift/drag for pointing ability.

The spade rudder is placed well aft for positive control under all conditions.

The cast iron keel may be shipped unattached from the hull to lower freight costs considerably. It can be easily assembled to hull because of a recessed area on the hull to receive keel flange which is faired beautifully into the hull.

SANTANA'S high cambered deck gives exceptional room below without sacrificing her pleasing profile. Windage is cut down considerably by her normal sheer and low cabin. The cabin adds to the room below and affords the crew some protection from the elements. The cockpit will accommodate a large sailing party or racing crew. Cockpit seats are recessed 6" from deck level. The Teak coamings make the cockpit unusually safe and provide a 12" high backrest for comfort.

The fiberglass winch pedestals raise the jib winches to the proper height and angle so the crew may easily handle the sheets. Inside the pedestals is storage space for winch cranks, tools and other gear.

SANTANA is unusually large below. The optional head is located between the double bunk forward and is enclosed by a curtain. Cockpit sole is carpeted. Optional water tank and large storage area is under the double bunk forward of head. The main cabin has a single bunk on each side and galley amidships with sink on one side and room for 2-burner alcohol stove on other. 2 cubic ft. ice chest. Aft of the bunks is a storage area, separated from main cabin by a bulkhead, to store outboard motor, gas tanks and sail inventory with access gained by large hatches on both cockpit seats. Bulkhead keeps any engine or gas tank fumes from main cabin.

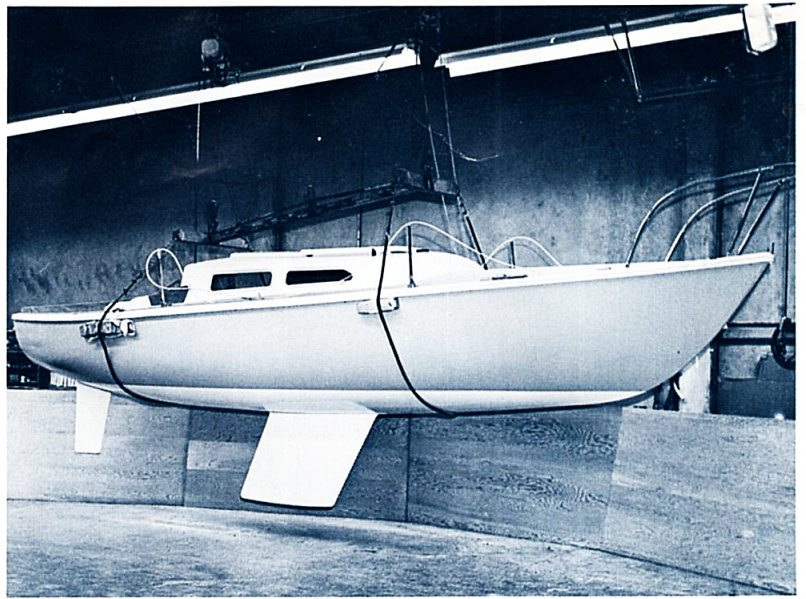
Any outboard motor up to 10 HP may be easily mounted on transom. A small sump is provided to contain gas and oil drippage from engine so it will not get on cockpit floor.

The masthead sloop rig completes the picture allowing a small main and jib for leisurely cruising and daysailing, but the large foretriangle will accommodate big genoas and spinakers for racing. The shrouds have a narrow base so that the headsails may be trimmed efficiently for all points of sailing. The aluminum mast and boom can be easily stepped by one man. Stainless steel standing rigging and dacron running rigging. Her hardware is unusually complete including mainsheet traveler, roller reefing gear, 8' genoa tracks, and 2 top-action 3 $\frac{3}{4}$ " genoa winches.

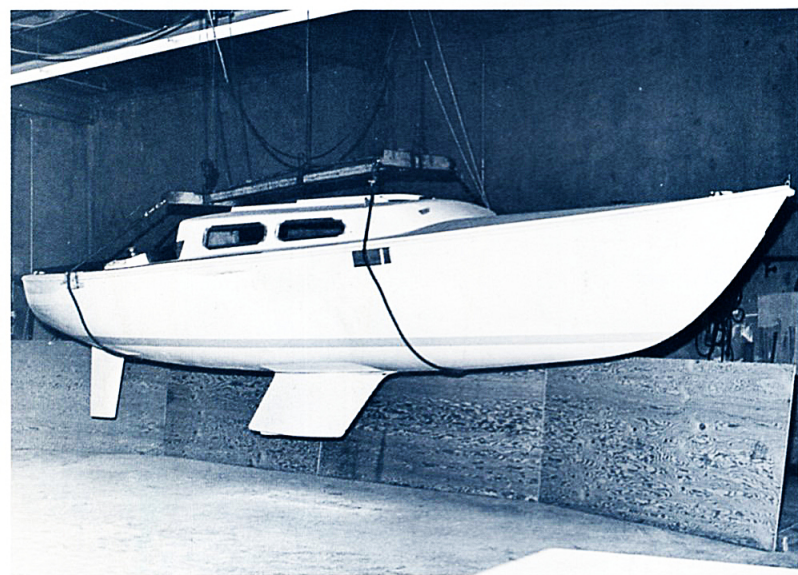
SANTANA is available in two models—fixed keel or combination keel-centerboard with 1200 pounds of ballast. Her total displacement is 2600 pounds. She is 22' OA, 18'9" WL and 7'10" beam. Draft of fixed keel model is 3'6"; keel-centerboarder is 2'6" with board up and 4'6" with board down. Sail area is 217 sq. ft. C.C.A. rating is 17.3 with 150% Genoa.

DESIGNED BY GARY MULL

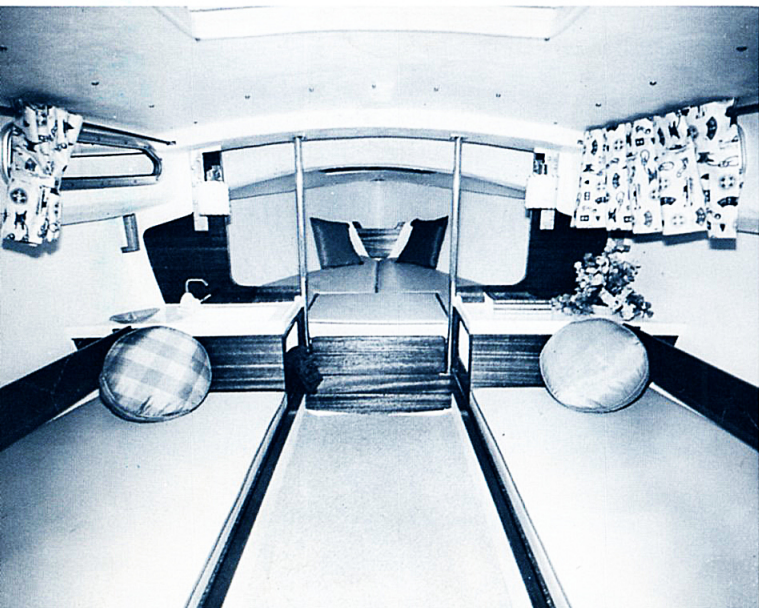
FIXED KEEL



COMBINATION KEEL/CENTERBOARD

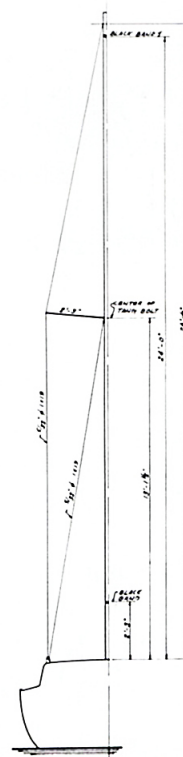
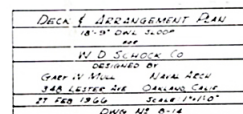
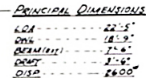


LOOKING FORWARD



LOOKING AFT





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— SAIL PLAN —	
18" x 5" ONL 3100P	
FOR	
W D SCHOCK CO.	
OBTAINED BY	
GARY W MULL	NAVAL ARCH
140 LESTER AVE	CARLAND CALIF
24 FEB 1966	SCALE: 1/4" = 10"
DNV AIR TANK	PER: 0'