

# Boomaroo 22



**PAYNE:** This is a miniature-yacht type of trailer-sailer, which has continued in production in the United States for many years under the name of the Catalina 22. The design shows nothing remarkable, but it all works very well, and no wonder the boats continue to sell. The main feature of the boat is a swing keel, which doesn't house inside the boat in the up position. Instead it lies underneath the hull, so that in the minimum-draft mode the boat needs more depth of water than the fully housed centreboard designs.

At 270 kilos, this is not the heaviest swing keel in our test fleet, but the Boomaroo's stability characteristics seem to be good. One feels some concern about the heavy swing keels when, as in the Boomaroo, there is no restraint on the keel falling back into the housed position in a knockdown past 90 degrees. However, in practice, it seems the heavy drop-keel boats just don't take those extreme knockdowns.

The Boomaroo has only modest sail area compared to some of the other boats and hasn't got their speed and zip, but can be seen as a pleasing and restful little family cruiser for a family that wants to take it easy sailing and quiet-water cruising.



**WEBSTER:** With a kerb weight of 1.45 tonnes, the Boomaroo 22 comes very close to being an acceptable weight for a mid-size trailer yacht — that is, providing it is not overloaded to the gun-whales with holiday and cruising equipment.

The trailer design for the Boomaroo 22 is very clever and reflects the long experience the manufacturer has had with his yacht. Despite the exposed keel, the Boomaroo drops off the special trailer easily, and given 0.25m of water 2 metres from the end of the ramp, launching the Boomaroo would not present any problems.

From a cruising viewpoint, the Boomaroo 22 is a bit of an enigma. Partly because of its design and partly because of its age, the Boomaroo 22 now seems a little dated compared to some of the more contemporary craft.

The dinette is a good example. It looks good, it feels right — but it will only seat Mum and Dad and possibly two very small kids, at a pinch. Indeed the whole layout is designed for the modern family, consisting of Mum and Dad and a couple of youngsters. The dinette can fold down to make a double berth (in theory) but most families would probably use the double arrangement in the forepeak. This double berth does cover the toilet i.e. if one of the children wants to use the toilet in the middle of the night, it's upheaval for everyone.

The finish is very good, but the Boomaroo does not really provide enough freezer storage for Australia's hot summer months; the galley is a traditional two burner spirit stove.

The Boomaroo 22 has a large pop top arrangement providing 5'9" of headroom underneath, but sadly, this is slightly off centre from the excellent slide-out galley positioned inside the starboard quarter berth. This galley is extremely well designed with a two burner stove, sink (draining outboard) plus knife and fork storage.

The cockpit is quite well conceived with a permanently mounted outboard on the transom, and the mainsheet swung from the end of the boom so it is well clear of the companionway. A nice touch. The Boomaroo 22 is best summed up as having a lot of the original concepts of the trailer yacht, in a slightly old fashioned way.

**DAVIDSON:** With reportedly 10,000 boats of this design sailing throughout the world, one would hardly expect the Boomaroo to put a foot wrong, and indeed it didn't. Like the Careel, the Boomaroo has its weight right down low, giving it a stiffness and security lacking in many of the boats we sailed. The Boomaroo has the mainsheet system on a traveller on the transom, so it is well out of the way. Wide, comfortable cockpit seats feel comfortable when you are heeling. The tiller was good, registering only slight weather helm when hard on the wind. Mainsail control is less sophisticated because of the aft sheeting position, but given the Boomaroo's stability, not a factor to complain about. The boat was no great tearaway, but sailed comfortably and calmly. The centreboard control was easy to get at and out of the way.

The standard of finish was on a par with the performance — solid, well conceived and executed. The deck moulding in particular was very good, with a finer gauge non-skid than is customary. The lids of the cockpit lockers were recessed into drains that looked like they would actually work. The mast step and gooseneck were strong and well designed. The pop-top was a disappointment however, being not particularly stable and certainly not strong enough to support any weight. Below decks the standard of finish was excellent, and the lack of a centreboard case in the cabin gave it more room than its otherwise low-slung profile would suggest. The penalty here, of course, is that the keel is carried under the hull, giving the boat the sort of draft that prevents beaching in high tidal areas.

---

## BOOMEROO 22:

Boomaroo Yachts, 85 Winbourne Ave., Brookvale NSW 2100  
Telephone (02) 93-5523

---