

# Swing-keeler a winner on all fronts

THE SWING-KEEL trailable Careel 22 is one of those rare boats that has so many impressive features it's inclined to belie its sailing potential. But the boat has already proved itself in competition by winning the recent Marlay Point race for trailable yachts.

Out of a 550-strong fleet, the Sydney boat PANIA, with sailmaker Gary Gietz aboard, won Division One on handicap. She was the fourth boat home, taking advantage of the variable conditions on Victoria's Gippsland Lakes to maintain a position at the head of the fleet.

In a test boat made available by David Rose Yachts, Palm Beach, Sydney, the Careel 22 swing-keel yacht was impressive as much for its internal and deck layout as its good sailing form which owes a lot to designer Joe Adams.

Adams drew up the design for the hull and over the years it has remained unchanged. "We've re-designed the deck and altered the interior," Rose says, "and as we're still winning races, I guess we're pretty good at it. I believe Joe has given us a good hull and we've got the boat we wanted."

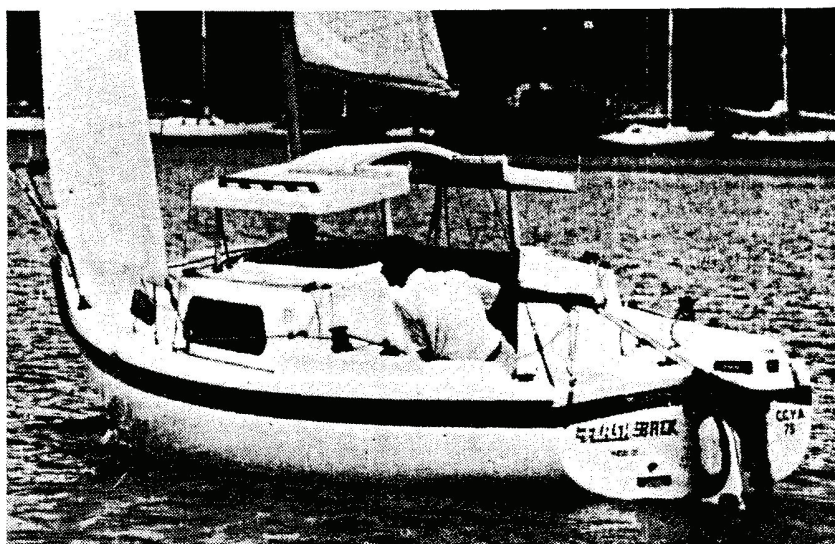
"However, we're making improvements all the time. We're constantly getting feedback from owners and we take notice of what they say," he says.

"The boats have been honed-up and honed-up over the years as they raced against each other."

The Careel 22, however, has been set up for cruising and has a clean, simple uncluttered deck. There are no safety rails as Rose believes they limit access, especially as the boat lends itself to boarding from shallow water. Although to make it just that much easier, there is a step at the stern.

Safety rails can be fitted. As Rose says, "for anyone doing a lot of ocean wallowing or likely to have small children aboard, it's no trouble to fit them."

The mast in its stowed position lies along the cabin top and is supported by a roller-on-the pulpit rail. It's a simple task, once the forestay and shrouds are attached to raise and step it into position and the job is facilitated by passing a line through a ring-bolt in the cockpit floor.



*Big, spacious cockpit and pop-top are features of the Careel 22.*

The ring-bolt has a two-fold purpose — it's primarily used to hold the mainsheet block.

By sliding the mast forward on the bow roller, the foot is bolted to the mast support and with very little physical effort, the mast is then lifted into position. The line passing through the ring-bolt, attached to the backstay, is tensioned and tied off while the backstay is attached.

It's a one-man operation taking only a few minutes. Attaching the boom, with mainsail rolled around, takes only a few more minutes.

The Careel 22 is likely to win a lot of admiration from novice sailors. It's a very stable boat, yielding little when weight is put on the sides and remaining steady underfoot.

The full bow, not pinched in as is the trend with many boats, helps stability and also provides a greater expanse of deck space up front.

The Careel's 'pop-top' opens up to allow easy access to and from the cabin and has been strengthened to take the full weight of an adult.

The sturdy supports are an excellent feature holding the pop-top firmly in

position. This is important, as grab rails are attached to the pop-top.

In the lowered position, the pop-top locks in position so that in the event of the boat taking a wave over the top, it won't budge and is held secure by locking devices.

Down below, every bit of space has been turned to good use.

Perhaps the most innovative feature is the galley.

It consists of a sliding unit, compact, and complete with Ravia two-burner spirit cooker, sink, pump and storage space, which fits snugly under the side deck in the starboard quarter. It can be rolled out, on tracks supporting the wheels on the unit, and into position over the starboard bunk.

Rose looks upon the galley as an area which is used for perhaps two hours a day, and for the remainder it just gets in the way occupying space which could be used for other purposes. And so when it's not being used, it can be rolled away and fastened in position.

The anchor locker is another example of good design thinking. It's placed in the port bow section of the forepeak which allows a larger forecabin and a

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ference.

The test boat carried Burke sails which perform well in the light breeze. The Careel 22, a boat offering a lot

LOA .....	6.9m
Beam .....	2.5m
Draft .....	0.36-1.52m
Sail area .....	22.67sq m

## TEST: Careel 22

full-length double vee-berth which can be used in the normal fashion or for sleeping transversely.

The anchor locker drains straight out through an outlet in the side of the boat.

The main cabin can seat a large family round the drop-leaf table which is fixed to the centreboard case.

The case, running right to the companionway, also serves as a step for access. It's completely enclosed — the centreboard being hydraulically operated from the cockpit. Consequently there are no ropes, wires or areas which are likely to trap unwary fingers.

The hydraulic pump to operate the centreboard is on the port side of the cockpit. A stainless steel tube runs from the pump to the hydraulic mechanism.

A gauge to determine how much of the board has been lowered is mounted under a transparent cover in the centreboard case.

To starboard of the centreboard case and beneath the cockpit sole, is a space to hold a battery for running a portable fridge — the type that have capacities ranging from 18 to 24 cans.

The boat's battery for lighting is forward of the toilet compartment which is in the forward cabin. It's covered by the overlays on the forward berths.

The main and fore-cabin areas are well lit by natural light with tinted windows in both sides.

Storage racks run the full length of the main cabin and are placed so as not to interfere with the comfort of anyone sleeping on the bunks.

There's also good storage space under the bunk overlays.

Right throughout, the interior of the Careel 22 can be adapted to suit the buyer's tastes. "We prefer to build to order," Rose says, "that way we can build what the buyer wants and it avoids having to rearrange an internal layout of a fixed design."

The Careel's hull has been extensively reinforced with wood and cormat, particularly in areas likely to take heavy pounding.

Box girders have been used to take the chainplates down into the hull so that stresses are more evenly distributed.

In the cockpit, the port locker has been insulated so it can double as an icebox.

The starboard locker accommodates fuel for the outboard motor.

On the test boat, an Evinrude 6hp motor had been fitted on the transom. It seemed adequate to keep the boat moving without running at screaming pitch and an extremely economical unit.

From the helmsman's seat, all the workings are within easy reach.

The long tiller, fixed to a rudder hung off the stern, the sheets and hydraulic pump for the centreboard can be reached without the helmsman leaving his position.

The boat is a joy to sail with its stability giving the impression that there's much more boat to this 22-footer than meets the eye.

It remains steady in the chop, the rolling action dampened sufficiently to allow those on board to simply relax and enjoy the ride.

The boat responds well to the helm and with the absence of safety rails — there are rails up forward which taper down on to the deck — the headsails come around cleanly and without interference.

The test boat carried Burke sails which perform well in the light breeze.

The Careel 22, a boat offering a lot

not only in terms of comfort but also in top performance as well, has an all-up price tag making it a proposition well worth consideration.

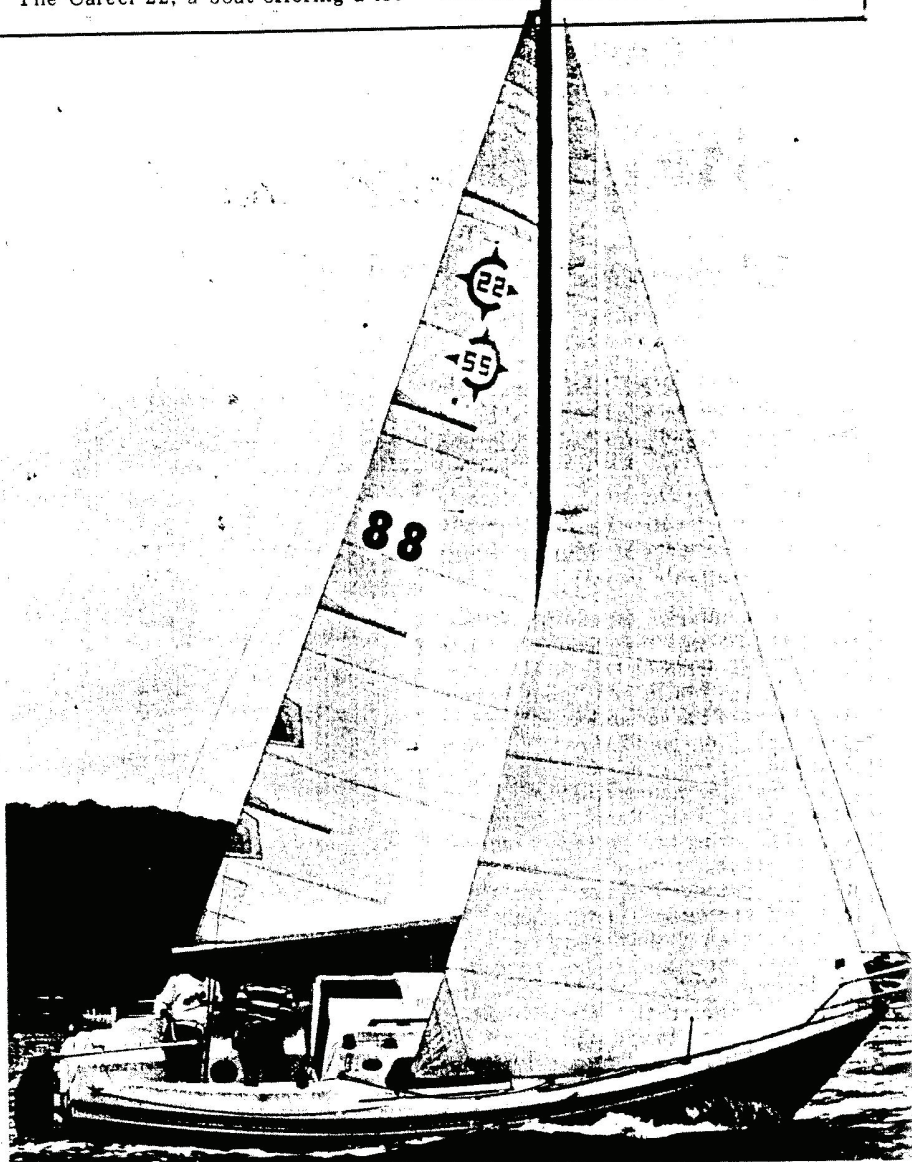
The Careel 22 is also available in fixed keel version and with taller rig and larger sail area.

A long list of options is open to the buyer, and there's also a free decorating service available through the company.

The trailable Careel can be easily towed by cars with an engine of at least four litres.

### SPECIFICATIONS Careel 221 Swing-Keel

LOA .....	6.9m
Beam .....	2.5m
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Sail area .....	22.67sq m



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