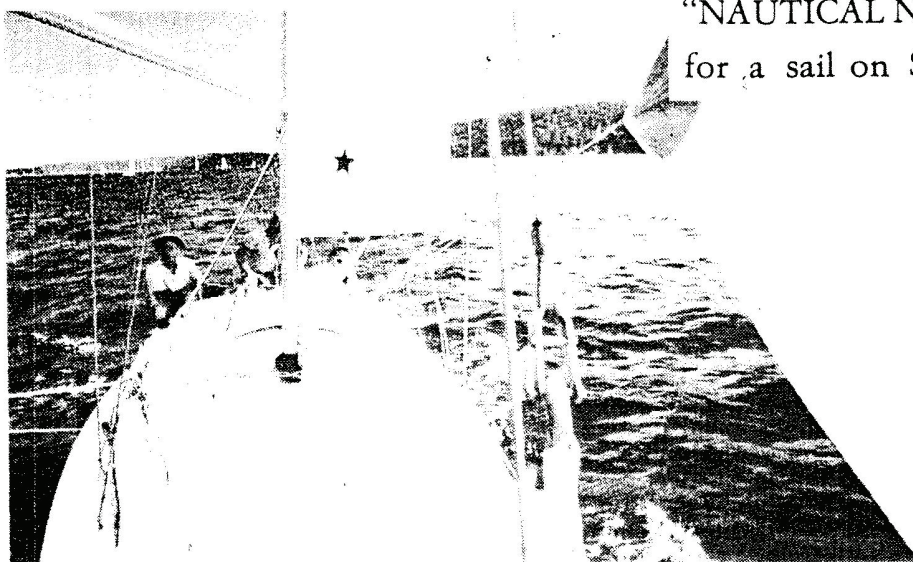


IN A BREEZE

The Careel 22



"NAUTICAL NEWS" recently took a Careel 22 for a sail on Sydney's Pittwater in a gusty, strong wind.

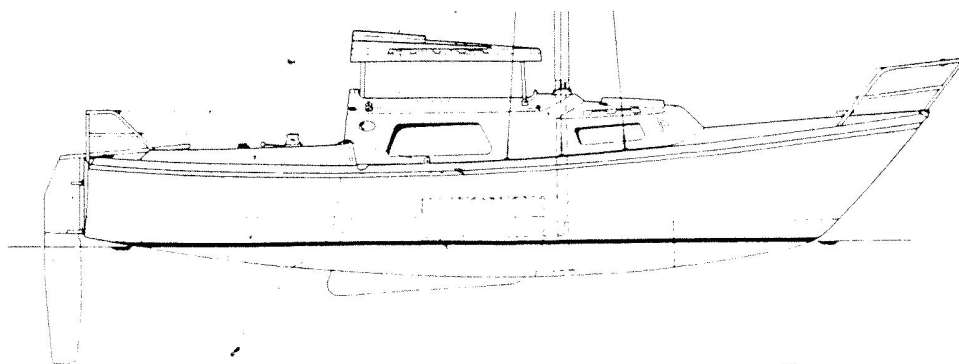
It gave us a chance to push the boat hard and it came back laughing.

Under power we got away easily with the boat under control at all times, even at low speed. This is thanks to the yacht's moderate freeboard, low deckhouse and good grip on the water. The low freeboard also makes it easy to get aboard from the beach without necessarily using the transom step provided.

Under mainsail alone we got the feel of the conditions and powered along in a purposeful way.

The Careel 22 made good speed up and downwind and tacked and gybed easily.

It was gentleman's sailing - everything under control, the boat going places and the crew at ease in the cockpit.



is a practical

package

Raising the 9.29 square metre (100 square feet) intermediate headsail we doubled the sail area set.

We pushed the boat hard and every so often buried the lee toe-rail in a gust.

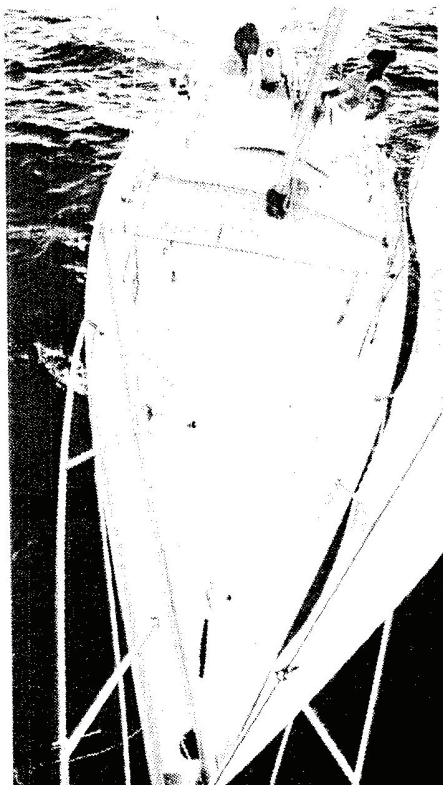
The yacht would then take control, rounding up and spilling her wind. The mainsheet and tiller needed constant attention to cope with the gusts, but although over-canvased for the conditions the Careel remained controllable and looked after her crew.

A reef in the mainsail eased the yacht making her responsive to the helm and fast, but the Careel needed helm and sheet worked to keep her on her feet.

With the helm lashed down she hove-to easily – a technique which gives respite and a chance to dig out the smaller headsail, ready an anchor or just have a cup of coffee and a breather.

Changing down to the number two headsail really put the boat on her mettle. The Careel stood up and made the best use of the wind footing quickly to windward and even verging on planing going downwind.

The Careel 22 is a swing centreboarder designed by Joe Adams for David Rose Yachts some years ago now. The boat has remained a competitive performer, however, and regularly places well in racing – including firsts in Victoria's Marlay Point overnight classic.



She has a longish entry and an easy sweep to her buttocks. Her beam is 2.46 metres (8 feet 1 inch) on an overall length of 6.93 metres (22 feet 9 inches) and a waterline of 6.12 metres (20 feet 1 inch).

Her displacement is 1190 kilograms (2623 pounds) of which 29 per cent is in the ballast centreboard.

A working sail area of 22.67 square metres (244 square feet) gives a sail area/displacement ratio of 22/53 – good enough for light airs performance – and her

displacement/length ratio is 146.

Draught is 0.36 metres (14 inches) with the centreboard up and 1.52 metres (5 feet) with it lowered.

Construction is to a good standard throughout with obvious attention paid to the distribution of stresses in the boat.

To this end the centreboard case has been built into the cockpit sole aft and a partial (bunk height) bulkhead forward.

A timber compression post under the maststep also meets the bulkhead and the upper shroud chainplates are reinforced by box section webs to the hull sides. The bunk flats themselves complete the stiffening of the hull.

Like its smaller sister, the Careel 18, the 22's cabin has been kept simple and practical. There is a V-berth in the eyes of the

SPECIFICATIONS:

Length overall: 6.93 metres (22 feet 9 inches)

Length waterline: 6.12 metres (21 feet 1 inch)

Beam: 2.46 metres (8 feet 1 inch)

Draught: 0.36/1.52 metres (1 foot 2 inches/5 feet)

Displacement: 1190 kilograms (2623 pounds)

Working sail area: 22.67 square metres (244 square feet)

**From David Rose Yachts,
14 Currawong Avenue, Palm
Beach, 2108, NSW.**

boat with a chemical toilet underneath. Flanking the centreboard case are two settee berths.

The starboard one is 1.9 metres (6 feet 3 inches) long and can be widened to form a double berth. A sliding galley unit stows under the cockpit seat at the foot of the berth and when drawn forward offers a sink, two-burner stove and stowage area.

The port settee extends under the cockpit seat and is 3.3 metres (10 feet 10 inches) long – enough for an adult and a child.

Between the settee fronts and the centreboard case is about 0.55 metres (21 inches). Enough for comfortable leg room when sitting. A 0.9 by 0.6 metre (3 feet by 2 feet) drop-leaf table is mounted on the forward end of the centreboard case with a commodious draw under, while the after part of the case forms a step and seat for working at the galley.

Over the saloon area is a pop-top coachroof giving 1.85 metres (6 feet 1 inch) of headroom.

A clear fabric screen can be fitted to the pop-top to keep out the weather.

Any pop-top must be arranged to be secure both up or down if safety is not to be compromised. The Careel's is supported in its raised position by a lip under the mast step forward and two positive action latches aft. It is both effective and easy to operate.

On deck the Careel 22 boasts a 1.95 metre (6 feet 5 inch) long cockpit with a fuel tank locker and icebox. Mounted on the port seat front is the hydraulic control for raising and lowering the centreboard while a pendant at the forward end of the cockpit locks the board in position.

The transom is recessed on the starboard side of the swing rudder to allow a long-shaft outboard to clamp directly to it. Not only does this arrangement save damaged backs when lifting the engine but keeps the propeller close to the centre of pitching – where it can do some real work in a seaway.

The foredeck offers an amply sized cleat and bow roller as well as a very neat anchor locker. The deck and cockpit areas are well finished with a random pattern, non-skid surface that provides a secure footing while the deck edge is fitted with a low moulded toerail.

The Careel 22 priorities are performance, safety, and practicality. These she offers in a pretty, well engineered package meant to last.

Fish isn't the only thing which is best while it's fresh.
'NAUTICAL NEWS' is a nice change of diet.

By MURRAY ISLES

