

*A guide to Australian trailer-sailers, possibly
written by Bob Ross circa late 70's.
Australian trailer-sailers*

Careel 22

Compass Careel boats need no introduction to the sailing fraternity. The little Careel 18, which began life as the Duncanson 18 from South Australia, is now one of the most popular trailer-sailers on the water, with some 150 boats afloat in and around Sydney alone. The Careel 22 is not from the same stable; she is designed specifically for David Rose by Joe Adams and built as both a trailer-sailer and fixed-keel yacht. Although termed Careel 22, in fact she is 6.9 metres (22 feet 6 inches) overall, which is quite a sizable yacht to swing up on a trailer.

Two factors strike one immediately. First, it is a very pretty boat. The lines are classical with almost no attempt at a contemporary approach, and they make a very shapely, attractive craft. The bow has a fine entry and moderate rake, sweeping back to a conventional round bilge and squared-off transom. Nice modest sheer lines keep the classical trend, as does the low coach-house (with two windows) which sweeps back into a low cockpit coaming.

This, of course, is without the pop-top. While my test crew and I do not particularly like pop-tops or any other tops on classical looking yachts, we had to concede that when in position, the pop-top of this boat does not upset the neat styling too much. The advantages gained by the additional headroom far outweigh the disadvantages of spoiling the appearance. But with the pop-top down, this yacht is a honey.

The second factor which impresses on first appearance is the solidity of the moulding. None of your twangy decks here; the cabin roof is as solid as any other part of the boat. Rose experimented with a foam and ply sandwich before coming up with a beam-deck combination of ply sandwich that gives the boat a very solid feel—and not just on the deck. We couldn't fault the moulding of the structure work anywhere. Finish is good, and with hand rails on the cabin top and pulpit at the bow, she has the feel of a big boat.

The layout did not impress us too greatly, but it really depends on what you want in a boat. Almost half the deck plan is taken up with cockpit which

makes her an excellent boat for day sailing with lots of people aboard. But it does so at the expense of the below decks accommodation. Although, by juggling berths under the galley and via dinettes, there is sleeping room for four, we felt that the cockpit space could have been better utilised to offer more below decks without necessarily compromising the cockpit roominess.

At the cabin entrance the cockpit is extremely beamy. So much so that a small foothold has been placed in the centre to prevent passengers sliding around when she is heeling. To our way of thinking, bringing the cockpit seats in and reducing this width would have enabled two quarter berths to be slid under the cockpit where, at the moment, there is just space. This would have improved the sleeping situation without compromising the excellent cockpit space.

Below decks there are all facilities including toilet, dinette table and small galley. The centreboard casing doubles as part of the dinette and therefore does not intrude, as do most centreboard casings. With the pop-top up there is good standing headroom and the galley and table area and the whole interior of this boat is tastefully decorated with timber panelling and fabric coverings.

Our biggest surprise came in erecting the mast; 8.5 metres of mast is a fair span and looking at it lying on the deck, we could see no way that a family was going to raise it. But not only was it easy for two to raise, we witnessed another Careel 22 owner who was launching alongside, erecting it on his own. We don't recommend this, as one needs to be agile to say the least, but it did prove the ease with which a family could raise what is, after all, a fairly tall spar. Once in place, rigging was straightforward and the whole operation was done quickly and easily.

The most remarkable feature, when we trailered her to the ramp, was the amount of water she doesn't need to float off. We launched over a beach into no more than half a metre of water. The boat slid easily off the trailer and into the water, the only problem being that she was so anxious to get going, we had to hang on tight or the breeze would have taken her! Any hangups we might

have had, about a yacht of this size being difficult to launch on the poor ramps that are a feature of New South Wales waterways, were dispelled immediately.

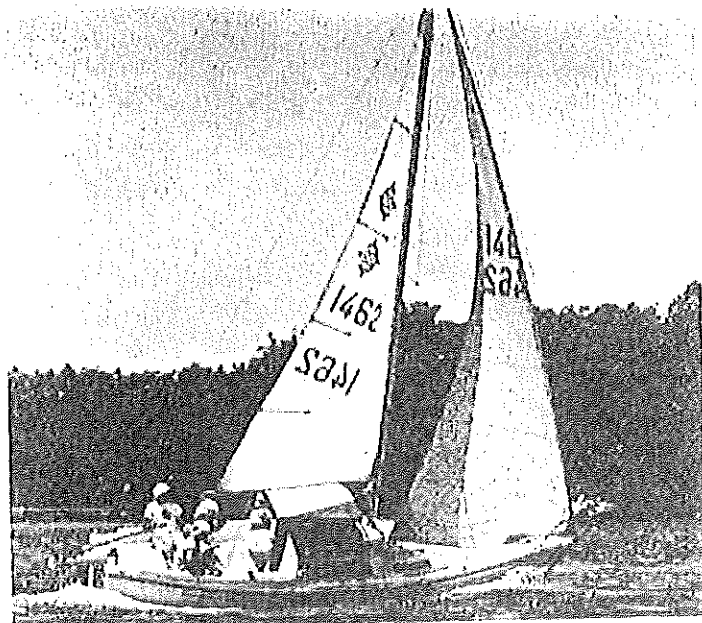
Sailing out of the shallow water was a bit more of a problem since we were headed by a stiff westerly and were unable to drop the centreboard more than a few centimetres. It is to the boat's credit that she made it; many a centreboarder would have spent the afternoon on the beach under those conditions. The masthead rig has a fairly high aspect ratio and comes in two forms, the rig for the ballast keel version being taller than that for the trailer version for obvious reasons. Running gear is standard and rigging is straightforward.

The stiff westerly gave us a great opportunity to test this boat, with gusts to 20 knots at times. We were carrying the genoa and full main as we were anxious to test her stability under these conditions.

Hard on the wind she tended to gripe a bit and sailing her was a matter of using the main sheet and 'skiff' techniques. But that was to be expected with a narrow fin keel and the pressure that the westerly was exerting. She pointed well and took the gusts in her stride and the only real criticism we had was that in going about fast, she tends to 'slide' her transom and bring some water over the coamings. However, we were testing her under extreme conditions and she would not normally be sailed that way by a cruising family. In any case, the self-draining cockpit soon takes care of any water that does come aboard.

On a reach she was stable, fast and handled well, and on the run home she was as docile as a lamb. For deep-keel sailors it is great to be able to run right up the beach without problems, step over and bow, and make the painter fast to a tree.

We were impressed by the Careel 22. There is no doubt that her type of boat will usher in a new era in boating where the family pack up and holiday aboard, both on the water and on the road. As such, we see a big future for her since she is big enough to be comfortable for this sort of thing, yet small enough to trailer comfortably and to be handled by a family without too much effort.



SPECIFICATIONS

<i>LOA</i>	6.9 m
<i>LWL</i>	6.09 m
<i>Beam</i>	2.5 m
<i>Draft</i>	1.37 m
<i>Displacement</i>	1,133 kg
<i>Hull Material</i>	Fibreglass
<i>Keel type</i>	Centreplate
<i>Jib</i>	12.25 m ²
<i>Main</i>	9.29 m ²
<i>Genoa</i>	18.95 m ²
<i>Berths</i>	5
<i>Motor</i>	Outboard
<i>Manufacturer</i>	David Rose Yachts 14 Currawong Avenue Palm Beach 2108 NSW

