

CATALINA 22 VS THE RHODES 22

MANY KNOWLEDGEABLE SAILORS LOOKING AT 22s FINALLY NARROW THEIR CHOICE DOWN TO THE CATALINA 22 AND THE RHODES 22 .

With the equivalent package pricing being so close, the decision on which of these fine boats to purchase has to be made on a more detailed comparison:

SIZE: The Catalina is 21'-6". The Rhodes is 22'. The Rhodes has a larger cockpit, higher pop-top, and much bigger dinette double bunk.

TRAILERABILITY: The Catalina mast must be raised from the cockpit. The Rhodes mast can be raised from the foredeck. The Catalina's swing keel must be raised before trying to center the boat over the trailer. The Rhodes centerboard is lowered before sailing onto the trailer thus providing automatic centering. (see page on the RC Uni-matic trailer)

DRAFT: The Catalina will float in 22" of water but not sail in 22" of water because the swing keel is not the proper shape in the up position. The Rhodes highly efficient fixed keel offers excellent sailing performance in even 22" of water with the centerboard up.

ACCOMODATIONS: The Catalina sleeps 5 in the cabin using one quarter berth. The Rhodes sleeps 4 adults or 2 adults and 3 children in the cabin using no quarter berths. This has prompted some Catalina sales personnel to call the Rhodes a daysailer and the Catalina, a cruiser. But the Rhodes carries three times the water capacity and it is filled by an outside deck filler, the pop-top enclosure not only has windows but also screens, the cabin floor is raised and flat, the dinette becomes a 6'-7" double bunk or the table moves to the cockpit for outdoor dining, the galley has a large ice box, a deep sink discharging to the outside, loads of storage areas and is a stand up design, the cabin door converts to a serving bar or chart table and the head and floor plan are more comfortable. The cockpit has the potential of becoming a second cabin with fully enclosed standing headroom and 7'-4" bunks bringing sleeping accomodations up to 6 or 7.

PERFORMANCE: The Catalina is one of the fastest 22s. The Rhodes 22 is faster than the Catalina. Speed is more than the result of meticulous execution of a masters design, it is proof of light air superiority, effortless handling and super responsiveness. Arrange to sail both boats and judge for yourself.

SAFETY: The Catalina can be ordered with foam blocks for floatation. It is also self-righting with the keel locked in the down position. All Rhodes 22s have foam flotation molded to the hull for additional structural support. The position of the centerboard has no influence on the Rhodes self-righting ability provided by the ballasted keel and enhanced by the flare of the hull. This flare provides bouyancy of side pontoons when needed the most.

The Rhodes 9 stays provide unparalleled safety supporting the mast. The Catalina is a close second with 8 stays. Most 22s have 6. Each Rhodes stay terminates in its own chain plate, widely distributing the load and providing an unobstructed path to the bow deck protected with vertical "lifelines".

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CONSTRUCTION: The following examples are indicative of the Rhodes construction superiority, even compared to the well built Catalinas:

The Rhodes is several pounds heavier. Examine the cross section cut outs of the deck lay-up.

The Rhodes ballast is 650 vs the Catalina's 550 lbs. On the Catalina this is painted cast iron. The Rhodes keel has lead encased in fiberglass.

Every Rhodes has s/s eyes on the stern and bow, so strong the boat can be lifted with them.

The Catalina uses pivoting pop-top arms displacing the cover from the opening when up. The Rhodes has telescoping arms that keep the top directly over the opening no matter how high it is raised. The Rhodes sliding hatch rides in aluminum tracks instead of wood and cantilevers over the cabin door for better weather protection.

Most 22s have cabin floors conforming to the curved bottom of the boat. As in the Catalina, these floors are broken into small areas by ridges. The Rhodes has a raised sole providing an unbroken, dry, flat cabin floor with an accessible bilge compartment.

Compound curved, flared hull sides provide stiffer construction and a drier ride.

The Rhodes cockpit has a separate molded liner allowing open storage under the seats for tray storage of items that must be reachable in a hurry like life preservers, fenders, lines and for fully vented locations for gas tanks and on board charging batteries. The coaming compartments have not one, but two shelves for separating sailing necessities.

COMFORT: In this category the Rhodes is really in a class by itself whether it be ease of walking to the foredeck, sitting on the bow deck or the head or the dinette or the cockpit seats or the gunnels, or using the galley or the one piece hinged cabin door, or the conveniently located and easy to operate jam cleats, cam cleats, clam cleats and furling line lance cleat. A few examples: When you sit in the cockpit your heels can go back in a natural position under the seats, when you walk in the cockpit your toes can extend naturally under the seats. When you raise the pop-top you only raise half the weight at a time and all supports automatically snap in place. The traveler is mounted to the double back stays for comfortable main sheet control and for accidental or intentional shock free jibing.

RE-SALE: 10,000 Catalina 22s have been sold vs 800 Rhodes 22s. Even assuming an equal demand in a market where both boats are featured, the supply of available used Rhodes is much less than used Catalinas. The demand for used Rhodes is stimulated by showing and demonstrating the boat at boat shows to buyers who fall in love with the Rhodes but find they can not afford the new boat price. Re-sale is terrific with used boats being grabbed up as soon as they come on the market.

For additional comparative information please call: 516 643 4499 or write:
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